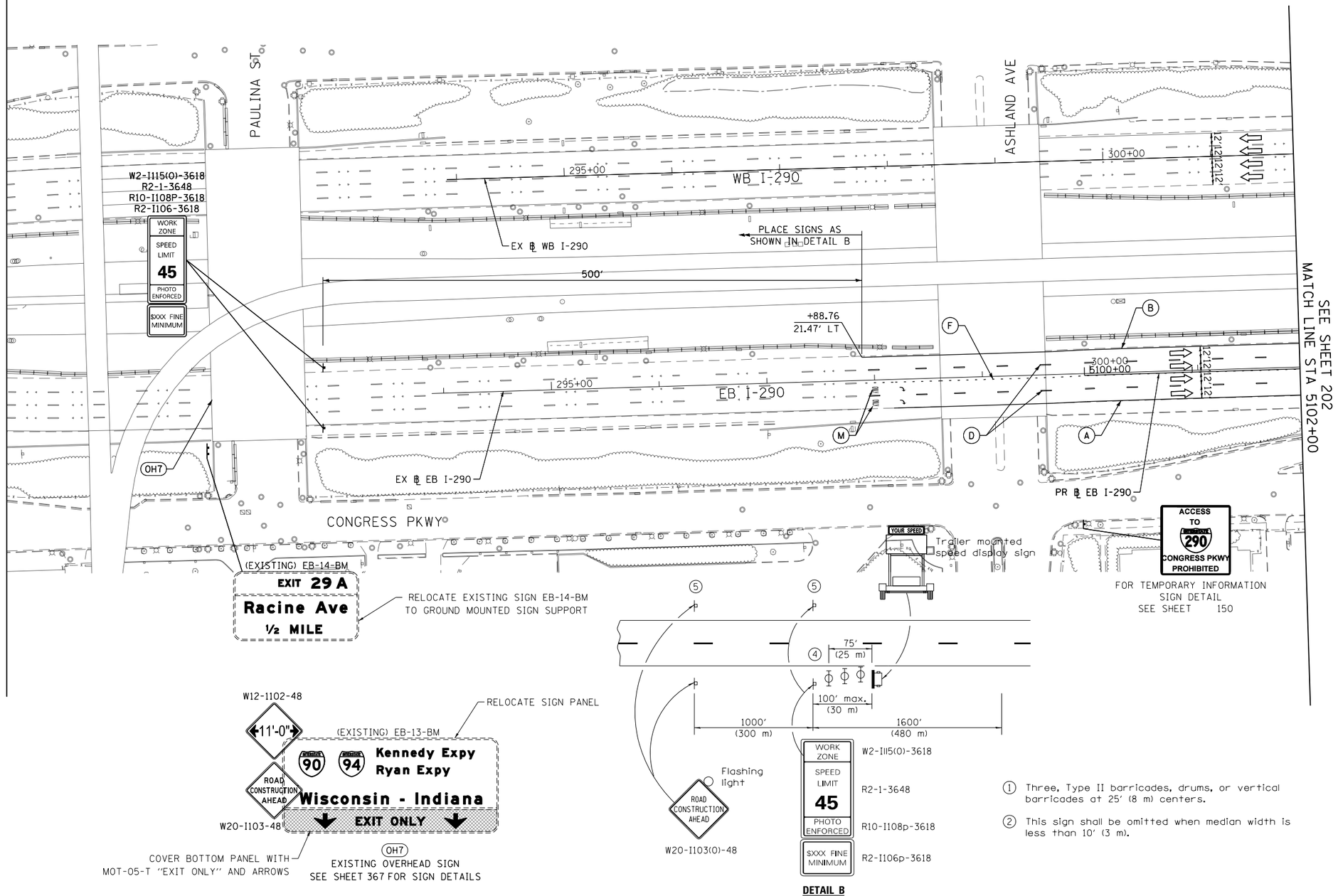

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0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

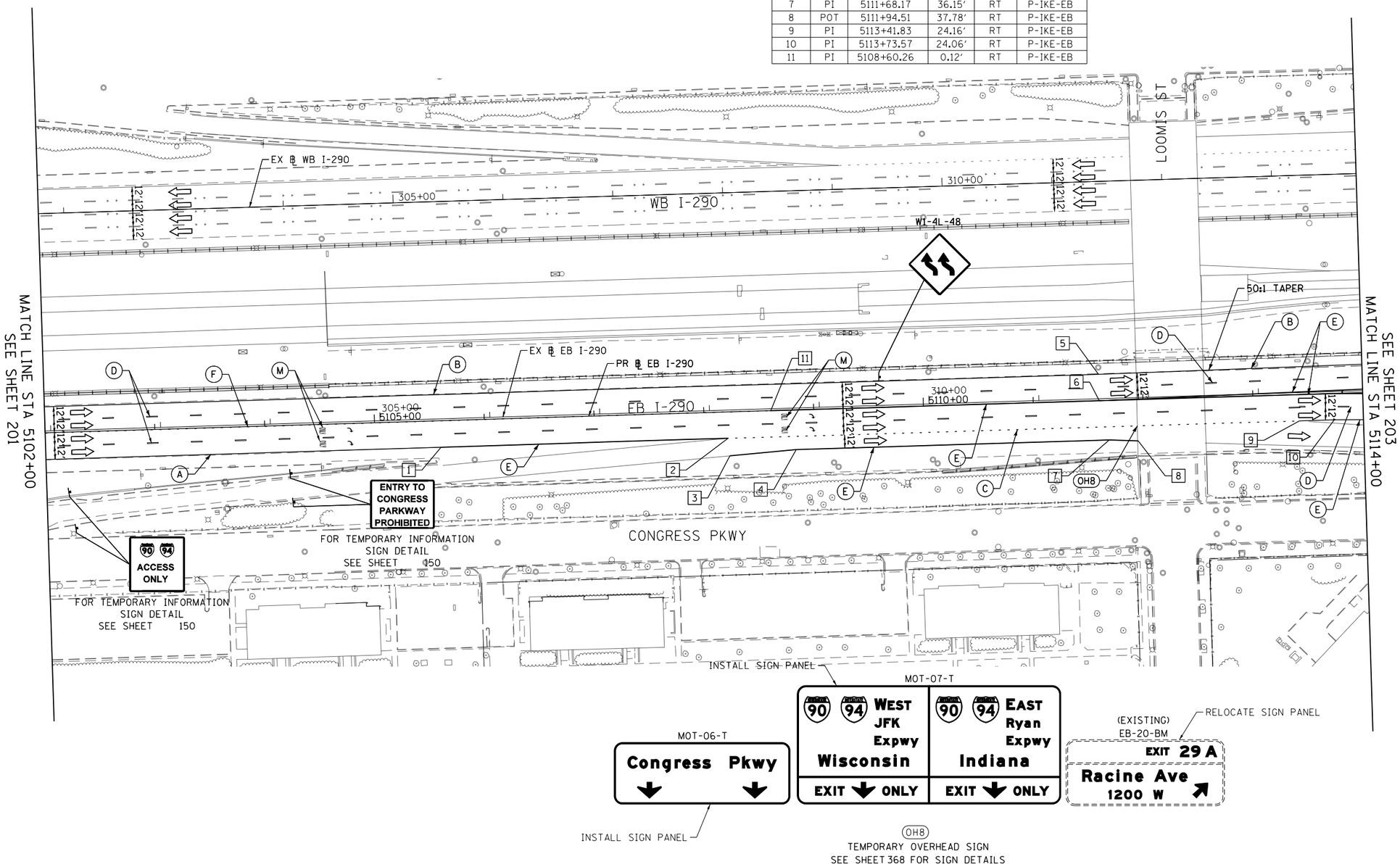
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. | TO STA. 5102+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	201
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5105+59.98	24.16'	RT	P-IKE-EB
2	PI	5108+21.41	24.01'	RT	P-IKE-EB
3	POT	5108+22.51	39.98'	RT	P-IKE-EB
4	PI	5108+83.09	36.15'	RT	P-IKE-EB
5	PI	5111+60.22	23.94'	LT	P-IKE-EB
6	PI	5111+60.26	0.16'	RT	P-IKE-EB
7	PI	5111+68.17	36.15'	RT	P-IKE-EB
8	POT	5111+94.51	37.78'	RT	P-IKE-EB
9	PI	5113+41.83	24.16'	RT	P-IKE-EB
10	PI	5113+73.57	24.06'	RT	P-IKE-EB
11	PI	5108+60.26	0.12'	RT	P-IKE-EB



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0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

(A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)

(B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)

(C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)

(D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)

(E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)

(F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)

(G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)

(H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3

(J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(K) IMPACT ATTENUATOR, RELOCATE

(L) PINNING TEMPORARY CONCRETE BARRIER

(M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS

(N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

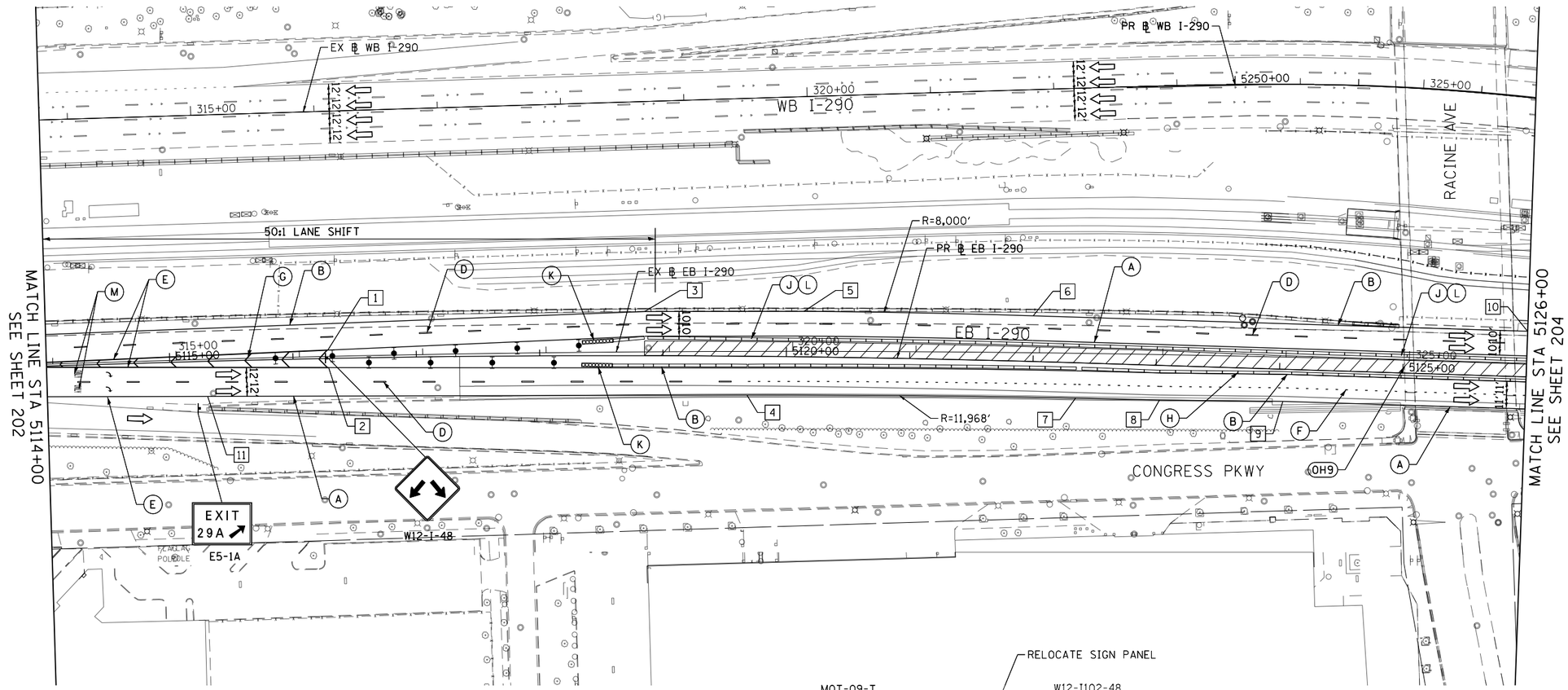
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

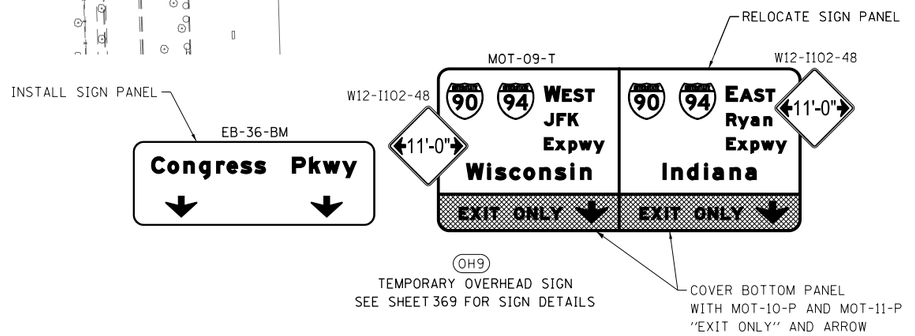
SCALE: 1"=50' | SHEET 4 OF 9 SHEETS | STA. 5102+00 | TO STA. 5114+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	202
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5116+28.36	6.73'	LT	P-IKE-EB
2	PI	5116+28.73	7.45'	RT	P-IKE-EB
3	PI	5118+84.96	35.73'	LT	P-IKE-EB
4	PC	5119+68.27	31.52'	RT	P-IKE-EB
5	PC	5120+13.82	36.90'	LT	P-IKE-EB
6	PT	5121+99.16	37.06'	LT	P-IKE-EB
7	PT	5122+35.61	28.50'	RT	P-IKE-EB
8	PI	5123+03.54	28.00'	RT	P-IKE-EB
9	PI	5124+03.52	26.00'	RT	P-IKE-EB
10	PI	5126+00.00	37.00'	LT	P-IKE-EB
11	PI	5115+30.00	28.44'	RT	P-IKE-EB





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0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- [#] POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

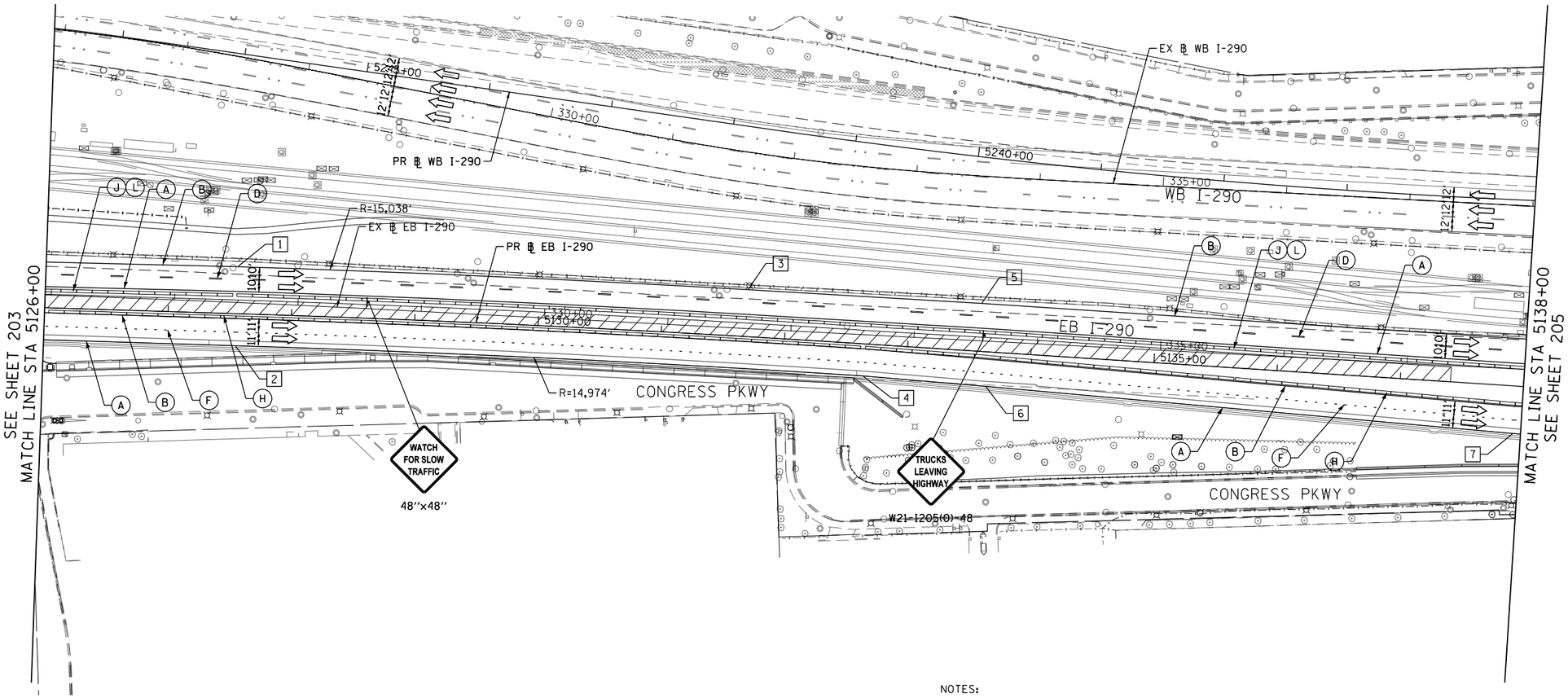
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

SCALE: 1"=50' | SHEET 5 OF 9 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	203
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PC	5127+55.23	38.00'	LT	P-IKE-EB
2	PC	5127+55.23	26.00'	RT	P-IKE-EB
3	PT	5131+68.16	38.00'	LT	P-IKE-EB
4	PT	5132+65.31	26.00'	RT	P-IKE-EB
5	PI	5133+57.58	38.85'	LT	P-IKE-EB
6	PI	5133+65.11	28.00'	RT	P-IKE-EB
7	PC	5137+93.88	38.50'	RT	P-IKE-EB



NOTES:
1. THE CONTRACTOR SHALL REMOVE, COVER OR TURN AWAY "WATCH FOR SLOW TRAFFIC" AND "TRUCKS LEAVING HIGHWAY" SIGN WHEN FLAGGERS ARE NOT PRESENT.

N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

* FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

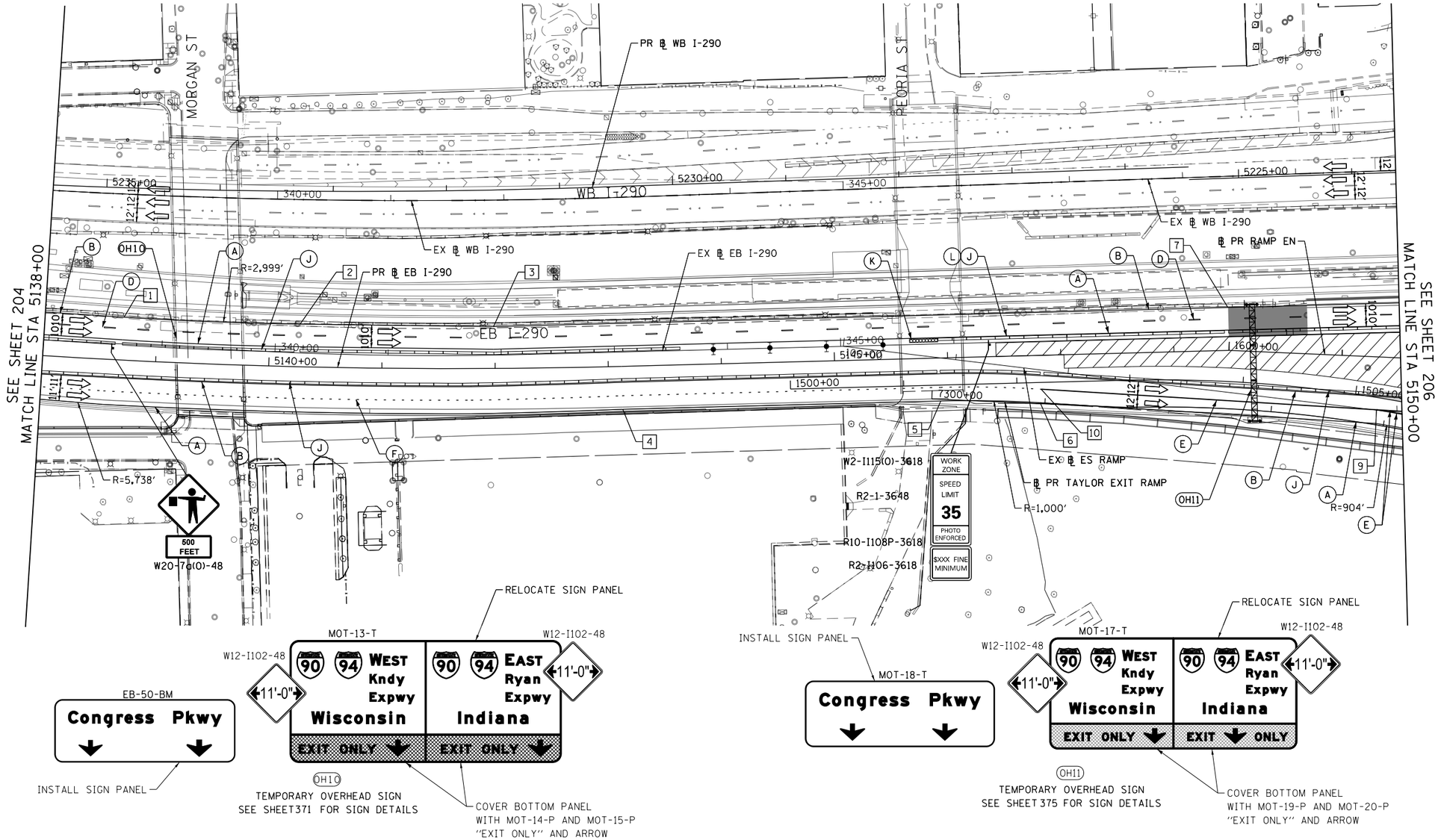
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

SCALE: 1"=50' | SHEET 6 OF 9 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	204
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PC	5138+70.11	37.98′	LT	P-IKE-EB
2	PT	5140+26.88	37.70′	LT	P-IKE-EB
3	PI	5141+98.87	36.89′	LT	P-IKE-EB
4	PT	5143+11.82	38.00′	RT	P-IKE-EB
5	PC	5145+92.97	38.00′	RT	P-IKE-EB
6	PT	5146+80.75	41.86′	RT	P-IKE-EB
7	PI	5148+48.69	26.00′	LT	P-CON-EB
8	PC	1504+35.01	28.48′	RT	P-CIR-ES
9	PC	1505+20.44	10.81′	RT	P-CIR-ES
10	PI	5146+81.80	29.91′	RT	P-IKE-EB



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0 50 100

SCALE: 1"=50′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- (#) POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
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- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

* FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

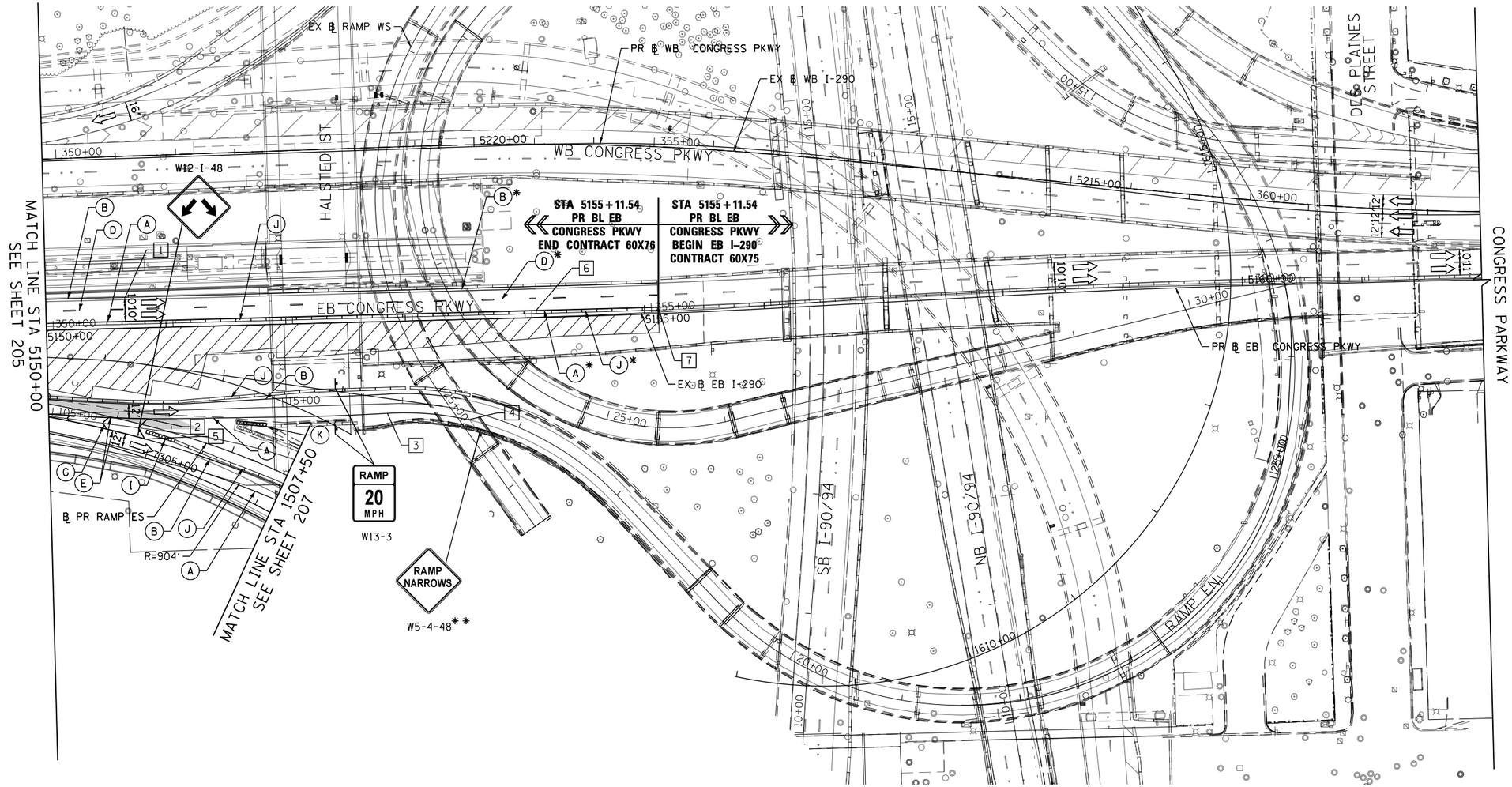
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

SCALE: 1"=50′ | SHEET 7 OF 9 SHEETS | STA. 5138+00 | TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	205
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5150+66.44	26.00'	LT	P-CON-EB
2	PT	1602+41.57	44.55'	RT	P-CIR-EN
3	PC	2604+39.89	12.11'	RT	P-CIR-ENI-2
4	POT	16+57.18	7.17'	RT	E-CIR-EN
5	PI	1506+27.19	11.09'	RT	P-CIR-ES
6	PI	5154+09.48	6.00'	LT	P-CON-EB
7	POT	5155+11.54	5.52'	LT	P-CON-EB



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0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

* FROM PREVIOUS STAGE TO REMAIN
** FROM CONTRACT 62B76 TO REMAIN

NOTES:

1. STAGING EAST OF STA 5155+11.54 PR ℄ EB CONGRESS PARKWAY IS SHOWN FOR INFORMATION ONLY AND COULD VARY DURING THE DURATION OF CURRENT STAGE. SEE CONTRACT 60X75 PLANS FOR DETAIL
2. CONTRACTOR COOPERATION AND COORDINATION REQUIRED BETWEEN CONTRACTS 60X75 AND 60X76.

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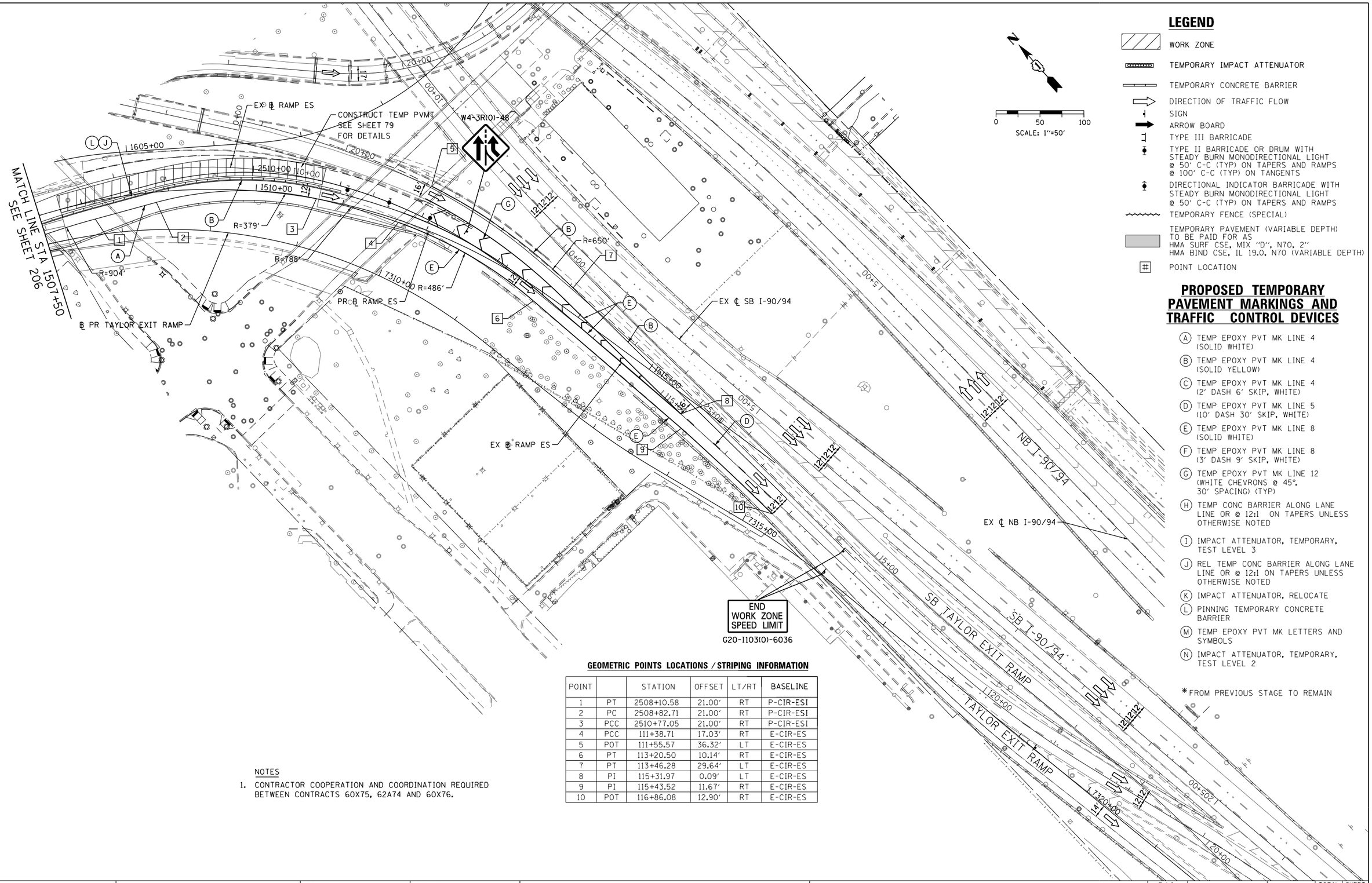
PLOT DATE = 5/9/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2

SCALE: 1"=50' | SHEET 8 OF 9 SHEETS | STA. 5150+00 | TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	206
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- # POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PT	2508+10.58	21.00'	RT	P-CIR-ESI
2	PC	2508+82.71	21.00'	RT	P-CIR-ESI
3	PCC	2510+77.05	21.00'	RT	P-CIR-ESI
4	PCC	111+38.71	17.03'	RT	E-CIR-ES
5	POT	111+55.57	36.32'	LT	E-CIR-ES
6	PT	113+20.50	10.14'	RT	E-CIR-ES
7	PT	113+46.28	29.64'	LT	E-CIR-ES
8	PI	115+31.97	0.09'	LT	E-CIR-ES
9	PI	115+43.52	11.67'	RT	E-CIR-ES
10	POT	116+86.08	12.90'	RT	E-CIR-ES

NOTES

1. CONTRACTOR COOPERATION AND COORDINATION REQUIRED BETWEEN CONTRACTS 60X75, 62A74 AND 60X76.

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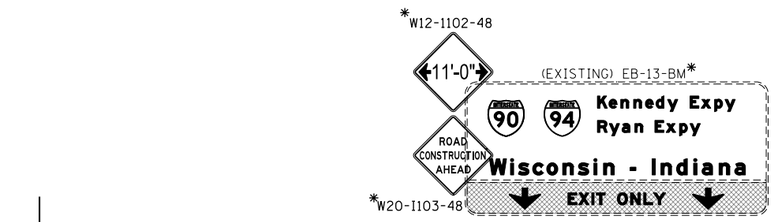
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

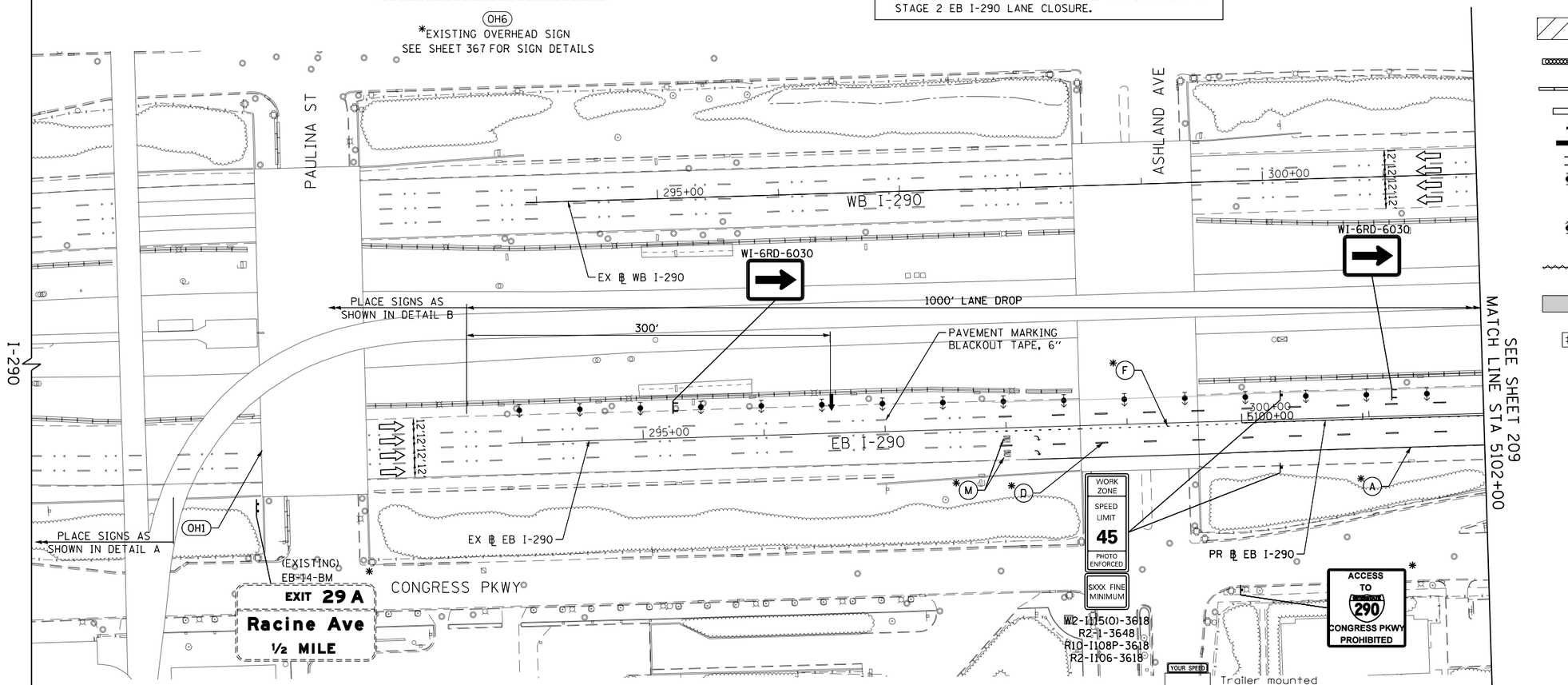
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
RAMP EN AND RAMP ES STAGE 2

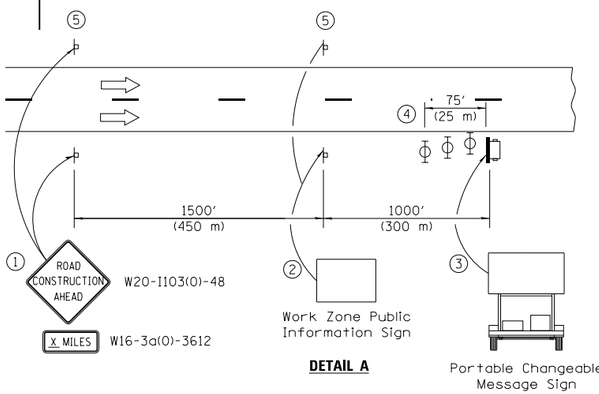
SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. 7306+14 TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	207
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		



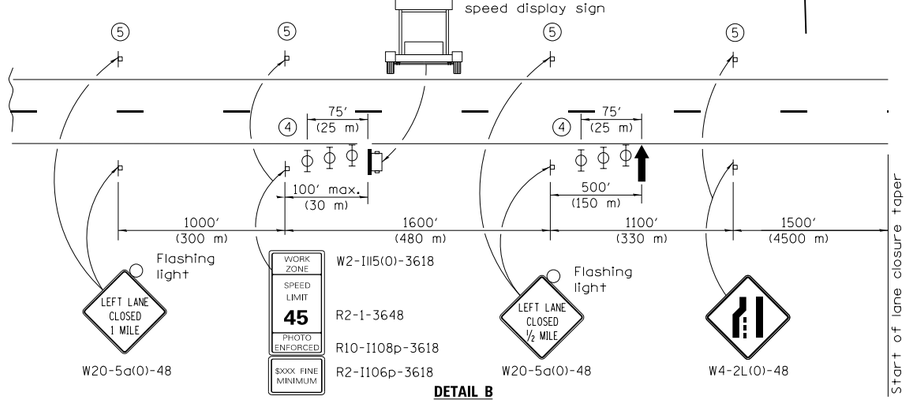
NOTES:
1. SEE STAGING AND INTERCHANGE RESTRICTIONS SPECIAL PROVISION FOR ASSOCIATED TIME PERIODS OF EB I-290 LANE CLOSURE.
2. COVER ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND STAGE 2 TEMPORARY PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE FOR DURATION OF STAGE 2 EB I-290 LANE CLOSURE.

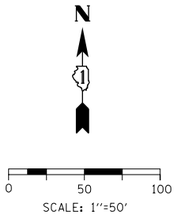




1. The Road Construction Ahead sign shall be located 3 to 5 miles in advance of the project limits.
2. The message and size of the Work Zone Public Information Sign shall be as specified by the Department.
3. The message board shall be used to display status of lanes within the project. The primary messages shall be:

   "Right Lane Closed" / " x Miles Ahead"
   "Left Lane Closed" / " x Miles Ahead"
   "All Lanes Open"
4. Three, Type II barricades, drums, or vertical barricades at 25' (8 m) centers.
5. This sign shall be omitted when median width is less than 10' (3 m).





LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2 – EB I-290 LANE CLOSRE

SCALE: 1"=50' | SHEET 1 OF 5 SHEETS | STA. 8144+00 TO STA. 8156+00

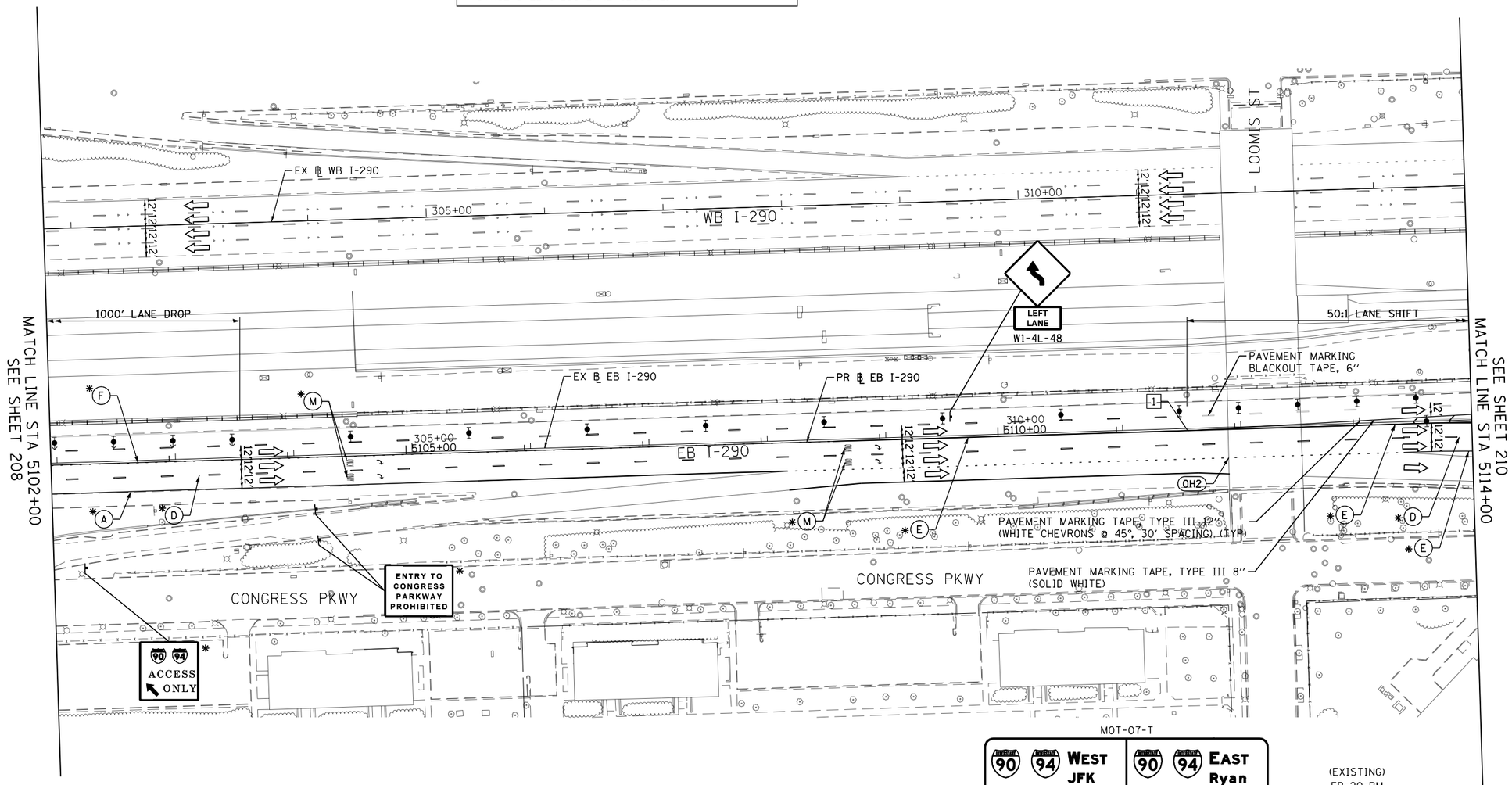
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	208
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

NOTES:
1. SEE STAGING AND INTERCHANGE RESTRICTIONS SPECIAL PROVISION FOR ASSOCIATED TIME PERIODS OF EB I-290 LANE CLOSURE.

2. COVER ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND STAGE 2 TEMPORARY PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE FOR DURATION OF STAGE 2 EB I-290 LANE CLOSURE.

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5111+60.26	0.16'	RT	P-IKE-EB



OH3
TEMPORARY OVERHEAD SIGN
SEE SHEET 368 FOR SIGN DETAILS

N

0 50 100
SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

* FROM PREVIOUS STAGE TO REMAIN

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PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/10/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2 – EB I-290 LANE CLOSURE

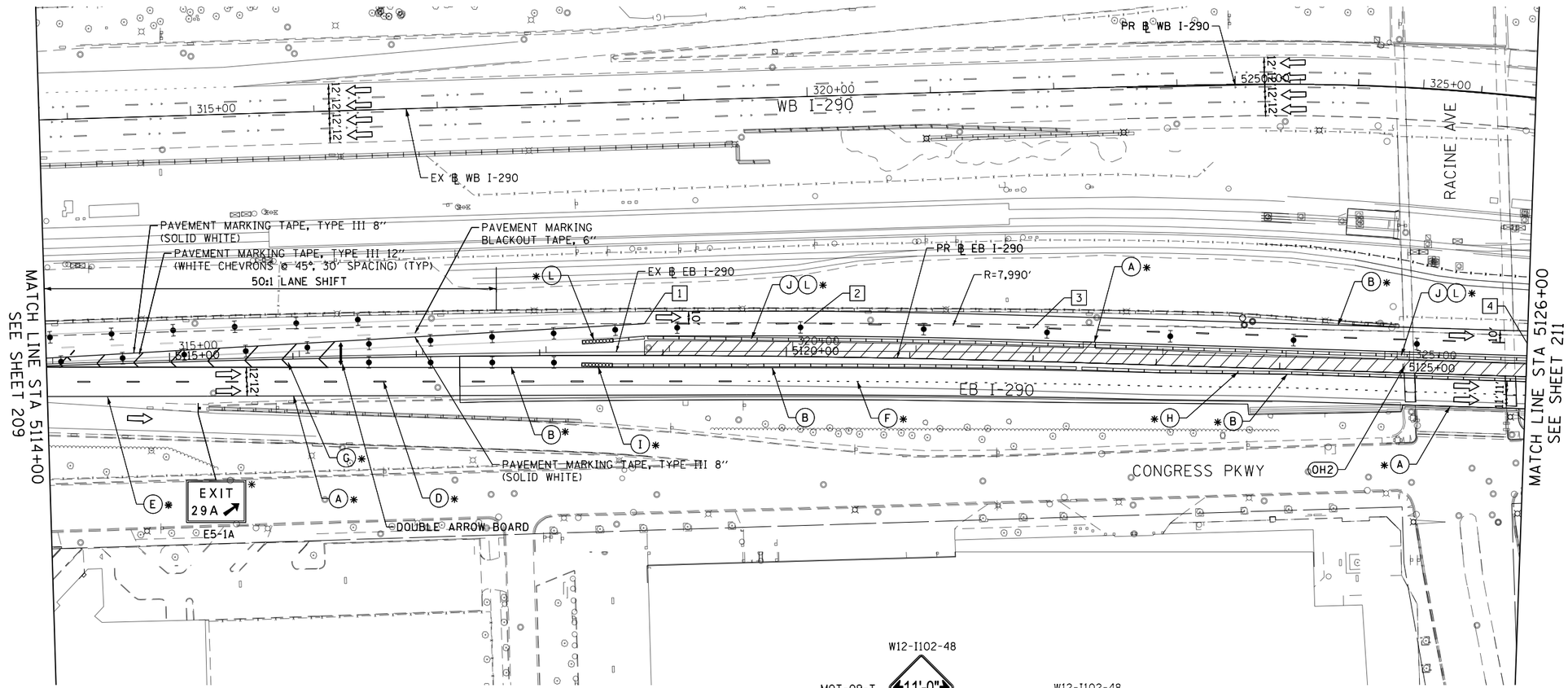
SCALE: 1"=50' | SHEET 2 OF 5 SHEETS | STA. 5102+00 TO STA. 5114+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	209
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

NOTES:
1. SEE STAGING AND INTERCHANGE RESTRICTIONS SPECIAL PROVISION FOR ASSOCIATED TIME PERIODS OF EB I-290 LANE CLOSURE.
2. COVER ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND STAGE 2 TEMPORARY PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE FOR DURATION OF STAGE 2 EB I-290 LANE CLOSURE.

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5118+84.85	25.73′	LT	P-IKE-EB
2	PC	5120+13.92	26.90′	LT	P-IKE-EB
3	PT	5121+99.13	27.06′	LT	P-IKE-EB
4	PI	5126+00.00	27.00′	LT	P-IKE-EB



*TEMPORARY OVERHEAD SIGN
SEE SHEET 369 FOR SIGN DETAILS

N

0 50 100
SCALE: 1″=50′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX ″D″, N70, 2″ HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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

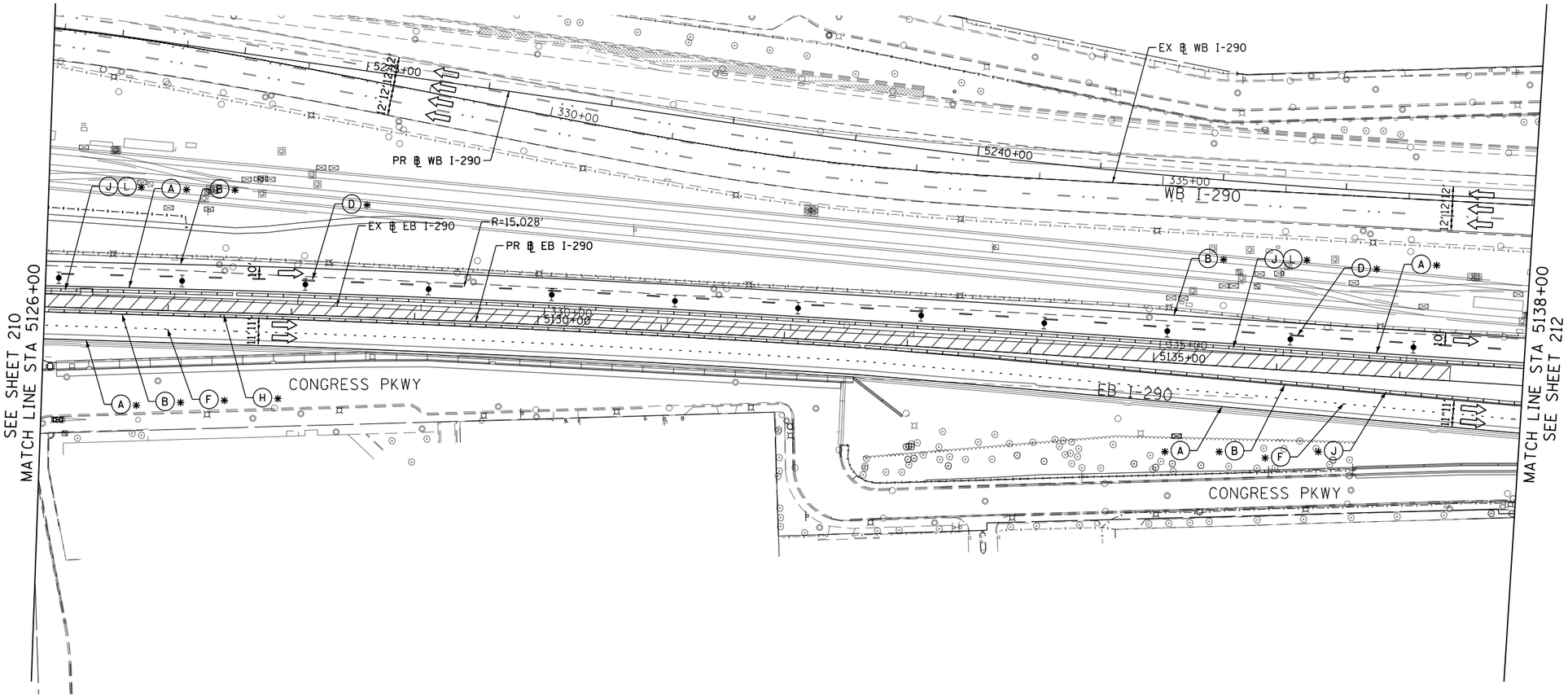
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2 – EB I-290 LANE CLOSURE

SCALE: 1″=50′ | SHEET 3 OF 5 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	210
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

NOTES:
1. SEE STAGING AND INTERCHANGE RESTRICTIONS SPECIAL PROVISION FOR ASSOCIATED TIME PERIODS OF EB I-290 LANE CLOSURE.
2. COVER ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND STAGE 2 TEMPORARY PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE FOR DURATION OF STAGE 2 EB I-290 LANE CLOSURE.



N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

(A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)

(B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)

(C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)

(D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)

(E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)

(F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)

(G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)

(H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3

(J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(K) IMPACT ATTENUATOR, RELOCATE

(L) PINNING TEMPORARY CONCRETE BARRIER

(M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS

(N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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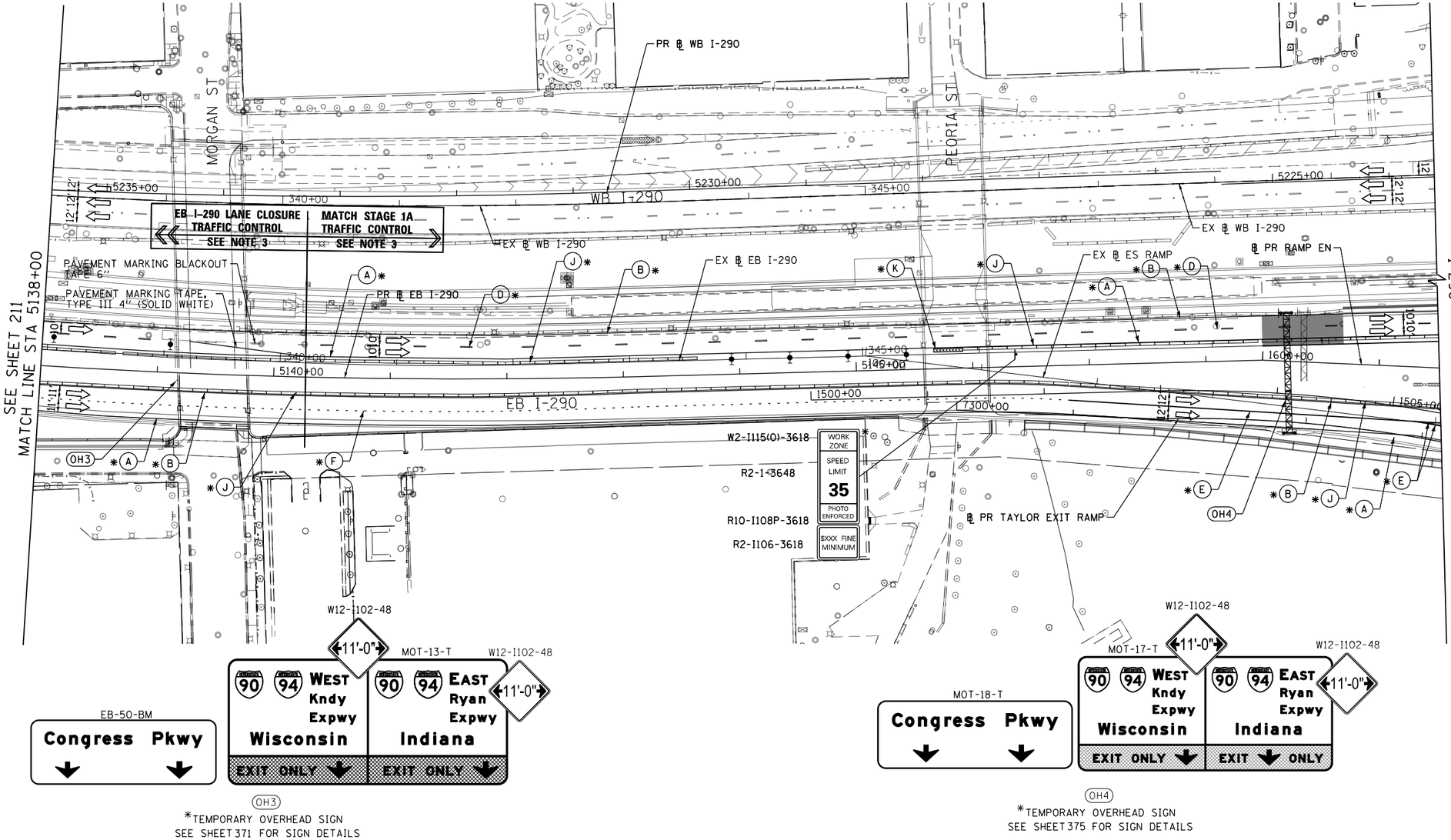
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2 – EB I-290 LANE CLOSURE

SCALE: 1"=50' | SHEET 4 OF 5 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	211
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

NOTES:
1. SEE STAGING AND INTERCHANGE RESTRICTIONS SPECIAL PROVISION FOR ASSOCIATED TIME PERIODS OF EB I-290 LANE CLOSURE.
2. COVER ALL CONFLICTING EXISTING PAVEMENT MARKINGS AND STAGE 2 TEMPORARY PAVEMENT MARKINGS WITH PAVEMENT MARKING BLACKOUT TAPE FOR DURATION OF STAGE 2 EB I-290 LANE CLOSURE.
3. MATCH TEMPORARY TRAFFIC CONTROL AND PAVEMENT MARKINGS TO THE EAST OF STA 5140+27.09 INSTALLED IN STAGE 2.



*TEMPORARY OVERHEAD SIGN
SEE SHEET 371 FOR SIGN DETAILS

*TEMPORARY OVERHEAD SIGN
SEE SHEET 375 FOR SIGN DETAILS

N

0 50 100
SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

(A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
(B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
(C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
(D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
(E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
(F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
(G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
(H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
(I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
(J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
(K) IMPACT ATTENUATOR, RELOCATE
(L) PINNING TEMPORARY CONCRETE BARRIER
(M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
(N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

FILE PATH = pw:\\617479-PWINT.aecomonline.local\AECOM-DS02-NA\Documents\01 Americas\Transportation\60269938 Circle\Phase II\000 CAD\006 Roadway\Sheets\D160X76-SHT-STAGING2-SUB-05.dgn

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D160X76-SHT-STAGING2-SUB-05.dgn	DESIGNED - VLJ	REVISED -
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PLOT DATE = 5/10/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 2 – EB I-290 LANE CLOSURE

SCALE: 1"=50' | SHEET 5 OF 5 SHEETS | STA. 5138+00 TO STA. 5150+00

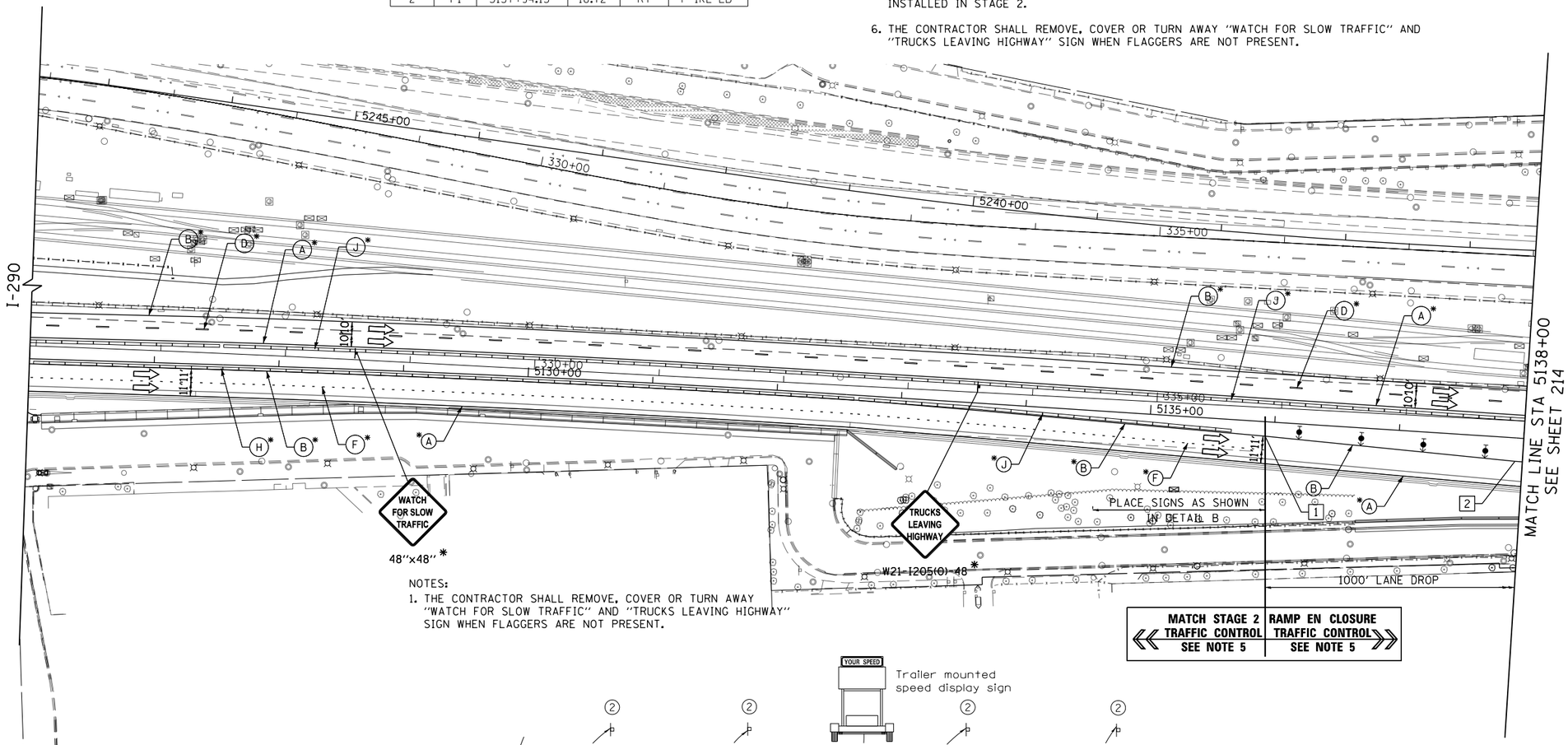
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	212
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

NOTES:

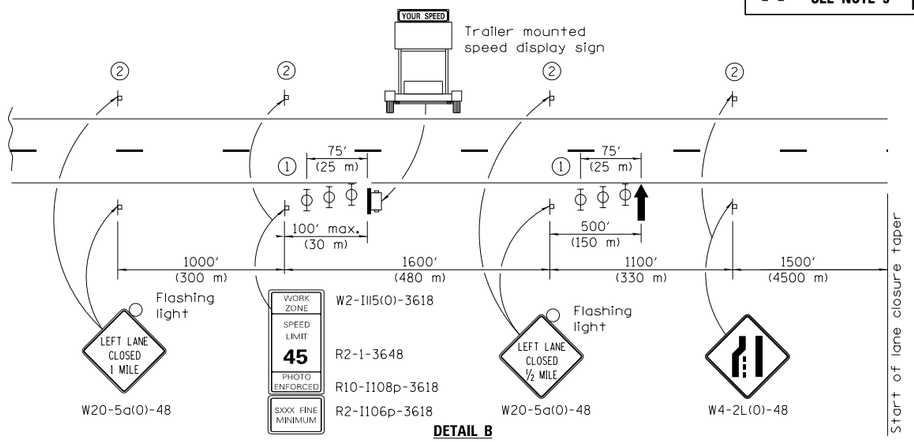
1. FOR RAMP CLOSURE RESTRICTIONS AND REQUIREMENTS, SEE "STAGING AND INTERCHANGE RESTRICTIONS" SPECIAL PROVISION.
2. FOR RAMP DETOUR INFORMATION SEE DETOUR PLAN DETAIL SHEETS.
3. ALL TEMPORARY PAVEMENT MARKING AND SIGNING INSTALLED DURING RAMP EN CLOSURE TO BE REMOVED AND RESTORED AS PER STAGE 2 CONFIGURATION PRIOR TO RAMP EN OPEN TO TRAFFIC.
4. INSTALLED BLACK ON ORANGE "RAMP CLOSED" PANEL ON DIAGONAL ACROSS EXISTING SIGN. SEE DISTRICT DETAIL TC-08 FOR PANEL DETAILS.
5. MATCH TEMPORARY TRAFFIC CONTROL AND PAVEMENT MARKINGS TO THE WEST OF STA 5135+93.00 INSTALLED IN STAGE 2.
6. THE CONTRACTOR SHALL REMOVE, COVER OR TURN AWAY "WATCH FOR SLOW TRAFFIC" AND "TRUCKS LEAVING HIGHWAY" SIGN WHEN FLAGGERS ARE NOT PRESENT.

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5135+92.97	11.57'	RT	P-IKE-EB
2	PI	5137+94.13	18.72'	RT	P-IKE-EB



NOTES:
1. THE CONTRACTOR SHALL REMOVE, COVER OR TURN AWAY "WATCH FOR SLOW TRAFFIC" AND "TRUCKS LEAVING HIGHWAY" SIGN WHEN FLAGGERS ARE NOT PRESENT.



DETAIL B

① Three, Type II barricades, drums, or vertical barricades at 25' (8 m) centers.

② This sign shall be omitted when median width is less than 10' (3 m).

N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

* FROM PREVIOUS STAGE TO REMAIN

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Tran Systems

D160X76-SHT-STAGING2-RAMP EN CLOSURE-00.dgn	DESIGNED - VLJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
RAMP EN CLOSURE STAGE 2

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. 5126+00 TO STA. 5138+00

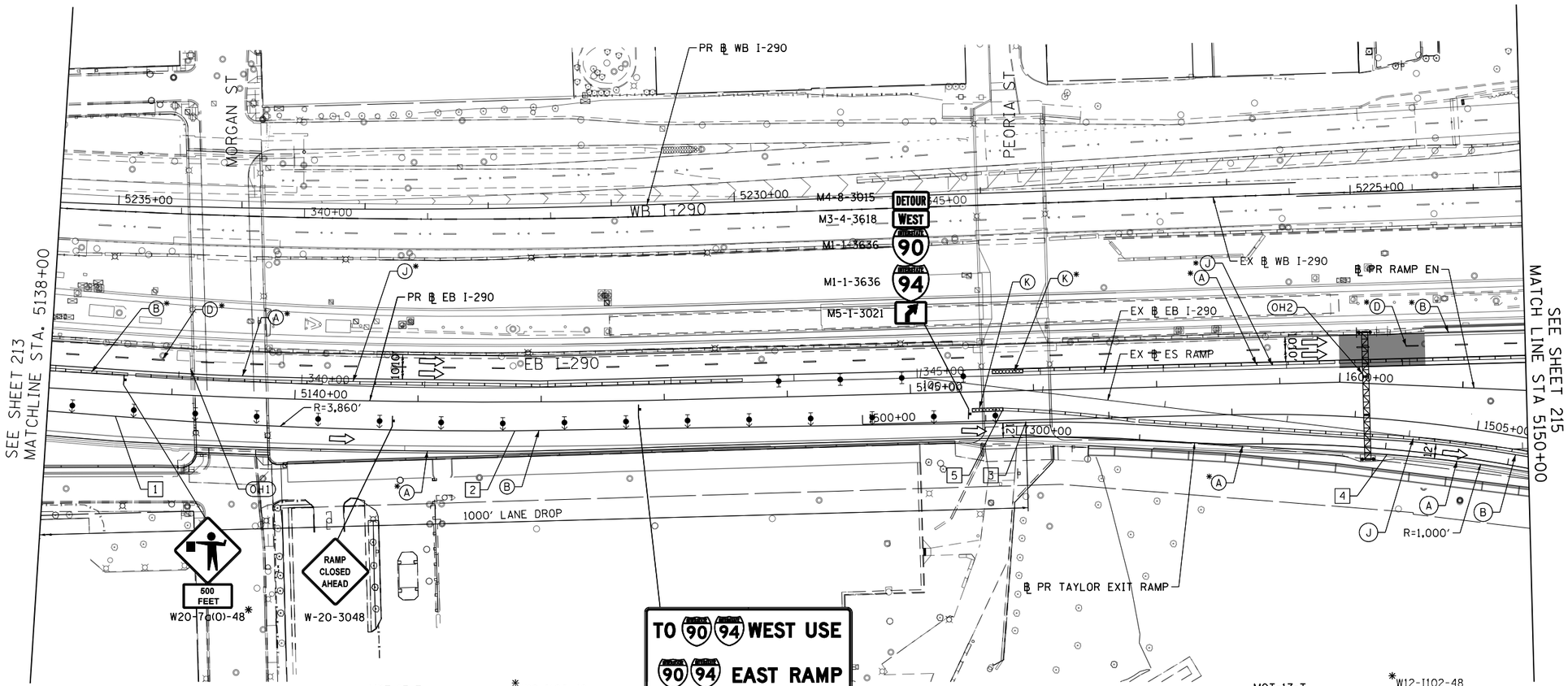
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	213
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. FOR RAMP CLOSURE RESTRICTIONS AND REQUIREMENTS, SEE "STAGING AND INTERCHANGE RESTRICTIONS" SPECIAL PROVISION.
2. FOR RAMP DETOUR INFORMATION SEE DETOUR PLAN DETAIL SHEETS.
3. ALL TEMPORARY PAVEMENT MARKING AND SIGNING INSTALLED DURING RAMP EN CLOSURE TO BE REMOVED AND RESTORED AS PER STAGE 2 CONFIGURATION PRIOR TO RAMP EN OPEN TO TRAFFIC.
4. INSTALLED BLACK ON ORANGE "RAMP CLOSED" PANEL ON DIAGONAL ACROSS EXISTING SIGN. SEE DISTRICT DETAIL TC-08 FOR PANEL DETAILS.

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PC	5138+55.26	19.88'	RT	P-IKE-EB
2	PT	5141+78.52	23.44'	RT	P-IKE-EB
3	PC	5145+92.97	26.00'	RT	P-IKE-EB
4	PC	1504+28.38	28.66'	RT	P-CIR-ES
5	POT	5145+74.71	14.82'	RT	P-IKE-EB



CUSTOM SPECIAL - INTERSTATE BLACK LETTERS ON ORANGE BACKGROUND (84"x36")

(OH1) TEMPORARY OVERHEAD SIGN SEE SHEET371 FOR SIGN DETAILS

(OH2) *TEMPORARY OVERHEAD SIGN SEE SHEET 375 FOR SIGN DETAILS

N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- [#] POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
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- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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TranSystems

D160X76-SHT-STAGING2-RAMP EN CLOSURE-01.dgn	DESIGNED - VLJ	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

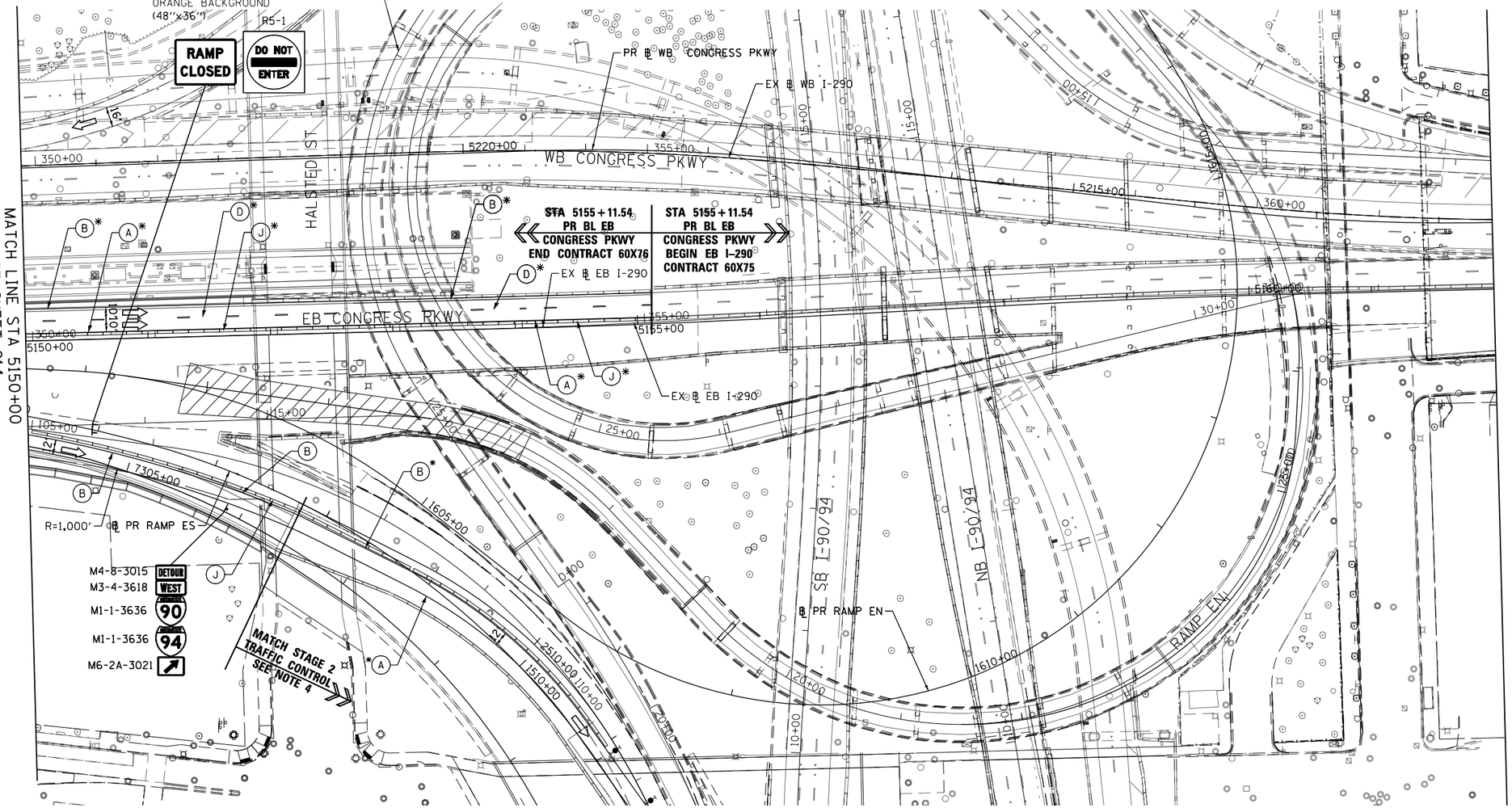
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
RAMP EN CLOSURE STAGE 2

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	214
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

NOTES:

1. FOR RAMP CLOSURE RESTRICTIONS AND REQUIREMENTS, SEE "STAGING AND INTERCHANGE RESTRICTIONS" SPECIAL PROVISION.
2. FOR RAMP DETOUR INFORMATION SEE DETOUR PLAN DETAIL SHEETS.
3. ALL TEMPORARY PAVEMENT MARKING AND SIGNING INSTALLED DURING RAMP EN CLOSURE TO BE REMOVED AND RESTORED AS PER STAGE 2 CONFIGURATION PRIOR TO RAMP EN OPEN TO TRAFFIC.
4. MATCH TEMPORARY TRAFFIC CONTROL AND PAVEMENT MARKINGS TO THE SOUTHEAST OF STA 1507+79.00 INSTALLED IN STAGE 2.



N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

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- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
RAMP EN CLOSURE STAGE 2

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 5150+00 | TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	215
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

(EXISTING)
EB-01A-BM

EXIT 26 A
Independence Blvd
¼ MILE

OH1

EXISTING OVERHEAD SIGN

RELOCATE SIGN PANEL
FROM KEELER BRIDGE

(EXISTING)
EB-01-BM

EXIT 27 A
Sacramento Blvd
1 MILE

(EXISTING)
EB-02-BM

EXIT 26 A
Independence Blvd
3800 W

OH2

EXISTING OVERHEAD SIGN

(EXISTING)
EB-03-BM

EXIT 28 A
Damen Ave
1 MILE

(EXISTING)
EB-04-BM

EXIT 27 C
Western Ave
¼ MILE

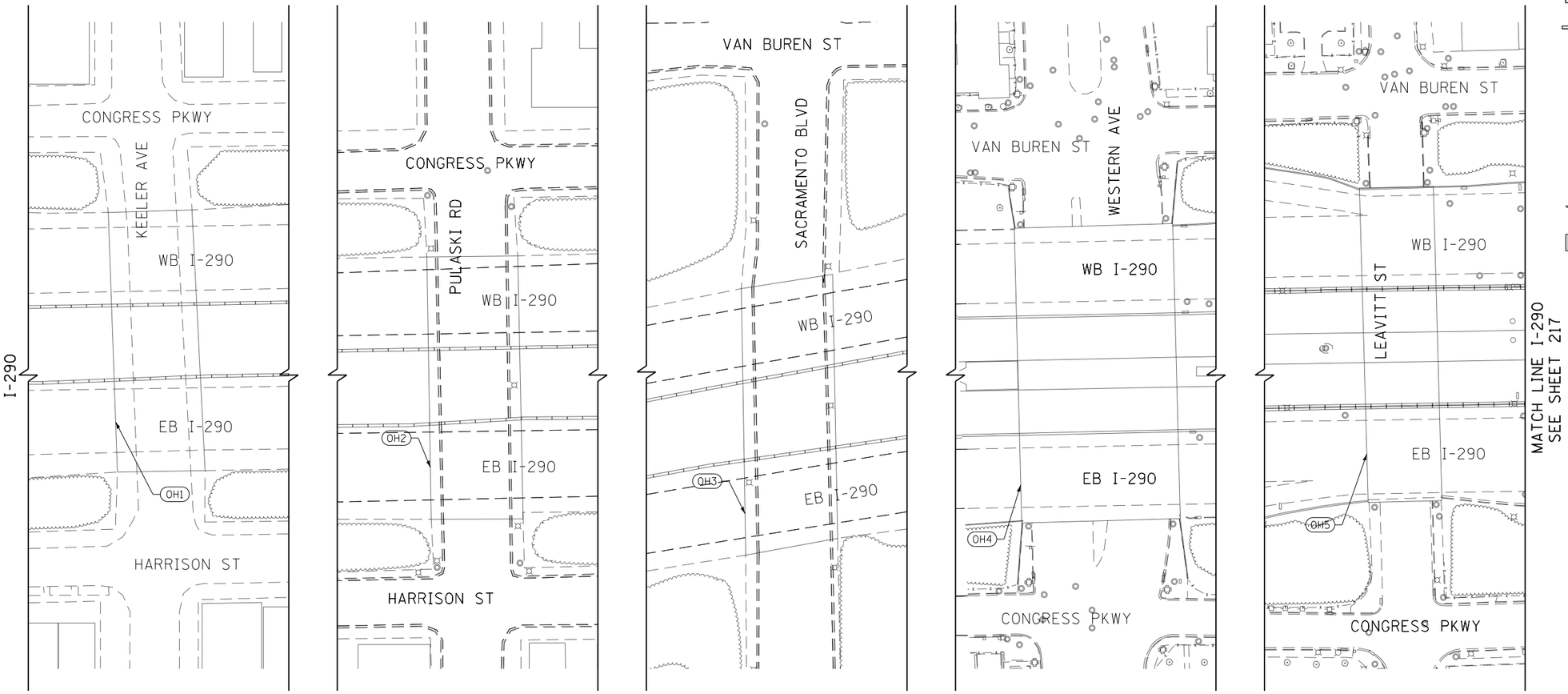
OH3

EXISTING OVERHEAD SIGN

N

0 50 100

SCALE: 1"=50'



LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
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- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

(EXISTING)
EB-05-BM

EXIT 28 B
Paulina St
Ashland Ave
¾ MILE

(EXISTING)
EB-06-BM

EXIT 28 A
Damen Ave
¼ MILE

OH4

EXISTING OVERHEAD SIGN

REERECT EXISTING
SIGN PANEL

(EXISTING)
EB-07-BM

EXIT 29 A
Racine Ave
1 MILE

(EXISTING)
EB-08-BM

EXIT 28 B
Paulina St
Ashland Ave
½ MILE

(EXISTING)
EB-09-BM

EXIT 28 A
Damen Ave
2000 W

OH5

EXISTING OVERHEAD SIGN

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Tran Systems

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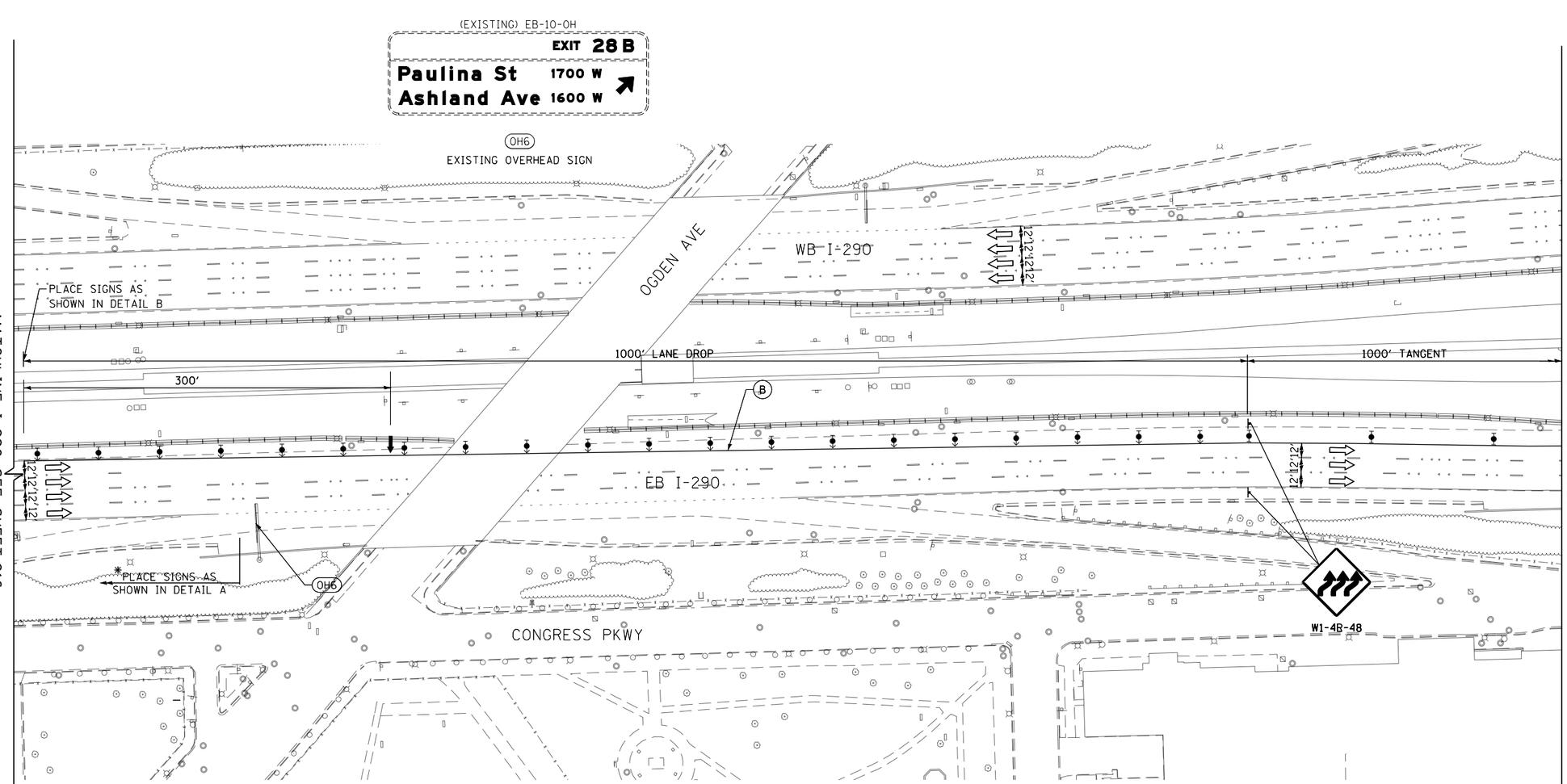
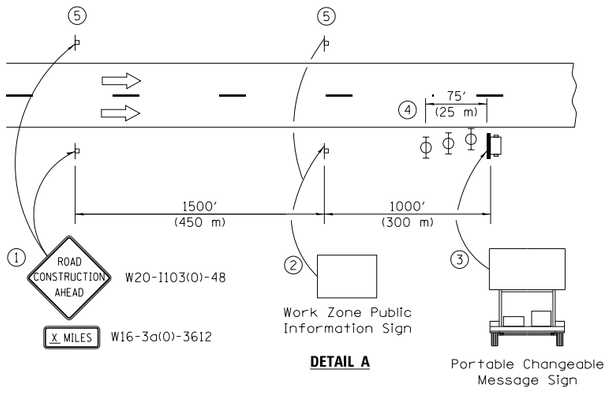
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1"=50' | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	216
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

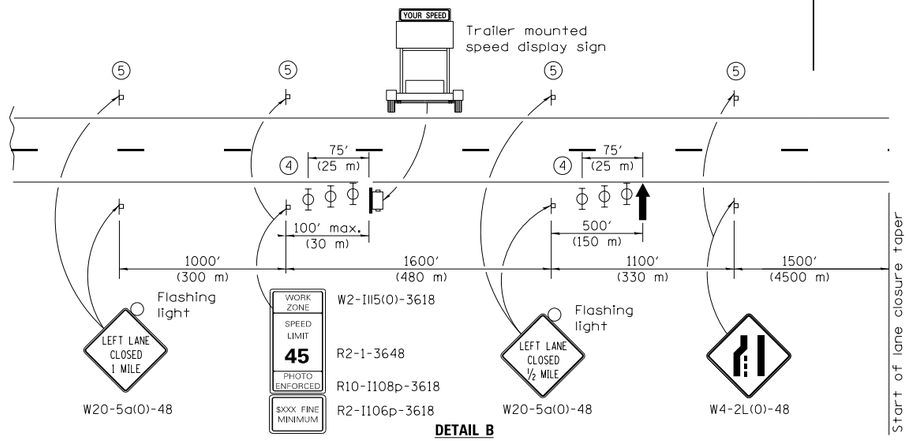




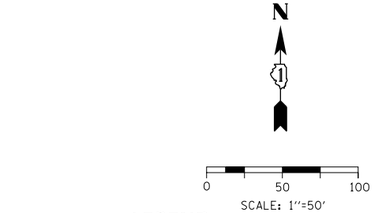
DETAIL A

1. The Road Construction Ahead sign shall be located 3 to 5 miles in advance of the project limits.
2. The message and size of the Work Zone Public Information Sign shall be as specified by the Department.
3. The message board shall be used to display status of lanes within the project. The primary messages shall be:

   "Right Lane Closed" / " x Miles Ahead"
   "Left Lane Closed" / " x Miles Ahead"
   "All Lanes Open"
4. Three, Type II barricades, drums, or vertical barricades at 25' (8 m) centers.
5. This sign shall be omitted when median width is less than 10' (3 m).



DETAIL B



LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
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- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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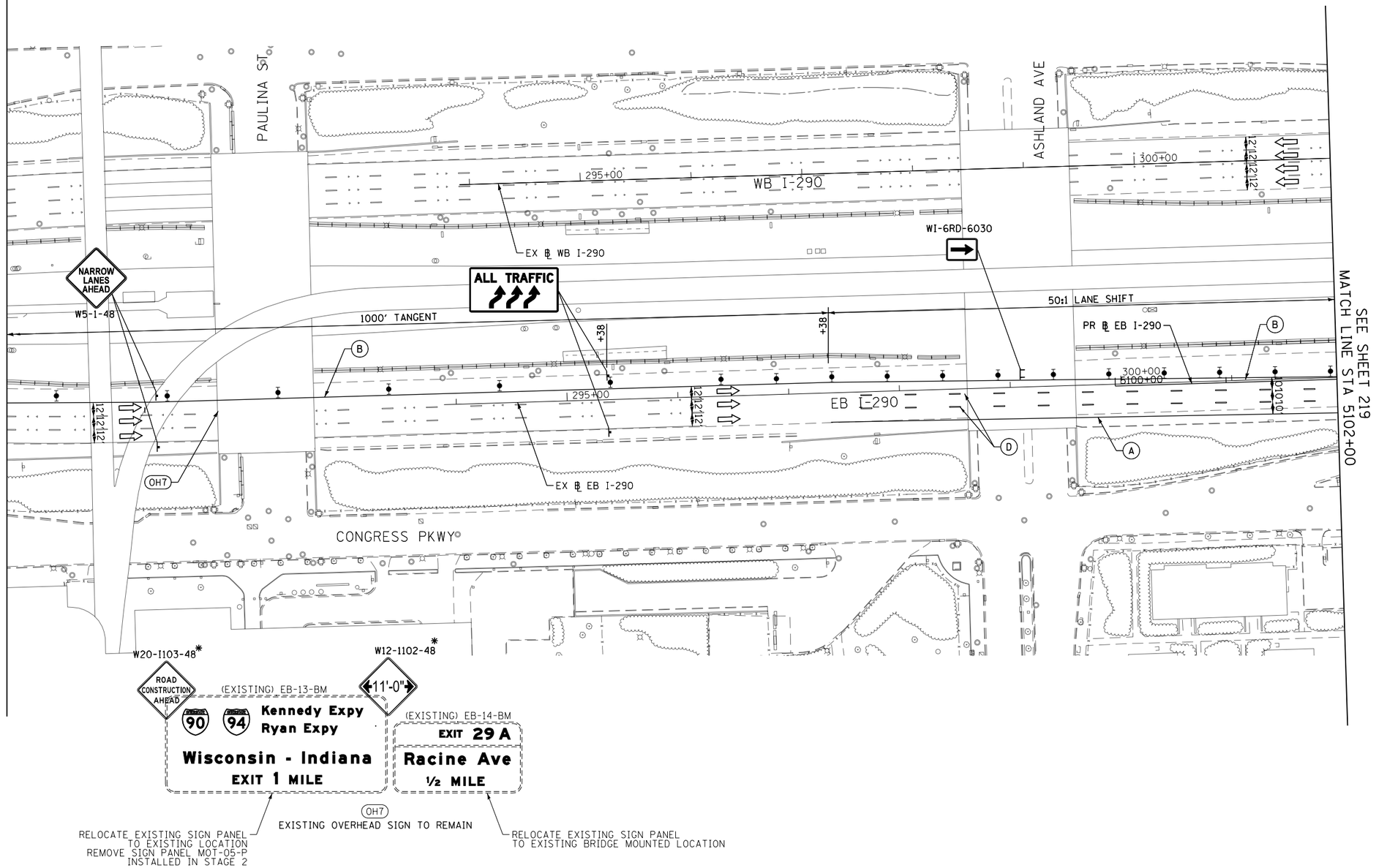
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1"=50' | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	217
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



N

0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

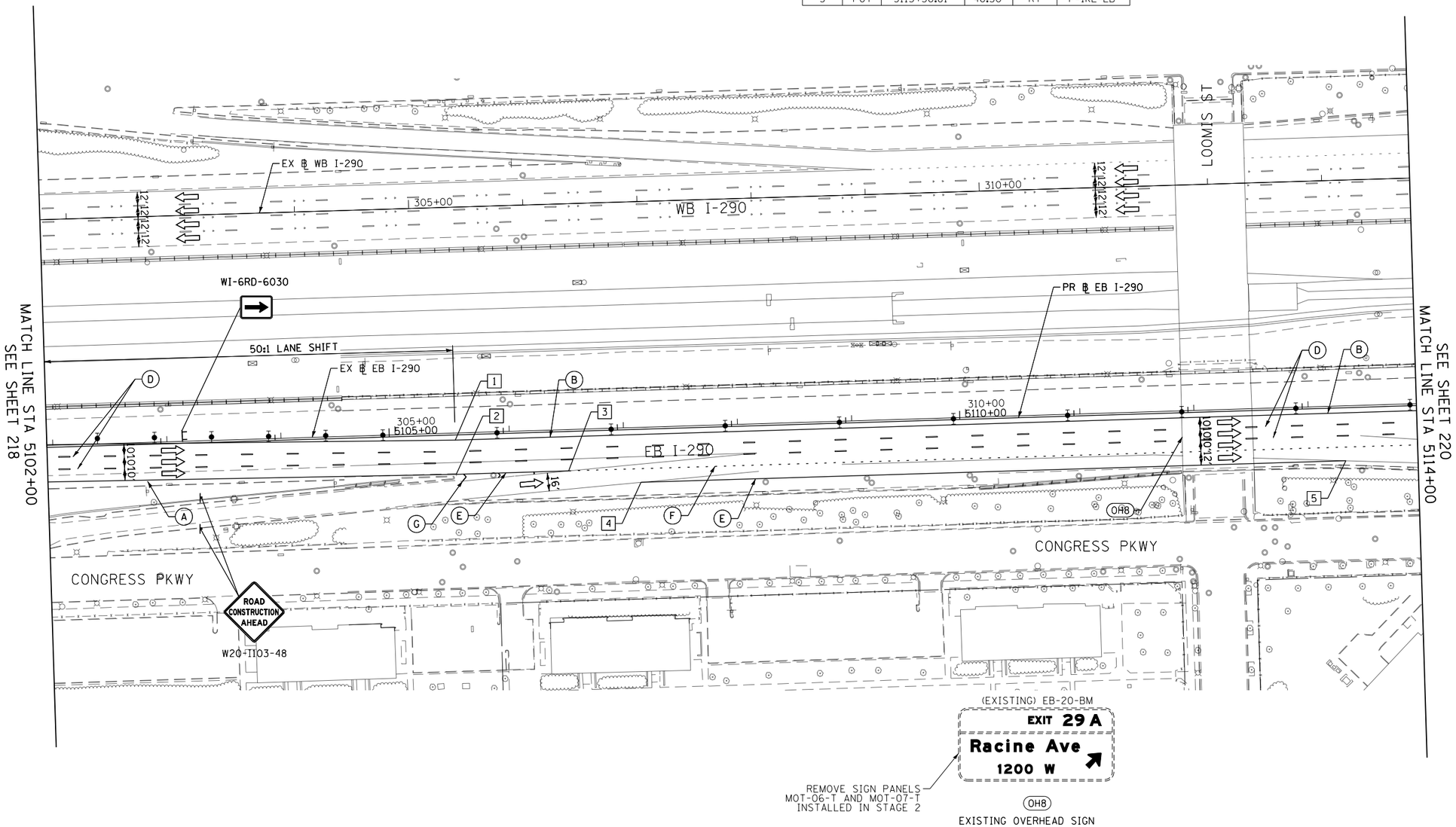
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1"=50' | SHEET 3 OF 9 SHEETS | STA. TO STA. 5102+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	218
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5105+57.62	4.50′	RT	P-IKE-EB
2	PI	5105+57.62	34.50′	RT	P-IKE-EB
3	PI	5106+56.24	34.50′	RT	P-IKE-EB
4	POT	5107+19.20	46.50′	RT	P-IKE-EB
5	POT	5113+36.81	46.50′	RT	P-IKE-EB



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0 50 100

SCALE: 1″=50′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX ″D″, N70, 2″ HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

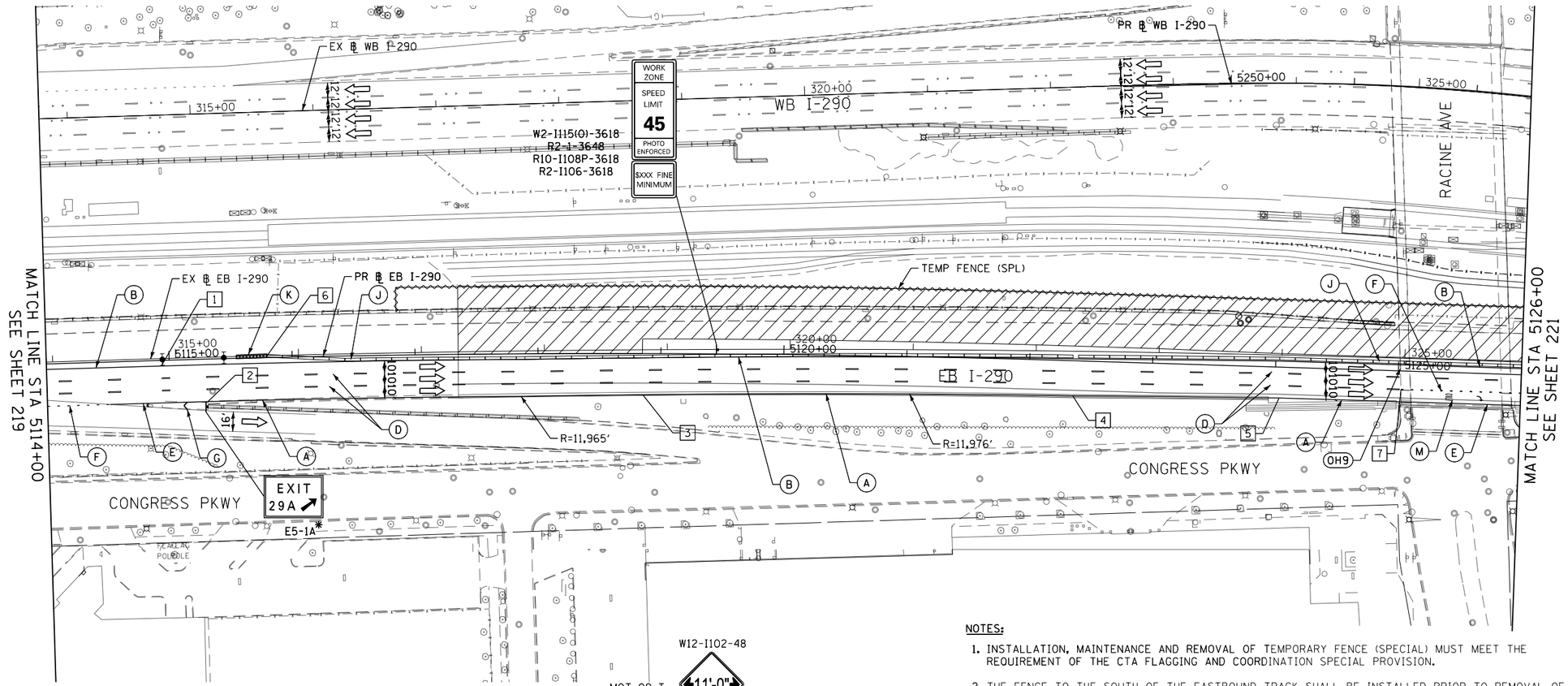
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1″=50′ | SHEET 4 OF 9 SHEETS | STA. 5102+00 TO STA. 5114+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	219
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PI	5114+93.36	4.50′	RT	P-IKE-EB
2	PC	5115+30.59	34.50′	RT	P-IKE-EB
3	PCC	5118+85.32	33.50′	RT	P-IKE-EB
4	PT	5122+35.61	28.50′	RT	P-IKE-EB
5	PI	5124+03.52	25.00′	RT	P-IKE-EB
6	POT	5115+79.58	1.44′	LT	P-IKE-EB
7	PI	5125+02.45	15.00′	RT	P-IKE-EB



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0 50 100

SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

NOTES:

1. INSTALLATION, MAINTENANCE AND REMOVAL OF TEMPORARY FENCE (SPECIAL) MUST MEET THE REQUIREMENT OF THE CTA FLAGGING AND COORDINATION SPECIAL PROVISION.
2. THE FENCE TO THE SOUTH OF THE EASTBOUND TRACK SHALL BE INSTALLED PRIOR TO REMOVAL OF ANY MEDIAN BARRIER WALL AND PRIOR TO THE START OF WORK AT THE BRIDGE PIER SOUTH OF THE EASTBOUND TRACK. THE INSTALLATION SHALL BE COORDINATED WITH THE CTA.
3. THE FENCE INSTALLED ALONG THE EASTBOUND TRACKS SHALL BE INSTALLED IN COORDINATION WITH THE CTA. THIS FENCE PROVIDES A VISUAL SEPARATION BETWEEN THE OPERATING TRACK AND THE TEMPORARY WORK SURING A TRACK ACCESS OCCURRENCE. WITHOUT THIS FENCE IN PLACE, THE CTA MAY NOT ALLOW CONTRACTOR PERSONNEL TO BE PRESENT WITHIN THE TRACK AREAS UNDER THE CLOSURE GRANTED UNDER THE TRACK ACCESS OCCURRENCE.
4. THE CTA MAINTAINS UTILITIES WITHIN THEIR RIGHT-OF-WAY THAT MAY NOT BE INCLUDED ON SUE SHEETS OR OTHERWISE BE IDENTIFIED IN THE PLANS. THE FENCE INSTALLATION, SPECIFICALLY THE GOURND ANCHORS, MUST NOT DAMAGE OR CONFLICT WITH THE EXISTING UTILITIES.
5. THE CONTRACTOR SHALL MARK PROPOSED GROUND ANCHOR LOCATIONS PRIOR TO INSTALLATION. THE LOCATION SHALL BE REVIEWED WITH THE CTA AND USED IN CONJUNCTION WITH CTA AND DIGGER UTILITY LOCATES. MIKE PEREZ (312-681-4930) WILL COORDINATE CTA UTILITY LOCATES. THE ANCHOR LOCATIONS MAY REQUIRE ADJUSTMENT BASED UPON THE CTA REVIEW AND LOCATE.
6. ALL STATIONINGS ARE EITHER FROM PR ℄ EB I-290 OR EB CONGRES PARKWAY UNLESS OTHERWISE NOTES. THE LOCATIONS IN THIS PLAN SHALL BE CONSIDERED PRELIMINARY. FIELD CONDITIONS AND THE LAYOUT REVIEW BY THE CTA SHALL WARRANT ADJUSTMENT.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

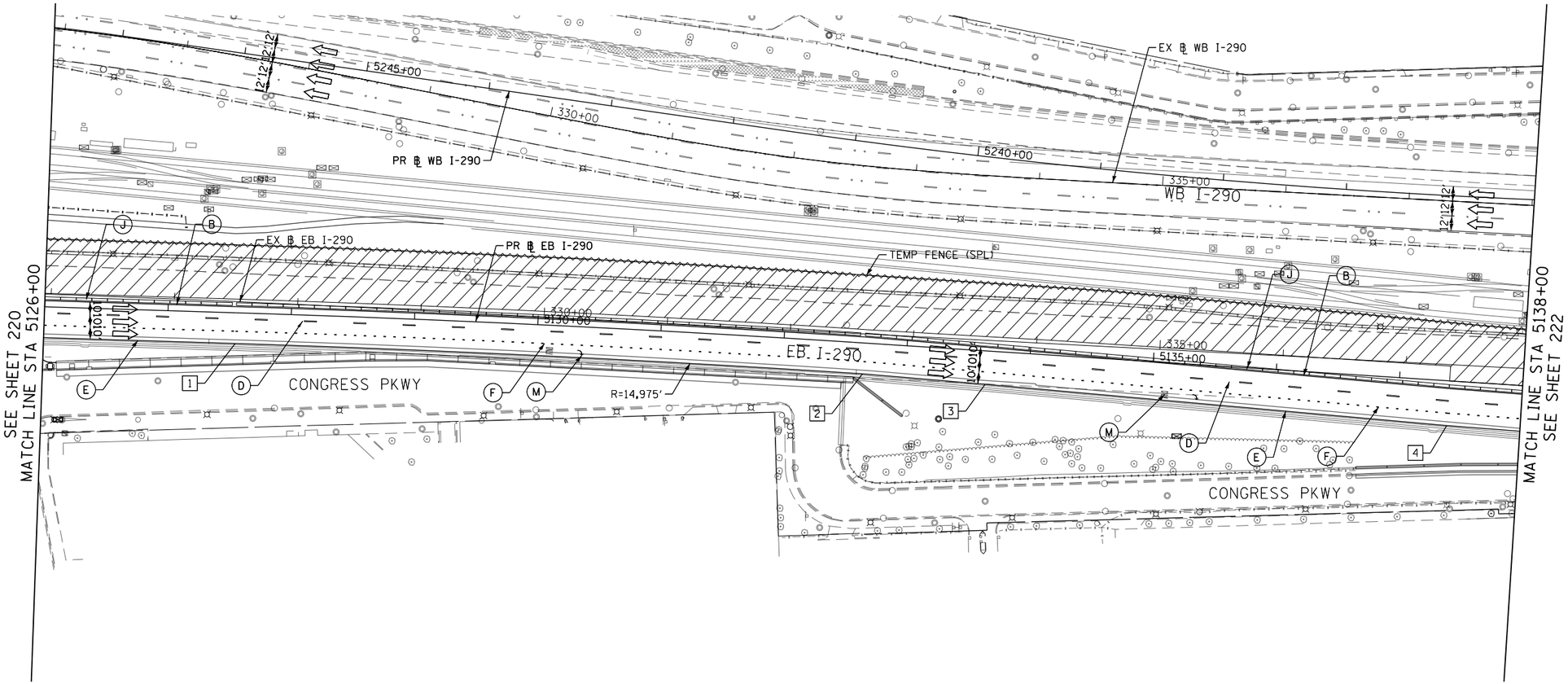
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1"=50′ | SHEET 5 OF 9 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	220
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PC	5127+55.23	25.00'	RT	P-IKE-EB
2	PT	5132+65.32	25.00'	RT	P-IKE-EB
3	PI	5133+65.13	27.00'	RT	P-IKE-EB
4	PI	5137+40.74	36.20'	RT	P-IKE-EB



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SCALE: 1"=50'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- [#] POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

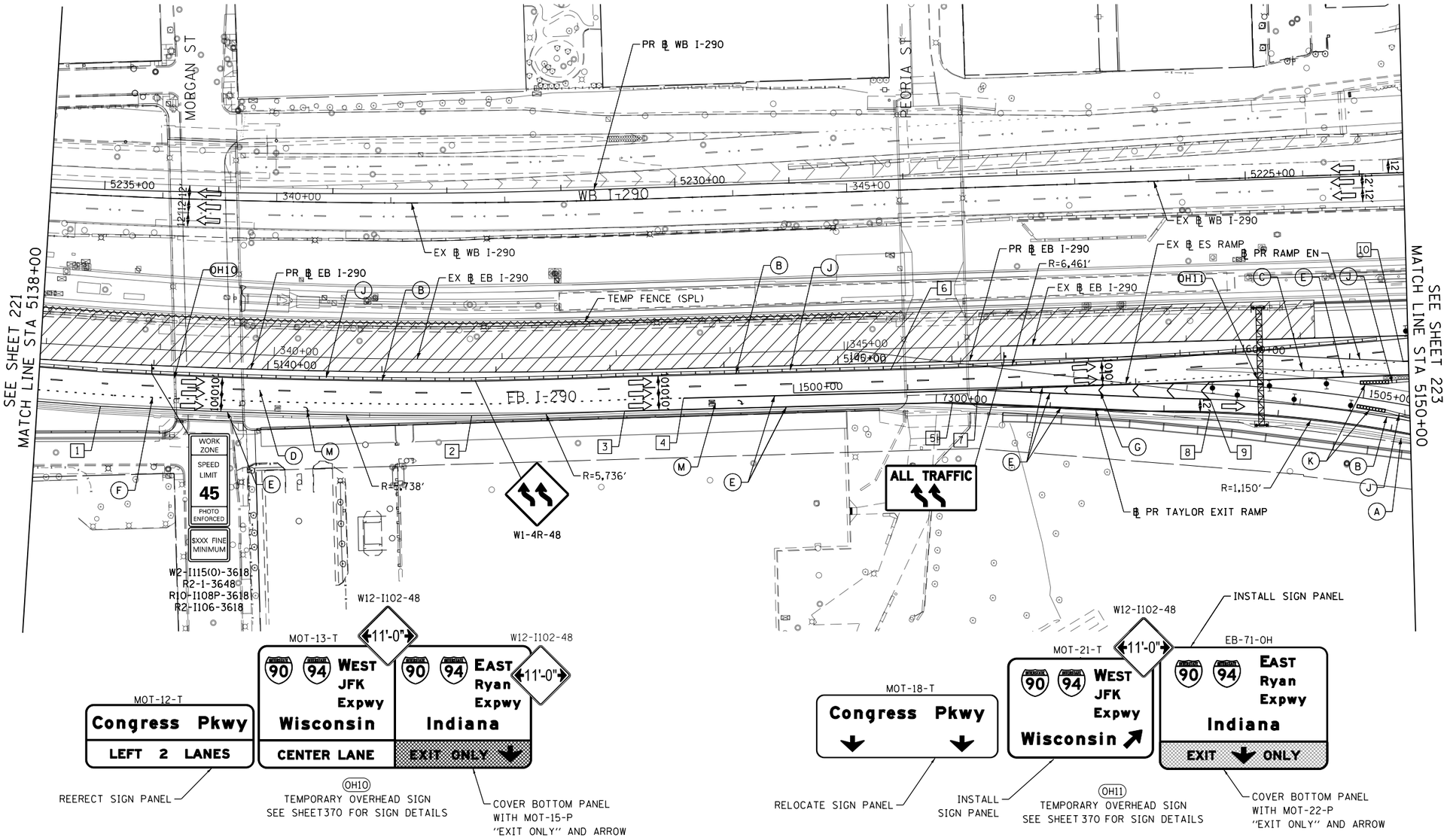
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1"=50' | SHEET 6 OF 9 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	221
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PC	5138+55.17	38.00′	RT	P-IKE-EB
2	PCC	5141+78.68	38.00′	RT	P-IKE-EB
3	PI	5143+11.82	36.00′	RT	P-IKE-EB
4	PI	5143+63.88	26.00′	RT	P-IKE-EB
5	PI	5145+99.42	36.00′	RT	P-IKE-EB
6	PC	5145+46.00	6.00′	RT	P-IKE-EB
7	PI	5146+22.06	25.55′	RT	P-IKE-EB
8	PC	5148+24.64	51.00′	RT	P-IKE-EB
9	PC	5148+25.35	39.02′	RT	P-IKE-EB
10	PI	5149+95.29	22.41′	RT	P-CON-EB



N

0 50 100

SCALE: 1″=50′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2″ HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
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- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

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TranSystems

D160X76-SHT-STAGING3-ML-06.dgn	DESIGNED - VLJ	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

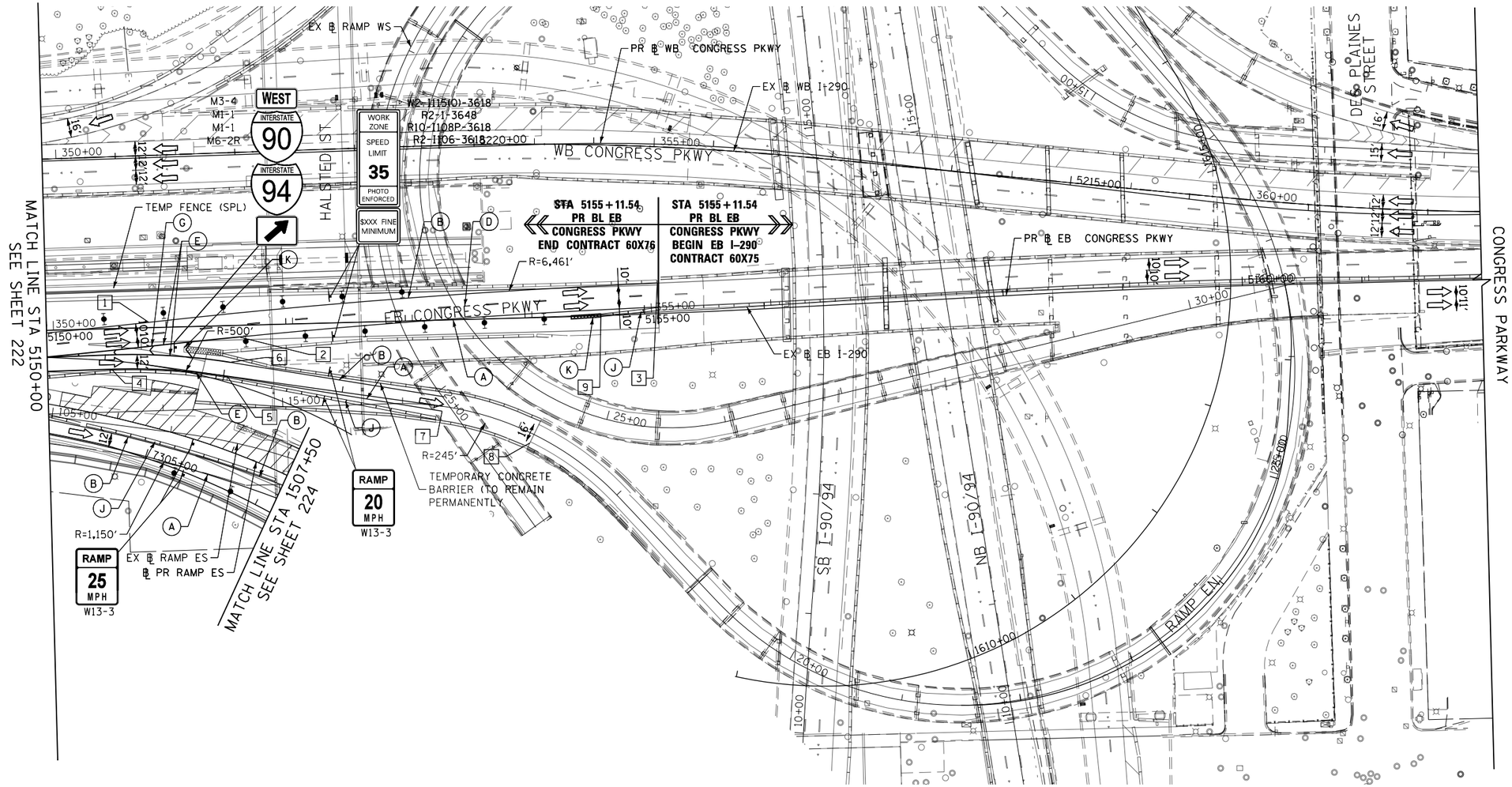
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1″=50′ | SHEET 7 OF 9 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	222
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PCC	5150+85.68	4.58′	LT	P-CON-EB
2	PI	5151+60.72	9.62′	RT	P-CON-EB
3	POT	5155+11.54	25.50′	LT	P-CON-EB
4	PC	1602+06.10	7.03′	RT	P-CIR-EN
5	PT	2603+03.31	0.30′	RT	P-CIR-ENI-2
6	PT	2603+03.56	11.70′	LT	P-CIR-ENI-2
7	PC	16+33.81	4.00′	RT	E-CIR-EN
8	POT	17+13.89	8.00′	RT	E-CIR-EN
9	POT	5154+63.40	0.21′	LT	P-CON-EB



N

0 50 100

SCALE: 1″=50′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS @ 100′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX ″D″, N70, 2″ HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

NOTES:

1. STAGING EAST OF STA 5155+11.54 PR ℄ EB CONGRESS PARKWAY IS SHOWN FOR INFORMATION ONLY AND COULD VARY DURING THE DURATION OF CURRENT STAGE. SEE CONTRACT 60X75 PLANS FOR DETAIL
2. CONTRACTOR COOPERATION AND COORDINATION REQUIRED BETWEEN CONTRACTS 60X75 AND 60X76.

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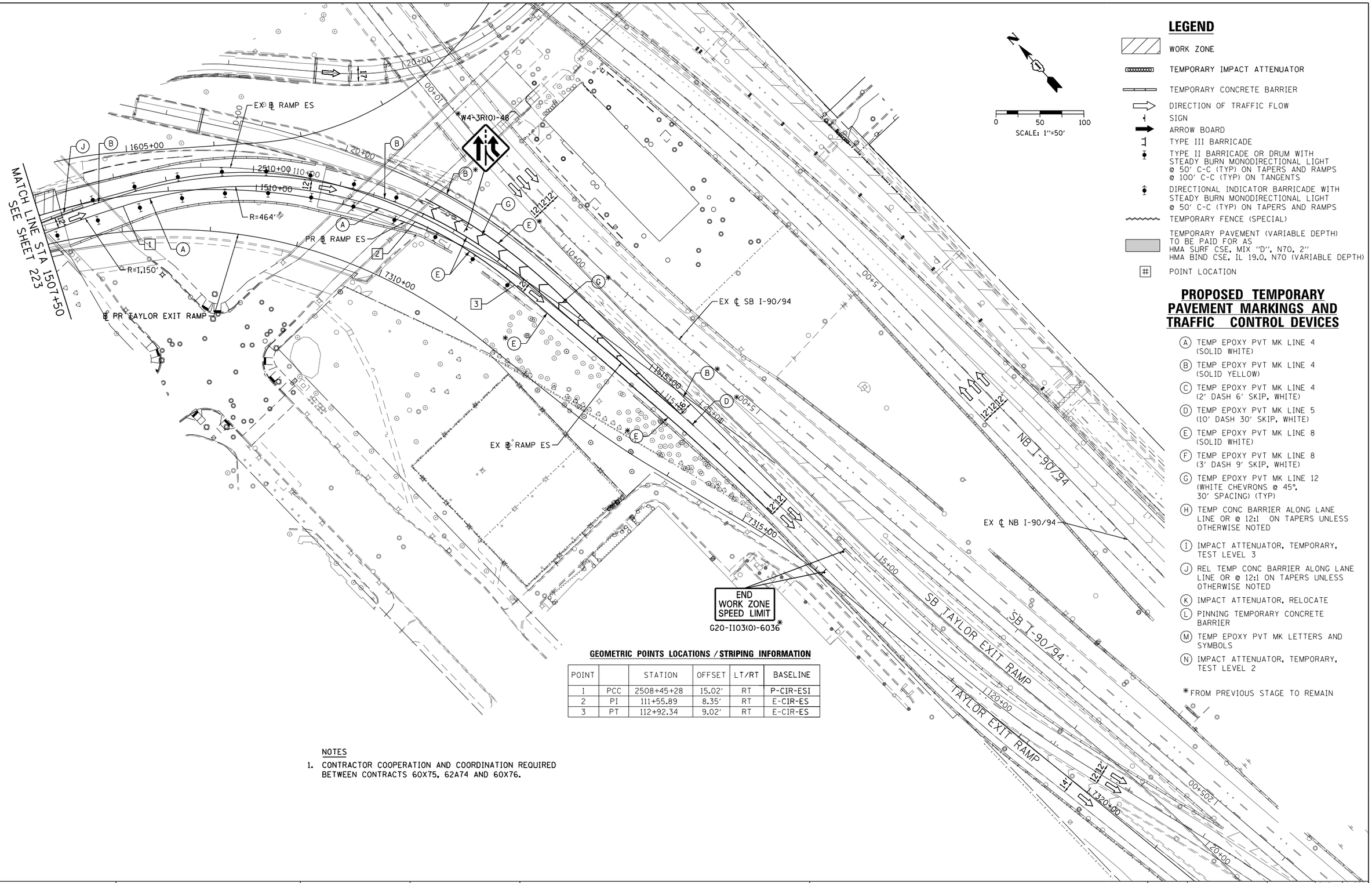
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
EASTBOUND I-290 STAGE 3

SCALE: 1″=50′ | SHEET 8 OF 9 SHEETS | STA. 5150+00 TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	223
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS @ 100' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY FENCE (SPECIAL)
- TEMPORARY PAVEMENT (VARIABLE DEPTH) TO BE PAID FOR AS HMA SURF CSE, MIX "D", N70, 2" HMA BIND CSE, IL 19.0, N70 (VARIABLE DEPTH)
- POINT LOCATION

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

*FROM PREVIOUS STAGE TO REMAIN

GEOMETRIC POINTS LOCATIONS / STRIPING INFORMATION

POINT		STATION	OFFSET	LT/RT	BASELINE
1	PCC	2508+45+28	15.02'	RT	P-CIR-ESI
2	PI	111+55.89	8.35'	RT	E-CIR-ES
3	PT	112+92.34	9.02'	RT	E-CIR-ES

NOTES

1. CONTRACTOR COOPERATION AND COORDINATION REQUIRED BETWEEN CONTRACTS 60X75, 62A74 AND 60X76.

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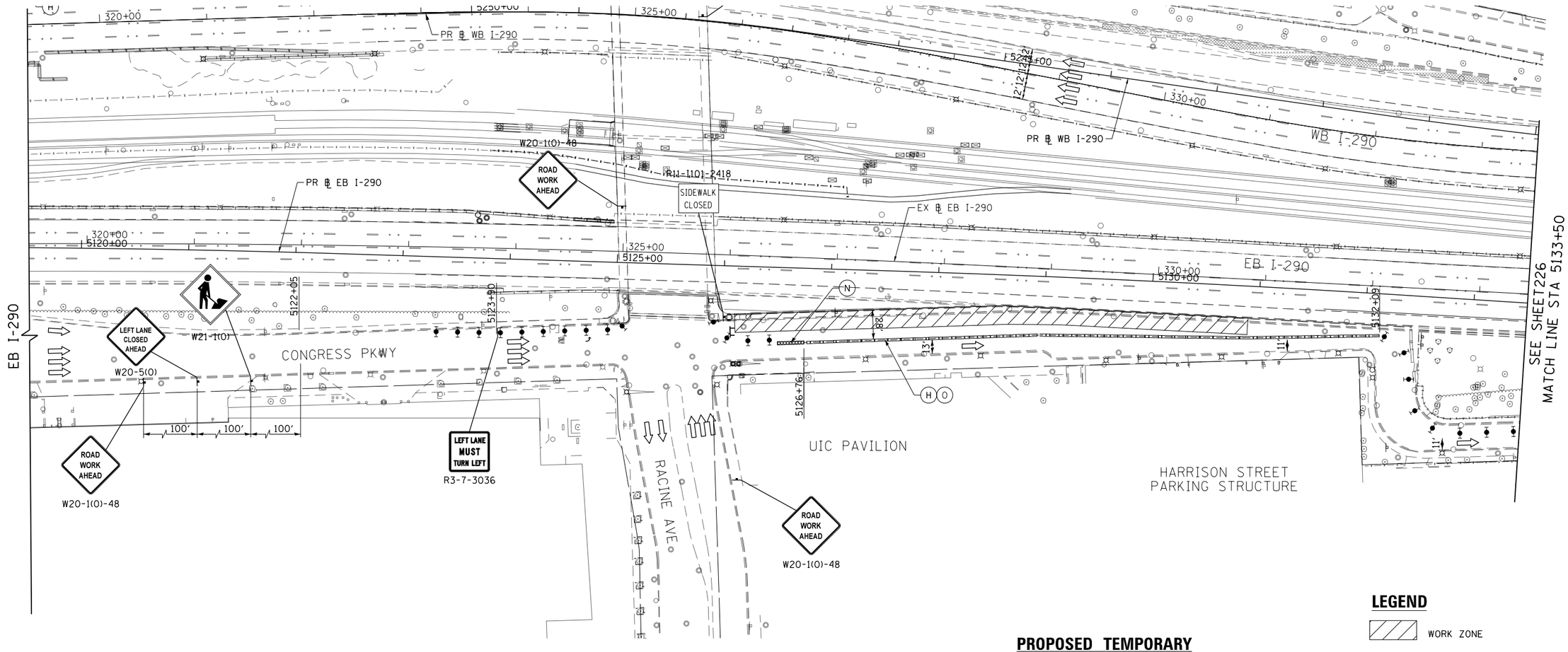
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
RAMP EN AND RAMP ES STAGE 3

SCALE: 1"=50' | SHEET 9 OF 9 SHEETS | STA. 7306+14 TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	224
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2
- (O) TEMP CHAIN LINK FENCE W SCREENING 4'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20' C-C (TYP) ON TAPERS AND RAMPS @ 50' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100
SCALE: 1"=50'

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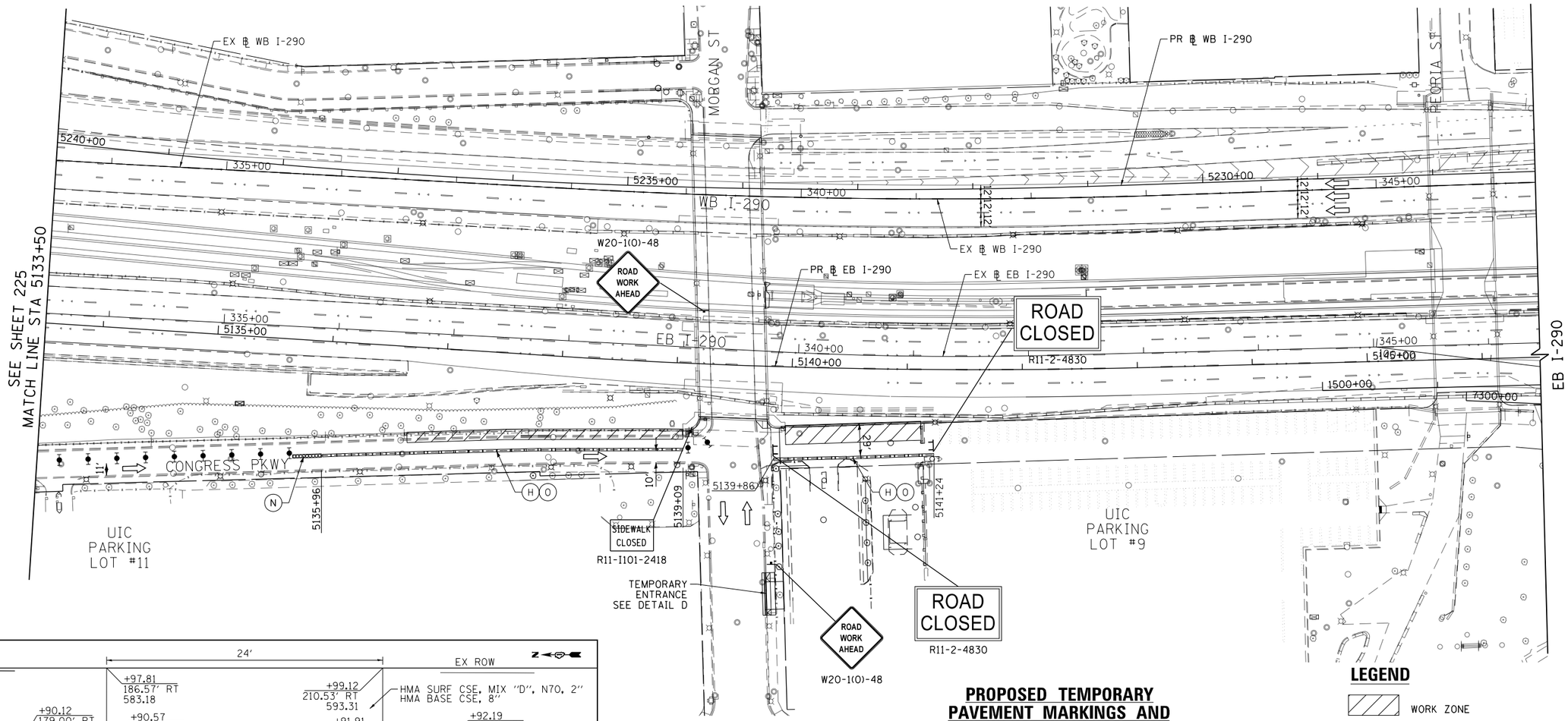
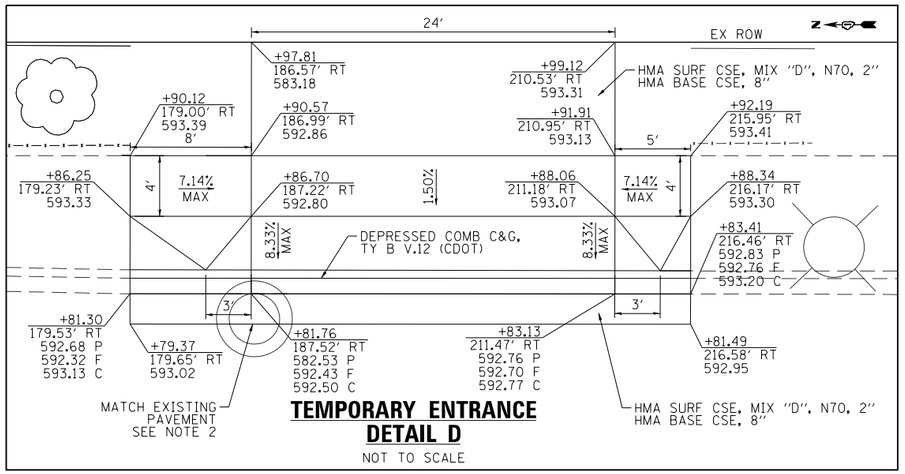
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1A

SCALE: 1"=50' | SHEET 1 OF 6 SHEETS | STA. 5119+50 TO STA. 5133+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	225
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





TEMPORARY ENTRANCE DETAIL D

NOT TO SCALE

NOTES:

1. MAINTAIN ACCESS TO DRIVEWAY ENTRANCE TO UIC PARKING LOT #9 AT ALL TIMES UTILIZING THE TEMPORARY ENTRANCE.
2. CONTRACTOR SHALL VERIFY AND MATCH EXISTING ELEVATIONS.
3. ELEVATIONS ARE PROVIDED AT THE BACK OF CURB (C), THE FLOWLINE (F) AND THE EDGE OF PAVEMENT (P).

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2′ DASH 6′ SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10′ DASH 30′ SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3′ DASH 9′ SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30′ SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2
- (O) TEMP CHAIN LINK FENCE W SCREENING 4′

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20′ C-C (TYP) ON TAPERS AND RAMPS @ 50′ C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50′ C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100

SCALE: 1″=50′

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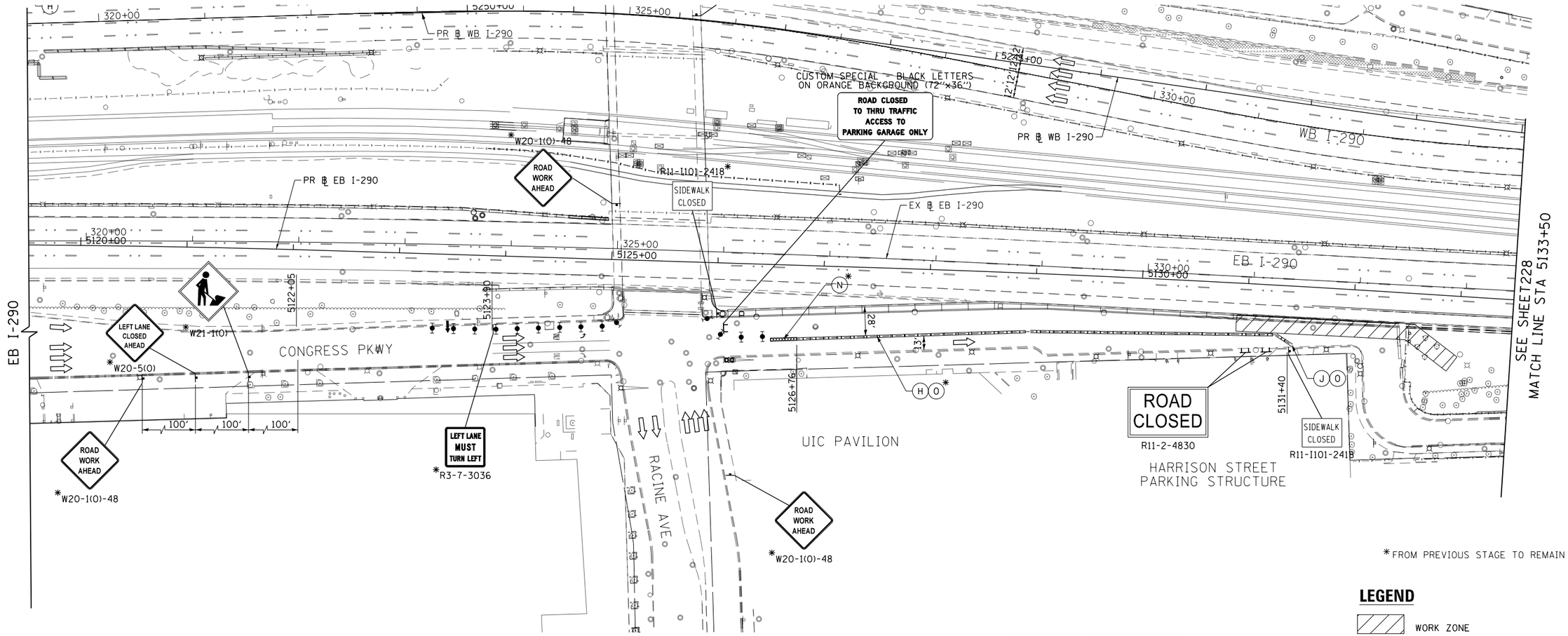
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1A

SCALE: 1″=50′ | SHEET 2 OF 6 SHEETS | STA. 5133+50 | TO STA. 5146+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	226
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



*FROM PREVIOUS STAGE TO REMAIN

NOTES:

1. THE ENTRANCE TO THE UIC HARRISON STREET PARKING STRUCTURE SHALL REMAIN OPEN DURING CONSTRUCTION. THE EXIT TO CONGRESS PARKWAY FROM THE PARKING STRUCTURE SHALL BE CLOSED DURING STAGE 1B. EXITING TRAFFIC WILL BE MAINTAINED VIA THE EXIT TO HARRISON STREET.

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2
- (O) TEMP CHAIN LINK FENCE W SCREENING 4'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20' C-C (TYP) ON TAPERS AND RAMPS @ 50' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100
SCALE: 1"=50'

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PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

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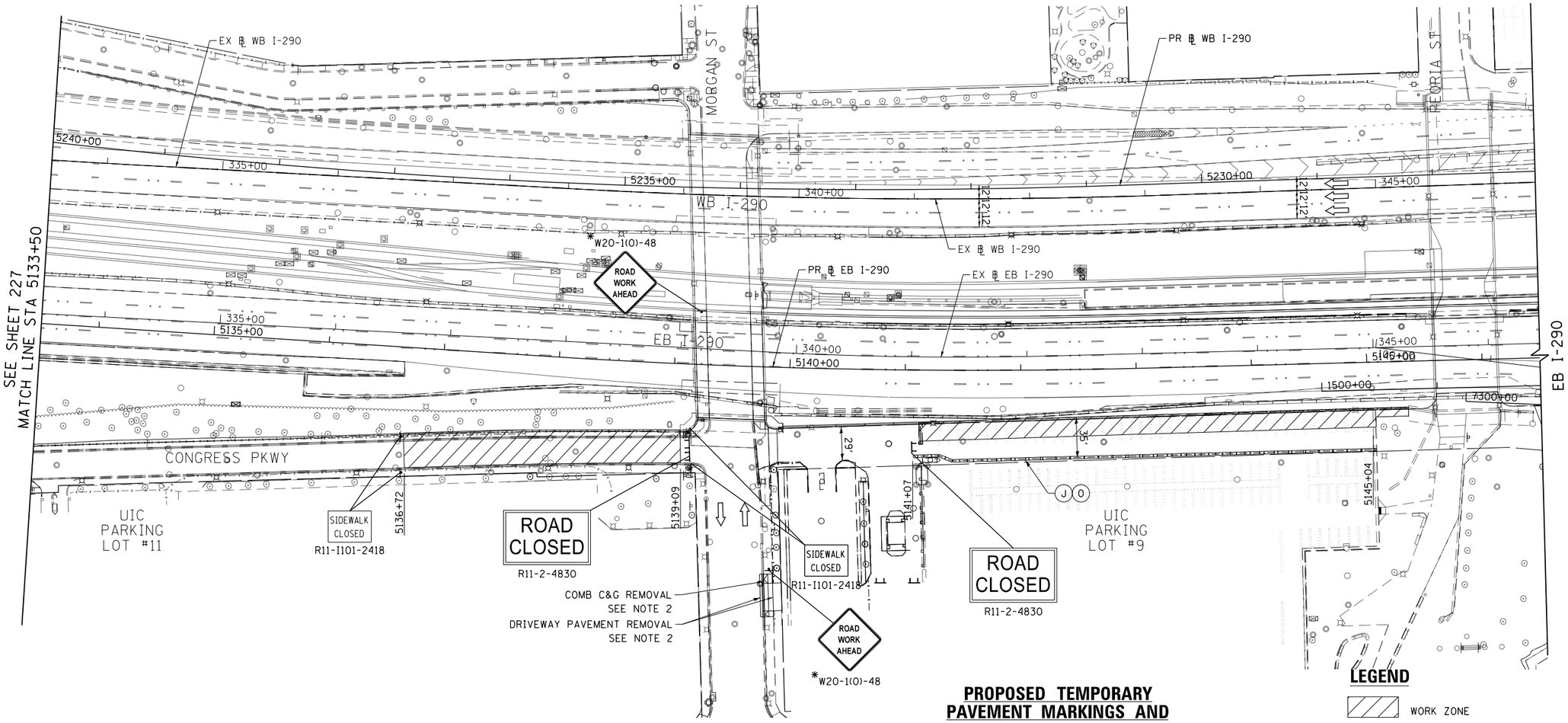
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1B

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. 5119+50 TO STA. 5133+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	227
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. MAINTAIN ACCESS TO MORGAN STREET DRIVEWAY ENTRANCE TO UIC PARKING LOT #9 AT ALL TIMES.
2. THE DRIVEWAY ENTRANCE INSTALLED IN LOCAL STAGE 1A WILL BE REPLACED WITH PROPOSED PAVEMENT, SIDEWALK AND CURB & GUTTER. SEE PROPOSED PLAN SHEET 61 FOR DETAILS.
3. THE ENTRANCE TO THE UIC PARKING LOT #11 ON THE SOUTH SIDE OF CONGRESS PARKWAY WILL BE CLOSED DURING STAGE 1B.

*FROM PREVIOUS STAGE TO REMAIN

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2
- (O) TEMP CHAIN LINK FENCE W SCREENING 4'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20' C-C (TYP) ON TAPERS AND RAMPS @ 50' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100
SCALE: 1"=50'

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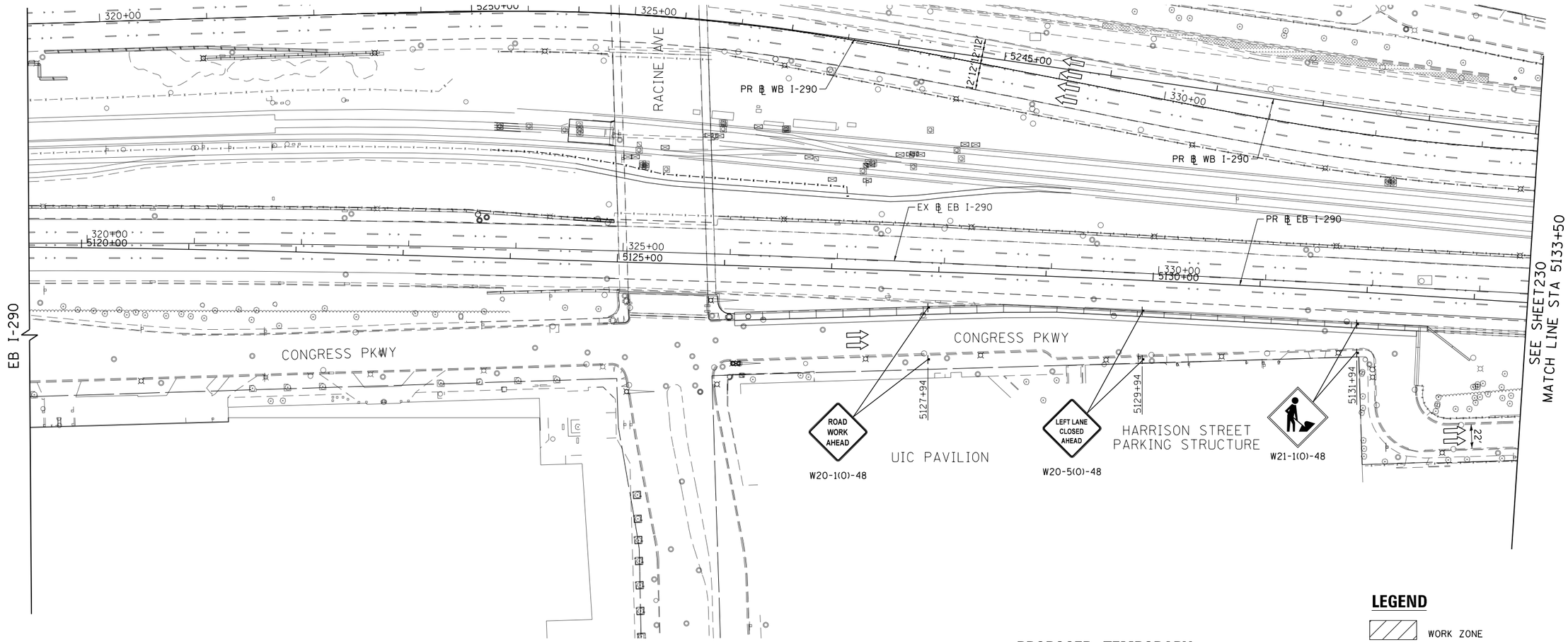
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1B

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. 5133+50 | TO STA. 5146+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	228
		CONTRACT NO. 60X76		
		ILLINOIS	FED. AID PROJECT	



PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

(A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)

(B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)

(C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)

(D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)

(E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)

(F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)

(G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)

(H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3

(J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED

(K) IMPACT ATTENUATOR, RELOCATE

(L) PINNING TEMPORARY CONCRETE BARRIER

(M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS

(N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2

(O) TEMP CHAIN LINK FENCE W SCREENING 4'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20' C-C (TYP) ON TAPERS AND RAMPS @ 50' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100
SCALE: 1"=50'

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PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

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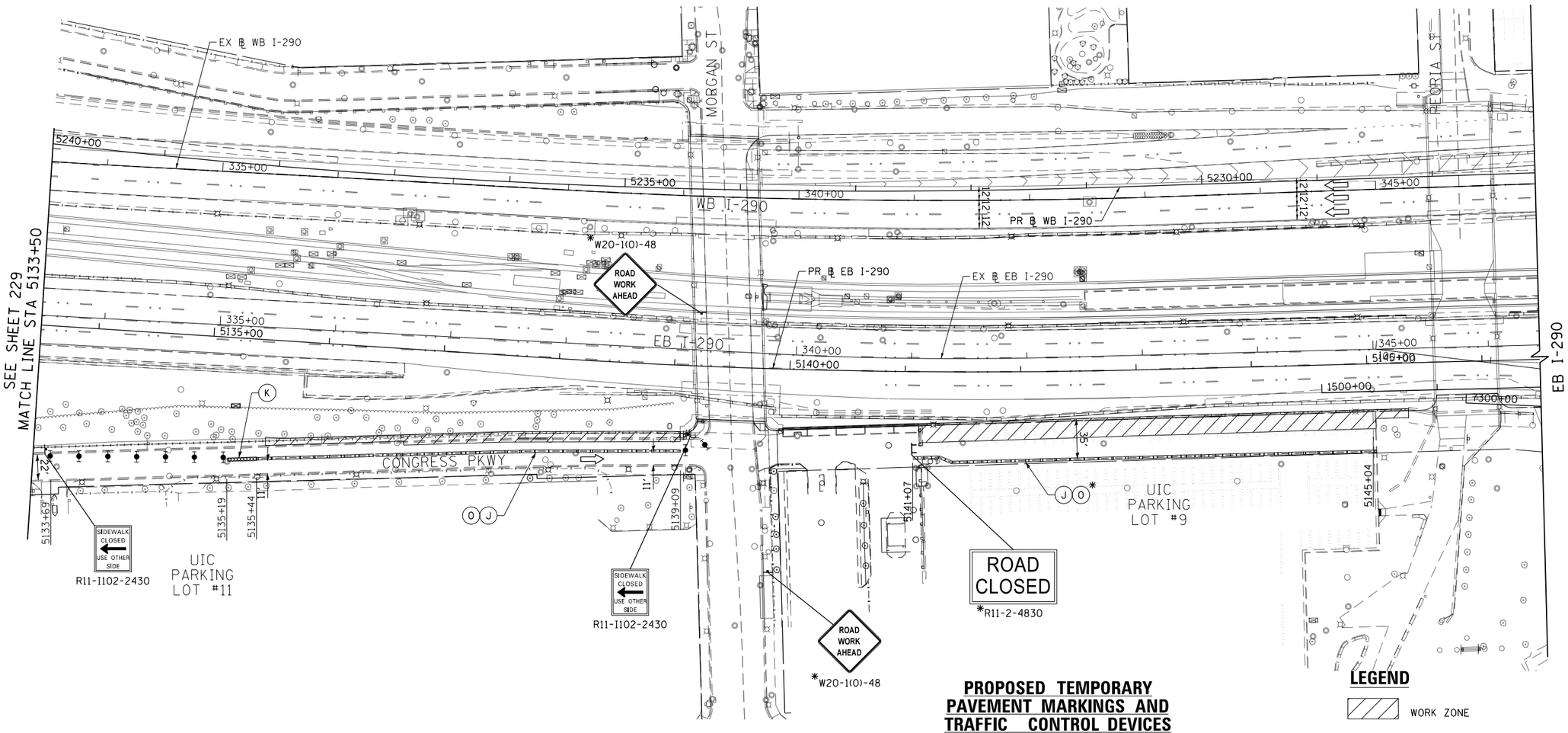
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1C

SCALE: 1"=50' | SHEET 5 OF 6 SHEETS | STA. 5119+50 TO STA. 5133+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	229
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. MAINTAIN ACCESS TO DRIVEWAY ENTRANCE TO UIC PARKING LOT #9 AT ALL TIMES.

*FROM PREVIOUS STAGE TO REMAIN

PROPOSED TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES

- (A) TEMP EPOXY PVT MK LINE 4 (SOLID WHITE)
- (B) TEMP EPOXY PVT MK LINE 4 (SOLID YELLOW)
- (C) TEMP EPOXY PVT MK LINE 4 (2' DASH 6' SKIP, WHITE)
- (D) TEMP EPOXY PVT MK LINE 5 (10' DASH 30' SKIP, WHITE)
- (E) TEMP EPOXY PVT MK LINE 8 (SOLID WHITE)
- (F) TEMP EPOXY PVT MK LINE 8 (3' DASH 9' SKIP, WHITE)
- (G) TEMP EPOXY PVT MK LINE 12 (WHITE CHEVRONS @ 45°, 30' SPACING) (TYP)
- (H) TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (I) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 3
- (J) REL TEMP CONC BARRIER ALONG LANE LINE OR @ 12:1 ON TAPERS UNLESS OTHERWISE NOTED
- (K) IMPACT ATTENUATOR, RELOCATE
- (L) PINNING TEMPORARY CONCRETE BARRIER
- (M) TEMP EPOXY PVT MK LETTERS AND SYMBOLS
- (N) IMPACT ATTENUATOR, TEMPORARY, TEST LEVEL 2
- (O) TEMP CHAIN LINK FENCE W SCREENING 4'

LEGEND

- WORK ZONE
- TEMPORARY IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DIRECTION OF TRAFFIC FLOW
- SIGN
- ARROW BOARD
- TYPE III BARRICADE
- TYPE II BARRICADE OR DRUM WITH FLASHING LIGHT @ 20' C-C (TYP) ON TAPERS AND RAMPS @ 50' C-C (TYP) ON TANGENTS
- DIRECTIONAL INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT @ 50' C-C (TYP) ON TAPERS AND RAMPS
- TEMPORARY PAVEMENT (VARIABLE DEPTH)

0 50 100

SCALE: 1"=50'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
CONGRESS PARKWAY – STAGE 1C

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. 5133+50 | TO STA. 5146+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	230
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

EROSION CONTROL GENERAL NOTES

1. THE CONSTRUCTION LIMITS WILL BE STAKED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING CONSTRUCTION. THE CONSTRUCTION LIMITS MAY BE ADJUSTED BY THE ENGINEER TO PRESERVE TREES AND NO ADDITIONAL COMPENSATION WILL BE PAID TO THE CONTRACTOR FOR CHANGES IN CONSTRUCTION LIMITS.
2. EROSION CONTROL ITEMS ARE CONSIDERED HIGH PRIORITY ITEMS IN THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF SPECIFICATION TO NECESSARY ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL MEASURES PRIOR TO THE START OF CONSTRUCTION OPERATIONS WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS. PLACEMENT AND MAINTENANCE OF TEMPORARY EROSION CONTROL SYSTEMS WILL BE UTILIZED THROUGHOUT THE CONSTRUCTION LIMITS.
3. TEMPORARY EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THE WORK SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS, CONTRACT SPECIAL PROVISIONS AND THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
4. THE CONTRACTOR SHALL UTILIZE THE GENERAL MAINTENANCE GUIDELINES AS OUTLINED IN THE SWPPP TO ENSURE GOOD AND EFFECTIVE OPERATING CONDITION OF THE VEGETATION AND EROSION AND SEDIMENT CONTROL MEASURES.
5. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON SITE. ALL CHANGES TO THE SOIL EROSION AND SEDIMENT CONTROL PLAN SHALL BE NOTED ON THE SITE.
6. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN HIGHWAY STANDARD 280001. STRAW BALES AND SILT FENCE SHOULD NOT BE USED AS INLET AND PIPE PROTECTION.
7. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
8. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
9. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SIGNIFICANT SNOWMELT. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE MADE IMMEDIATELY.
10. TEMPORARY EROSION CONTROL SEEDING SHALL BE APPROVED PER SUB-STAGE AS SOON AS ROUGH GRADING IS COMPLETED IN A SECTION. STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF TEMPORARY OR PERMANENT CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NO LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION OF WORK IN AN AREA.
11. MULCH, METHOD 2 AND SURFACE ROUGHENING SHALL BE USED FOR TEMPORARY STABILIZATION DURING WINTER IN ADDITION TO TEMPORARY EROSION CONTROL SEEDING WHEN GRADING WILL OCCUR WHILE THE GROUND IS SNOW COVERED WHEN TEMPORARY SEED WILL NOT GERMINATE AND PROVIDE EROSION CONTROL PROTECTION UNTIL THE FOLLOWING SPRING. SURFACE ROUGHENING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF MULCH, METHOD 2.
12. ANY AREA WHERE THERE IS NO PROPOSED GRADING THE EXISTING GROUND COVER SHALL REMAIN.
13. TEMPORARY STOCKPILE LOCATIONS SHALL BE APPROVED BY THE ENGINEER AND WILL REQUIRE SILT FENCE AND TEMPORARY SEEDING.
14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN INLET FILTERS AT ALL EXISTING INLETS ADJACENT TO THE EDGE OF PAVEMENT PRIOR TO THE START OF PRE-STAGE WORK. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.
15. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
16. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE PROJECT.
17. THE CONTRACTOR SHALL IMMEDIATELY INSTALL AND MAINTAIN INLET FILTERS AT ALL NEW INLETS AND DRAINAGE STRUCTURES. THE INLET FILTERS SHALL BE MAINTAINED AT EACH SUBSEQUENT STAGE UNTIL COMPLETION OF STAGING OR UNTIL NO LONGER REQUIRED.
18. THE CONSTRUCTION OF THE STABILIZED ENTRANCES/EXITS SHALL BE INCLUDED IN THE COST OF THE CONTRACT. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. LOCATIONS OF THE ENTRANCES/EXITS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSTALLATION OF THE ENTRANCE/EXITS SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL OR AS DIRECTED BY THE ENGINEER.
19. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INSTALLED ON ALL AREAS DISTURBED DURING EACH STAGE OF CONSTRUCTION PRIOR TO SWITCHING TRAFFIC TO BEGIN THE SUBSEQUENT STAGE. ALSO, ALL EROSION CONTROL MEASURES PLACED DURING CONSTRUCTION SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL COMPLETION OF CONTRACT OR NO LONGER REQUIRED.
20. A QUANTITY OF 100 FEET OF EXPLORATION TRENCH, 52 INCH HAS BEEN INCLUDED IN THE PLANS FOR THE PURPOSE OF IDENTIFYING ANY BURIED OBSTACLE. THE ENGINEER SHALL APPROVE THE LOCATIONS OF THE EXPLORATION TRENCH, 52 INCH BEFORE ANY EXCAVATION MAY BEGIN.
21. ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).
22. THE CONTRACTOR SHOULD PROVIDE TO THE RESIDENT ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION.
23. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
24. ALL WORK ASSOCIATED WITH INSTALLATION AND MAINTENANCE OF CONCRETE WASHOUTS IS INCIDENTAL TO THE CONTRACT.

TEMPORARY EROSION CONTROL LEGEND

- INLET FILTER
- INLET FILTER (TO REMAIN FROM PREVIOUS STAGE)
- PERIMETER EROSION BARRIER
- MULCH, METHOD 2
  TEMPORARY EROSION CONTROL SEEDING OR
  SURFACE ROUGHENING (SEE NOTE 11)
- MULCH, METHOD 4
  SURFACE ROUGHENING
- LIMITS OF CONSTRUCTION
- TEMPORARY FENCE
- WORK ZONE
- TEMPORARY FENCE (SPECIAL)

PERMANENT EROSION CONTROL LEGEND

- EROSION CONTROL BLANKET
  SEEDING, CLASS 4A
  TOPSOIL FURNISH AND PLACE, 4"
  NITROGEN FERTILIZER NUTRIENT
  POTASSIUM FERTILIZER NUTRIENT
- SODDING, SALT TOLERANT
  TOPSOIL FURNISH AND PLACE, 4"
  NITROGEN FERTILIZER NUTRIENT
  POTASSIUM FERTILIZER NUTRIENT
  SUPPLEMENTAL WATERING
- LIMITS OF CONSTRUCTION
- AGGREGATE SURFACE COURSE, TYPE B - 4"

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D160X76-sht-Eros-Notes-01	DESIGNED - JLV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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EROSION AND SEDIMENT CONTROL PLAN
GENERAL NOTES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	231
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

TEMPORARY EROSION CONTROL SCHEDULE

STAGE	SHEET	TEMOPORARY FENCE	TREE TRUNK PROTECTION	TREE PRUNING (1 TO 10 INCH DIAMETER)	TREE PRUNING (OVER 10 INCH DIAMETER)	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	MULCH, METHOD 4	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	INLET FILTERS	HOT-MIX ASPHALT REMOVALS OVER PATCHES, 6"	CLASS D PATCHES, TYPE IV, 14 INCH
		FOOT	EACH	EACH	EACH	POUND	POUND	ACRE	ACRE	POUND	FOOT	EACH	SQ YD	SQ YD
PRE-STAGE	5126+00 TO 5150+00	-	-	-	-	-		0.01	-	0.9	-	1	144	144
	5150+00 TO 5155+12 1507+50 TO 1514+00	-	-	-	-	-	-	-	-	-	-	8	59	59
	1514+00 TO 7321+00	-	-	-	-	-	-	-	-	-		16	-	-
STAGE 1	5117+35 TO 5126+00	-	5	-	5	0.2	0.225	0.53	-	53.3		-	13	13
	5126+00 TO 5150+00	1,128	12	22	4	0.5	0.54	0.74	-	74.4	472	20	172	172
	5150+00 TO 5155+12 1507+50 TO 1514+00	402	-	-	-	-	-	0.86	0.40	86.3	1,210	104	-	-
	1514+00 TO 7321+00	-	-	-	-	-	-	0.20	-	-	-	35	-	-
STAGE 2	5117+35 TO 5126+00	-	-	-	-	-	-	-	-	-	-	8	12	12
	5126+00 TO 5150+00	-	-	-	-	-	-	-	-	-	-	4	6	6
	5150+00 TO 5155+12 1507+50 TO 1514+00	-	-	-	-	-	-	0.48	-	47.8	185	1	-	-
	1514+00 TO 7321+00	-	-	-	-	-	-	-	-	-	-	10	-	-
STAGE 3	5117+35 TO 5126+00	-	-	-	-	-	-	-	-	-	-	-		
	5126+00 TO 5150+00	-		-	-	-	-	-	-	-	-	8		
	5150+00 TO 5155+12 1507+50 TO 1514+00	-	-	-	-	-	-	-	-	-	-	44		
	1514+00 TO 7321+00	-	-	-	-	-	-	0.05	-	-	-	-		
TOTAL		1,530	17	22	9	0.8	0.8	2.87	0.40	262.6	1,867	259	406	406
ROUNDED TOTAL		1,531	17	22	9	1	1	3.00	0.50	300	1,868	259	406	406

PERMANENT EROSION CONTROL SCHEDULE

STAGE	SHEET	SUPPLEMENTAL WATERING	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 4A	NITROGEN FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	SODDING, SALT TOLERANT	AGGREGATE SURFACE COURSE, TYPE B
		UNIT	SQ YD	ACRE	POUND	POUND	SQ YD	SQ YD	CU YD
PERMANENT	5117+35 TO 5126+00	-	2,582	0.53	48	48	2,584	-	-
	5126+00 TO 5150+00	4.6	3,508	0.72	65	65	3,490	1,527	-
	5150+00 TO 5155+12 1507+50 TO 1514+00	3.4	6,964	0.89	129	129	4,313	1,135	177
	1514+00 TO 7321+00	-	-	-	-	-	-	-	-
TOTAL		8.0	13,054	2.14	243	243	10,391	2,662	177
ROUNDED TOTAL		8.0	13,054	2.25	243	243	10,392	2,663	117

TEMPORARY DRAINAGE STRUCTURES

	STRUCTURE	STATION	OFFSET	RIM ELEVATION (SEE NOTE 1)	NORTH INVERT	EAST INVERT	SOUTH INVERT	WEST INVERT	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID
									EACH	EACH	EACH
	STAGE 1A/1B/1C										
* %	TS-01	5127+19.06	4.77' LT	576.59		572.52		572.52		1	
* %	TS-02	5127+46.06	4.94' LT	576.60	EX			572.4	1		
*	TS-03	5129+46.01	5.00' LT	577.97	EX		EX			1	
*	TS-04	5131+45.66	5.00' LT	579.91	EX		EX			1	
%	TS-05	5138+57.54	1.00' LT	576.60		572.28				1	
%	TS-06	5138+82.54	1.50' LT	576.37	EX		EX	572.17	1		
%	TS-07	5139+81.00	1.00' LT	575.87		571.97				1	
%	TS-08	5140+25.00	1.00' LT	575.96	EX		EX	571.76	1		
%	TS-09	5141+77.39	1.00' LT	577.43	EX		EX			1	
*	TS-10	5145+31.08	16.73' RT	577.18	EX		EX			1	
*	TS-11	5147+99.72	7.78' RT	576.59				572.39		1	
*	TS-12	5148+53.85	18.00' LT	576.45		569.85		EX			1
*	TS-13	5148+63.91	23.82' RT	576.29			571.80	572.09			
*	TS-14	5149+70.17	39.04' RT	575.48	EX						
*	TS-15	1508+58.80	4.52' LT	573.47	EX		EX			1	
	STAGE 2										
%	TS-16	5122+45.47	12.00' LT	578.80	EX					1	
%	TS-17	5124+90.10	11.00' LT	577.43	EX					1	
%	TS-18	5126+33.61	11.00' LT	576.84		572.94				1	
	TOTAL								3	11	1

* REMOVAL OF THE ITEM IN FUTURE STAGE IS INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEM

% TYPE 1 FRAME, OPEN LID SHALL BE REPLACED WITH TYPE 1 FRAME, CLOSED LID IN FUTURE STAGE. INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEM

NOTE:

1. ANY FUTURE ADJUSTMENT OF TEMPORARY DRAINAGE STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.

TEMPORARY STORM SEWERS

	PIPE NUMBER	STRUCTURE FROM	DIR	STRUCTURE TO	DIR	SLOPE (%)	STORM SEWERS, CLASS A, TYPE 1, 12" FOOT	STORM SEWERS, CLASS A, TYPE 2, 12" FOOT	TBF (CU YD)
	STAGE 1A/1B/1C								
* #	TP-01	TS-01	E	TS-02	W	0.5%	24		11.9
	TP-05	TS-05	E	TS-06	W	0.5%	22		11.3
	TP-07	TS-07	E	TS-08	W	0.5%	41		19.7
*	TP-11	TS-11	E	TS-13	W	0.5%	61		30.9
#	TP-13	TS-13	S	S3-33	N	0.5%		20	10.6
	STAGE 2								
#	TP-18	TS-18	E	TS-01	W	0.5%	83		39.0
	TOTAL						231	20	123.4

* REMOVAL OF THE ITEM IN FUTURE STAGE IS INCLUDED IN THE COST OF THE PROPOSED DRAINAGE ITEM

STORM SEWER SHALL BE ABANDONED AND FILLED WITH CONTROLLED LOW STRENGTH MATERIAL. INCLUDED IN THE COST OF THE STORM SEWER

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENTATION CONTROL PLAN SCHEDULES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	232
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

INLET FILTERS SCHEDULE (PRESTAGE)

LOCATION			AMOUNT
STATION	OFFSET	ALIGNMENT	EACH
5124+90.00	36.23' LT	P-IKE-EB	1
5127+04.24	41.82' LT	P-IKE-EB	1
5127+51.54	37.17' LT	P-IKE-EB	1
5128+03.83	40.79' LT	P-IKE-EB	1
5138+44.53	39.35' LT	P-IKE-EB	1
5138+62.15	39.29' LT	P-IKE-EB	1
5138+93.91	39.43' LT	P-IKE-EB	1
5139+80.80	37.37' LT	P-IKE-EB	1
1540+74.54	37.65' LT	P-IKE-EB	1
1505+51.80	41.92' LT	P-CIR-ES	1
1505+59.64	21.23' LT	P-CIR-ES	1
1506+04.00	37.85' LT	P-CIR-ES	1
1506+18.97	16.52' RT	P-CIR-ES	1
1507+17.19	11.88' RT	P-CIR-ES	1
1507+41.32	44.90' LT	P-CIR-ES	1
1507+50.59	50.29' LT	P-CIR-ES	1
1507+80.84	10.76' RT	P-CIR-ES	1
1507+91.43	10.25' RT	P-CIR-ES	1
1508+00.49	9.72' RT	P-CIR-ES	1
1508+35.21	45.54' LT	P-CIR-ES	1
1508+59.16	5.53' RT	P-CIR-ES	1
1508+95.57	1.90' RT	P-CIR-ES	1
1509+51.46	7.90' RT	P-CIR-ES	1
1604+00.83	69.59' LT	P-CIR-EN	1
1604+21.00	68.33' LT	P-CIR-EN	1
TOTAL			25

INLET FILTERS SCHEDULE (STAGE 1A /1B /1C)

LOCATION			AMOUNT
STATION	OFFSET	ALIGNMENT	EACH
5114+61.99	59.18' RT	P-IKE-EB	1
5115+68.16	35.06' RT	P-IKE-EB	1
5115+98.25	34.65' RT	P-IKE-EB	1
5116+44.71	69.77' RT	P-IKE-EB	1
5117+17.34	34.01' RT	P-IKE-EB	1
5120+12.00	31.01' RT	P-IKE-EB	1
5120+66.92	30.86' RT	P-IKE-EB	1
5121+72.00	29.22' RT	P-IKE-EB	1
5121+87.25	29.29' RT	P-IKE-EB	1
5122+48.64	28.24' RT	P-IKE-EB	1
5122+58.08	73.23' RT	P-IKE-EB	1
5122+78.00	27.62' RT	P-IKE-EB	1
5123+43.00	26.21' RT	P-IKE-EB	1
5123+67.74	26.75' RT	P-IKE-EB	1
5124+16.00	29.17' RT	P-IKE-EB	1
5124+41.60	61.94' RT	P-IKE-EB	1
5124+85.01	25.75' RT	P-IKE-EB	1
5124+84.94	29.37' RT	P-IKE-EB	1
5124+89.12	31.17' RT	P-IKE-EB	1
5124+90.77	25.27' RT	P-IKE-EB	1
5126+00.01	25.00' RT	P-IKE-EB	1
5126+33.68	25.00' RT	P-IKE-EB	1
5126+33.62	30.08' RT	P-IKE-EB	1
5126+37.70	49.58' RT	P-IKE-EB	1
5126+90.00	25.00' RT	P-IKE-EB	1
5127+00.81	26.35' RT	P-IKE-EB	1
5127+19.06	4.77' LT	P-IKE-EB	1
5127+46.06	4.94' LT	P-IKE-EB	1
5127+53.40	24.52' RT	P-IKE-EB	1
5127+55.00	25.00' RT	P-IKE-EB	1
5127+86.69	40.52' RT	P-IKE-EB	1
5127+99.93	27.45' RT	P-IKE-EB	1
5129+45.51	19.58' RT	P-IKE-EB	1
5129+46.02	5.00' LT	P-IKE-EB	1
5129+64.93	34.30' RT	P-IKE-EB	1
5130+01.83	60.07' RT	P-IKE-EB	1
5130+34.07	24.97' RT	P-IKE-EB	1
5131+10.07	24.97' RT	P-IKE-EB	1
5131+10.08	62.00' RT	P-IKE-EB	1
5131+45.67	5.00' LT	P-IKE-EB	1
5131+82.70	28.23' RT	P-IKE-EB	1
5132+29.31	55.41' RT	P-IKE-EB	1
5132+50.25	87.73' RT	P-IKE-EB	1
5132+95.49	117.82' RT	P-IKE-EB	1
5134+66.92	101.02' RT	P-IKE-EB	1
5134+74.25	47.82' RT	P-IKE-EB	1
5134+81.00	29.84' RT	P-IKE-EB	1
5134+81.00	34.92' RT	P-IKE-EB	1
5135+26.31	15.55' RT	P-IKE-EB	1
5136+18.00	33.19' RT	P-IKE-EB	1
5136+35.98	45.17' RT	P-IKE-EB	1
5136+53.59	21.63' RT	P-IKE-EB	1
5136+58.00	34.17' RT	P-IKE-EB	1
5136+64.44	104.89' RT	P-IKE-EB	1
5136+64.46	81.84' RT	P-IKE-EB	1
5136+66.57	93.47' RT	P-IKE-EB	1
5136+71.49	41.84' RT	P-IKE-EB	1
5136+98.00	35.15' RT	P-IKE-EB	1
5137+29.81	41.01' RT	P-IKE-EB	1
5137+29.81	35.93' RT	P-IKE-EB	1
5137+38.64	32.38' RT	P-IKE-EB	1
5137+80.05	27.30' RT	P-IKE-EB	1
5137+93.49	88.14' RT	P-IKE-EB	1
5137+96.47	70.58' RT	P-IKE-EB	1
5137+98.15	92.03' RT	P-IKE-EB	1
5138+18.91	80.84' RT	P-IKE-EB	1
5138+19.73	25.09' RT	P-IKE-EB	1
5138+57.55	1.00' LT	P-IKE-EB	1
5138+68.77	24.55' RT	P-IKE-EB	1
5138+74.98	24.47' RT	P-IKE-EB	1
5138+82.55	1.50' LT	P-IKE-EB	1
5139+01.43	64.30' RT	P-IKE-EB	1
5139+05.00	44.08' RT	P-IKE-EB	1
5139+09.16	28.59' RT	P-IKE-EB	1
5139+71.39	104.04' RT	P-IKE-EB	1
5139+74.39	154.32' RT	P-IKE-EB	1
5139+75.81	102.60' RT	P-IKE-EB	1
5139+80.32	155.45' RT	P-IKE-EB	1
5139+81.01	1.00' LT	P-IKE-EB	1
5139+84.19	32.01' RT	P-IKE-EB	1
5139+84.91	37.32' RT	P-IKE-EB	1
5140+23.71	37.00' RT	P-IKE-EB	1
5140+25.01	1.00' LT	P-IKE-EB	1
5140+59.62	35.68' RT	P-IKE-EB	1

INLET FILTERS SCHEDULE (STAGE 1A /1B /1C) CONTINUED

LOCATION			AMOUNT
STATION	OFFSET	ALIGNMENT	EACH
5140+86.40	64.06' RT	P-IKE-EB	1
5141+49.99	61.46' RT	P-IKE-EB	1
5141+70.55	34.51' RT	P-IKE-EB	1
5141+77.40	1.00' LT	P-IKE-EB	1
5141+84.50	33.55' RT	P-IKE-EB	1
5142+70.77	63.10' RT	P-IKE-EB	1
5143+79.68	30.24' RT	P-IKE-EB	1
5145+22.93	57.29' RT	P-IKE-EB	1
5145+31.09	16.73' RT	P-IKE-EB	1
5145+31.44	24.90' RT	P-IKE-EB	1
5145+47.00	37.00' RT	P-IKE-EB	1
5145+47.68	30.75' RT	P-IKE-EB	1
5146+41.00	42.92' RT	P-IKE-EB	1
5146+42.22	63.81' RT	P-IKE-EB	1
5146+42.40	56.90' RT	P-IKE-EB	1
5146+51.42	43.54' LT	P-IKE-EB	1
5146+65.29	37.81' RT	P-IKE-EB	1
5146+68.08	37.76' LT	P-IKE-EB	1
5147+54.00	50.82' RT	P-IKE-EB	1
5147+72.71	67.14' RT	P-IKE-EB	1
5147+72.71	80.62' RT	P-IKE-EB	1
5147+89.29	38.53' LT	P-IKE-EB	1
5147+89.54	44.14' RT	P-IKE-EB	1
5147+99.73	7.78' RT	P-IKE-EB	1
1504+02.01	17.00' LT	P-CIR-ES	1
1504+02.00	29.00' RT	P-CIR-ES	1
1504+18.67	63.01' RT	P-CIR-ES	1
1504+42.28	71.62' RT	P-CIR-ES	1
1504+61.88	51.91' RT	P-CIR-ES	1
1504+63.55	63.17' RT	P-CIR-ES	1
1504+68.86	31.68' RT	P-CIR-ES	1
1504+70.07	105.09' RT	P-CIR-ES	1
1504+72.56	25.63' RT	P-CIR-ES	1
1504+89.07	29.00' RT	P-CIR-ES	1
1505+07.89	16.22' LT	P-CIR-ES	1
1505+12.18	23.95' RT	P-CIR-ES	1
1505+68.22	46.68' RT	P-CIR-ES	1
1505+67.68	58.77' RT	P-CIR-ES	1
1505+82.00	29.00' RT	P-CIR-ES	1
1506+24.93	30.90' RT	P-CIR-ES	1
1506+27.95	58.09' RT	P-CIR-ES	1
1506+56.50	33.00' RT	P-CIR-ES	1
1506+72.00	68.13' RT	P-CIR-ES	1
1506+74.00	40.29' RT	P-CIR-ES	1
1506+81.00	34.64' RT	P-CIR-ES	1
1507+17.93	37.12' RT	P-CIR-ES	1
1508+58.81	4.52' LT	P-CIR-ES	1
1509+09.00	18.09' RT	P-CIR-ES	1
1510+04.17	12.95' RT	P-CIR-ES	1
1510+66.83	7.91' RT	P-CIR-ES	1
1512+02.42	4.83' RT	P-CIR-ES	1
1512+14.98	26.13' LT	P-CIR-ES	1
1512+17.36	49.75' LT	P-CIR-ES	1
1512+40.53	75.65' LT	P-CIR-ES	1
1512+74.67	13.92' RT	P-CIR-ES	1
1514+41.66	27.29' RT	P-CIR-ES	1
1515+31.09	33.66' RT	P-CIR-ES	1
4+51.82	155.10' RT	E-KDR-SB	1
3+91.52	94.13' RT	E-KDR-SB	1
118+07.44	23.18' RT	E-CIR-ES	1
117+97.03	57.24' LT	E-CIR-ES	1
119+05.40	30.85' RT	E-CIR-ES	1
119+08.68	18.31' LT	E-CIR-ES	1
5149+23.44	25.30' LT	P-CON-EB	1
5149+46.00	25.83' LT	P-CON-EB	1
5149+52.29	32.78' LT	P-CON-EB	1
5149+81.00	25.83' LT	P-CON-EB	1
5150+19.52	25.83' LT	P-CON-EB	1
5150+13.09	25.67' LT	P-CON-EB	1
5150+55.00	25.83' LT	P-CON-EB	1
5150+89.50	27.96' LT	P-CON-EB	1
5151+02.40	33.57' LT	P-CON-EB	1
5151+22.00	25.83' LT	P-CON-EB	1
5151+82.00	25.68' LT	P-CON-EB	1
5152+67.00	25.06' LT	P-CON-EB	1
5152+67.96	24.09' LT	P-CON-EB	1
5153+18.00	25.00' LT	P-CON-EB	1
5153+18.87	35.34' LT	P-CON-EB	1
5153+63.36	35.40' LT	P-CON-EB	1
5153+82.00	25.00' LT	P-CON-EB	1
5154+40.05	29.92' RT	P-CON-EB	1
5154+44.53	25.15' RT	P-CON-EB	1
5154+52.00	24.58' LT	P-CON-EB	1
TOTAL			167

INLET FILTERS SCHEDULE (STAGE 2)

LOCATION			AMOUNT
STATION	OFFSET	ALIGNMENT	EACH
5115+14.22	33.28' LT	P-IKE-EB	1
5117+20.20	33.53' LT	P-IKE-EB	1
5122+45.48	12.00' LT	P-IKE-EB	1
5124+90.11	11.00' LT	P-IKE-EB	1
5126+33.62	11.00' LT	P-IKE-EB	1
5150+70.82	39.47' RT	P-CON-EB	1
5151+87.13	26.08' RT	P-CON-EB	1
5152+64.52	39.72' RT	P-CON-EB	1
5152+72.34	24.76' RT	P-CON-EB	1
5152+91.58	37.43' RT	P-CON-EB	1
5154+06.40	35.82' RT	P-CON-EB	1
1601+75.90	20.16' RT	P-CIR-EN	1
1602+10.00	22.06' RT	P-CIR-EN	1
1602+40.00	21.00' RT	P-CIR-EN	1
1602+80.00	21.00' RT	P-CIR-EN	1
TOTAL			15

INLET FILTERS SCHEDULE (STAGE 3)

LOCATION			AMOUNT
STATION	OFFSET	ALIGNMENT	EACH
5120+65.86	36.74' LT	P-IKE-EB	1
5121+02.00	35.96' LT	P-IKE-EB	1
5121+54.82	50.53' LT	P-IKE-EB	1
5121+72.00	37.37' LT	P-IKE-EB	1
5122+44.47	39.68' LT	P-IKE-EB	1
5123+30.00	39.47' LT	P-IKE-EB	1
5123+68.78	40.39' LT	P-IKE-EB	1
5124+90.53	53.44' LT	P-IKE-EB	1
5126+00.00	42.00' LT	P-IKE-EB	1
5126+33.68	42.00' LT	P-IKE-EB	1
5126+90.00	42.00' LT	P-IKE-EB	1
5127+45.21	52.20' LT	P-IKE-EB	1
5127+50.00	40.84' LT	P-IKE-EB	1
5128+09.05	48.04' LT	P-IKE-EB	1
5128+27.00	39.30' LT	P-IKE-EB	1
5129+05.00	38.00' LT	P-IKE-EB	1
5129+05.00	44.58' LT	P-IKE-EB	1
5129+32.89	39.13' LT	P-IKE-EB	1
5129+49.06	49.58' LT	P-IKE-EB	1
5130+76.07	38.00' LT	P-IKE-EB	1
5131+51.14	37.12' LT	P-IKE-EB	1
5134+65.00	41.00' LT	P-IKE-EB	1
5134+93.94	42.54' LT	P-IKE-EB	1
5135+53.62	49.11' LT	P-IKE-EB	1
5135+91.00	38.79' LT	P-IKE-EB	1
5135+91.00	43.38' LT	P-IKE-EB	1
5136+39.06	36.79' LT	P-IKE-EB	1
5137+16.93	36.97' LT	P-IKE-EB	1
5137+71.00	37.00' LT	P-IKE-EB	1
5137+82.50	38.40' LT	P-IKE-EB	1
5138+10.93	36.97' LT	P-IKE-EB	1
5138+51.00	37.00' LT	P-IKE-EB	1
5138+86.52	37.00' LT	P-IKE-EB	1
5139+09.11	37.83' LT	P-IKE-EB	1
5139+81.00	37.00' LT	P-IKE-EB	1
5139+85.79	37.00' LT	P-IKE-EB	1
5140+14.00	37.00' LT	P-IKE-EB	1
5140+39.00	37.00' LT	P-IKE-EB	1
5140+64.00	37.00' LT	P-IKE-EB	1
5141+14.00	37.00' LT	P-IKE-EB	1
5141+67.79	37.00' LT	P-IKE-EB	1
5141+86.00	37.00' LT	P-IKE-EB	1
5142+45.00	37.00' LT	P-IKE-EB	1
5143+90.89	37.68' LT	P-IKE-EB	1
5144+92.00	37.00' LT	P-IKE-EB	1
5145+45.60	37.78' LT	P-IKE-EB	1
5145+47.00	37.13' LT	P-IKE-EB	1
5146+41.00	37.83' LT	P-IKE-EB	1
5146+97.00	37.83' LT	P-IKE-EB	1
5147+54.00	37.83' LT	P-IKE-EB	1
5148+25.00	37.83' LT	P-IKE-EB	1
5149+10.00	25.83' LT	P-CON-EB	1
TOTAL			52

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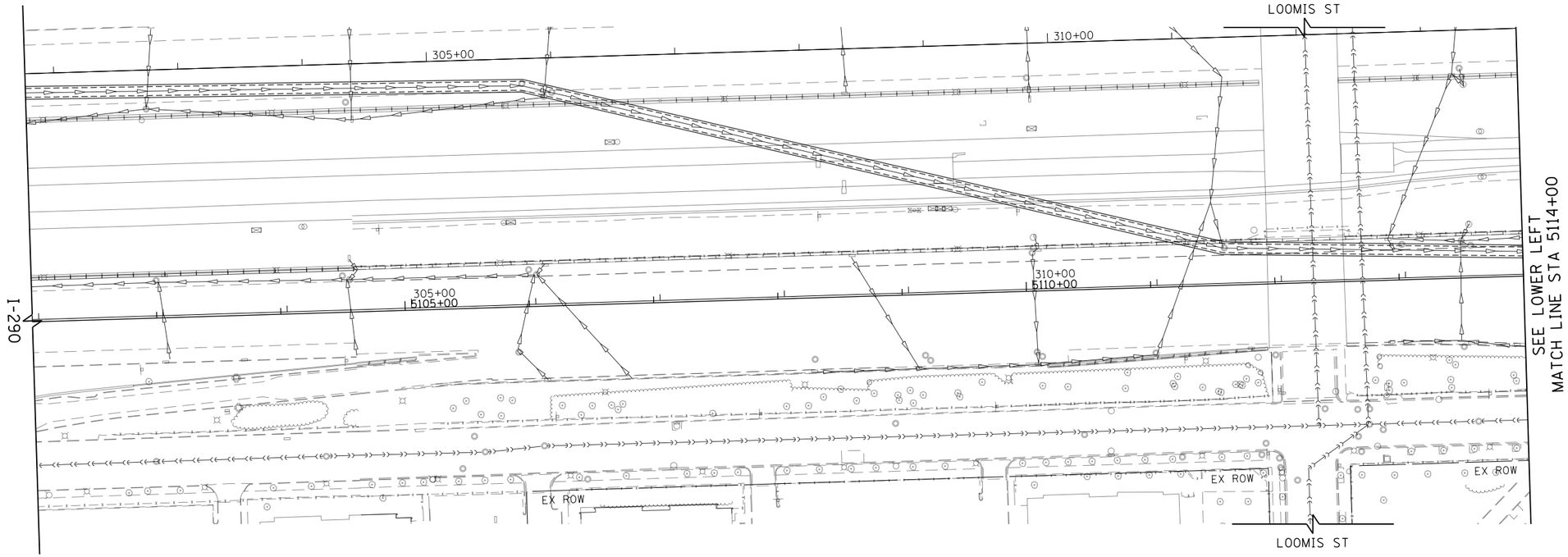

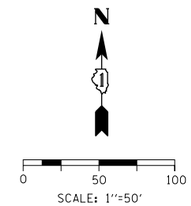

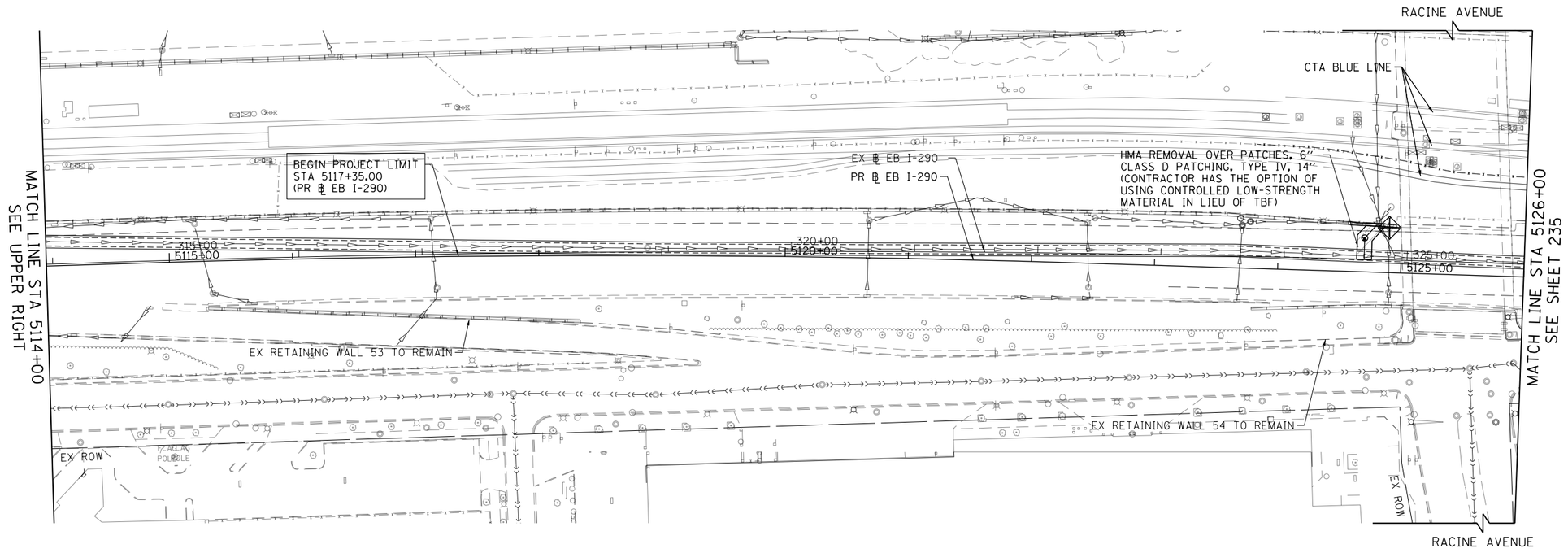

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PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

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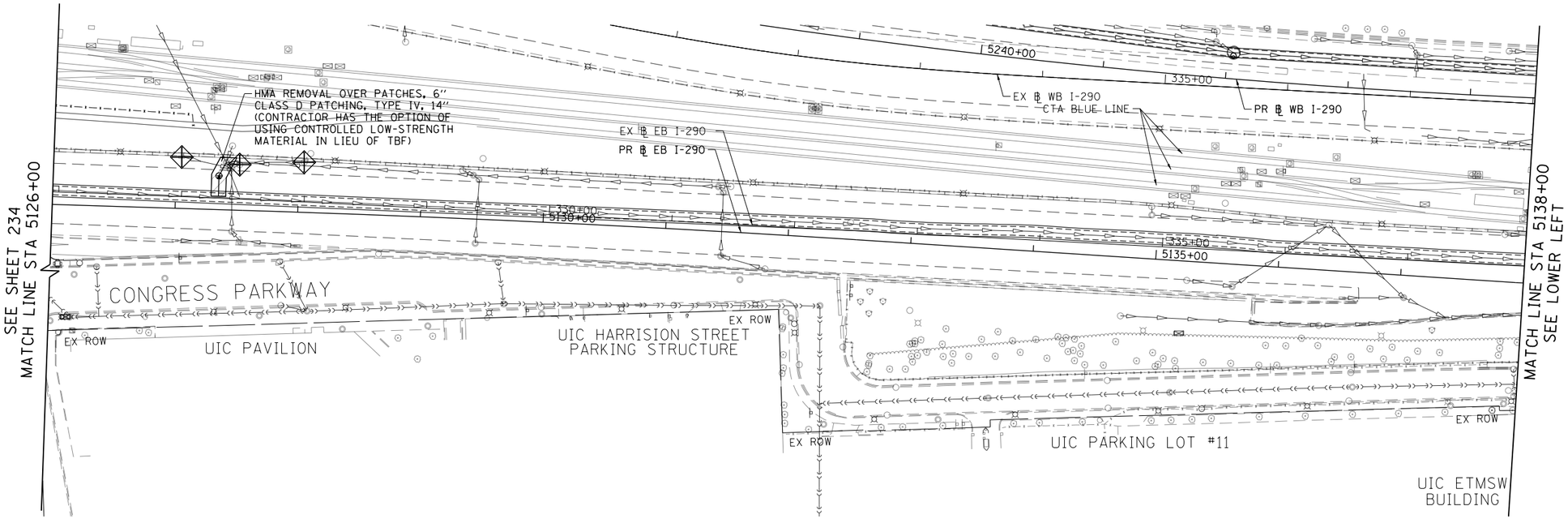
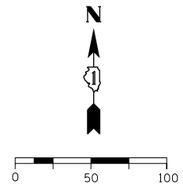
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

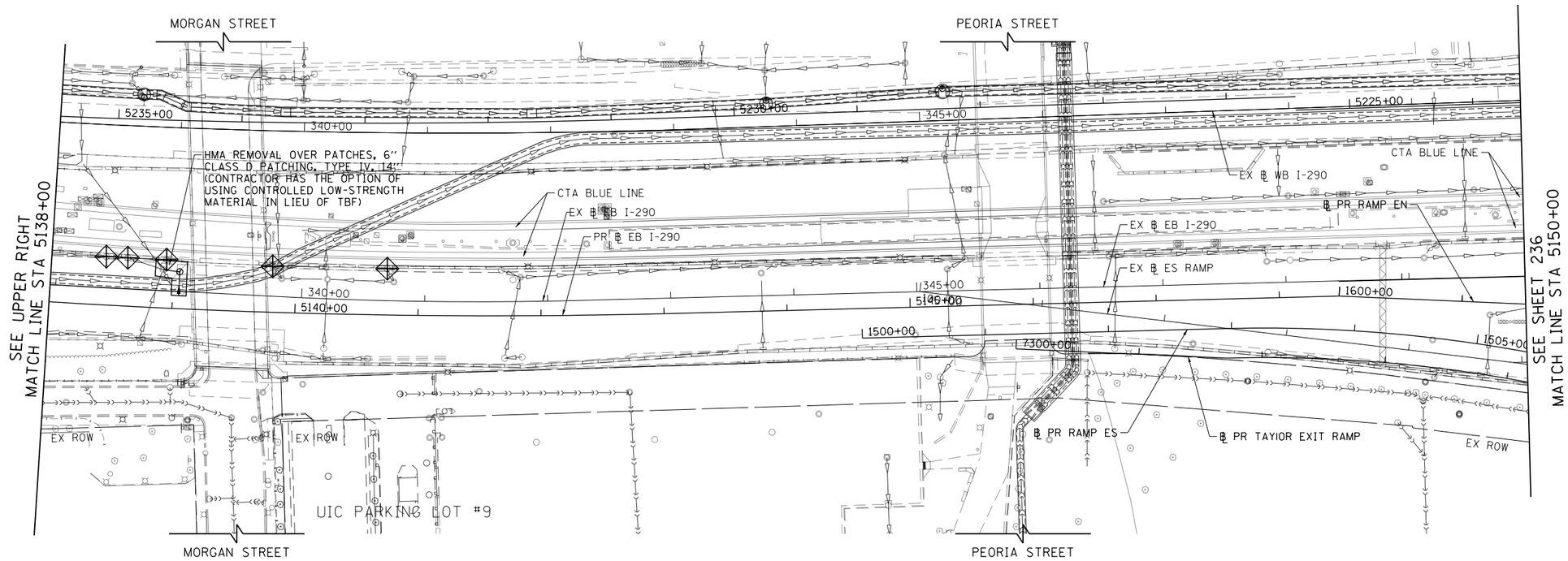
EASTBOUND I-290 MAINLINE
EROSION CONTROL PRESTAGE

SCALE: 1"=50' | SHEET 1 OF 21 SHEETS | STA. 5102+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	234
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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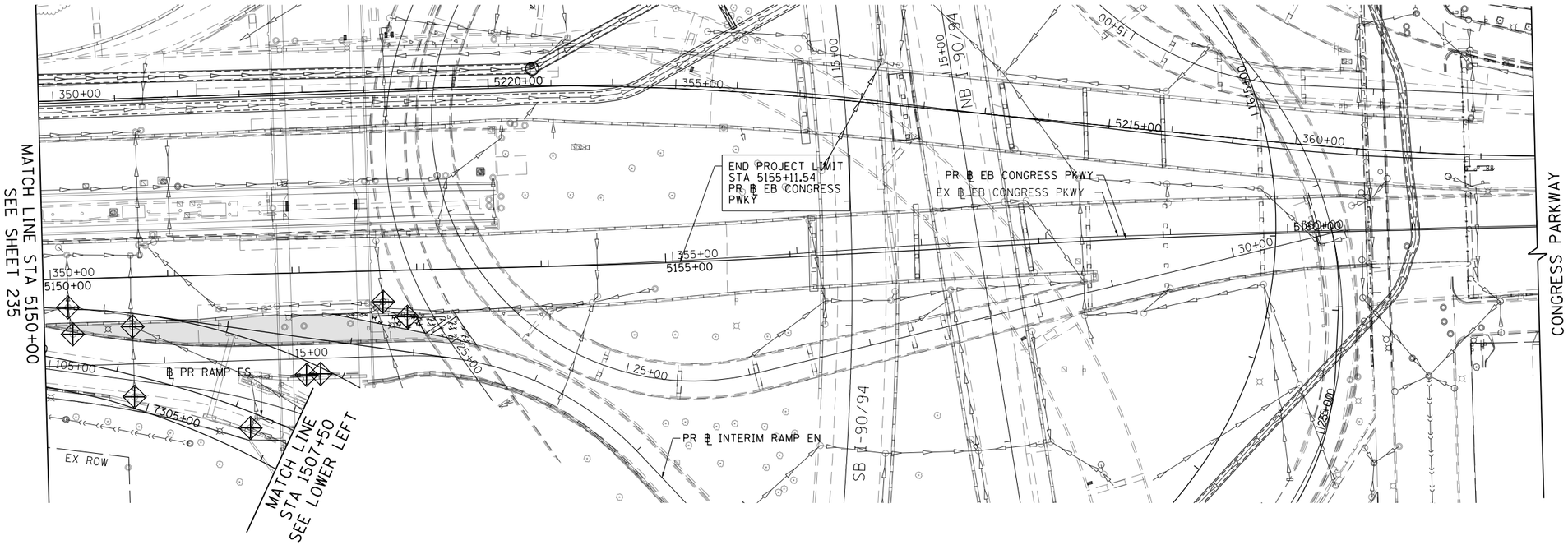
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

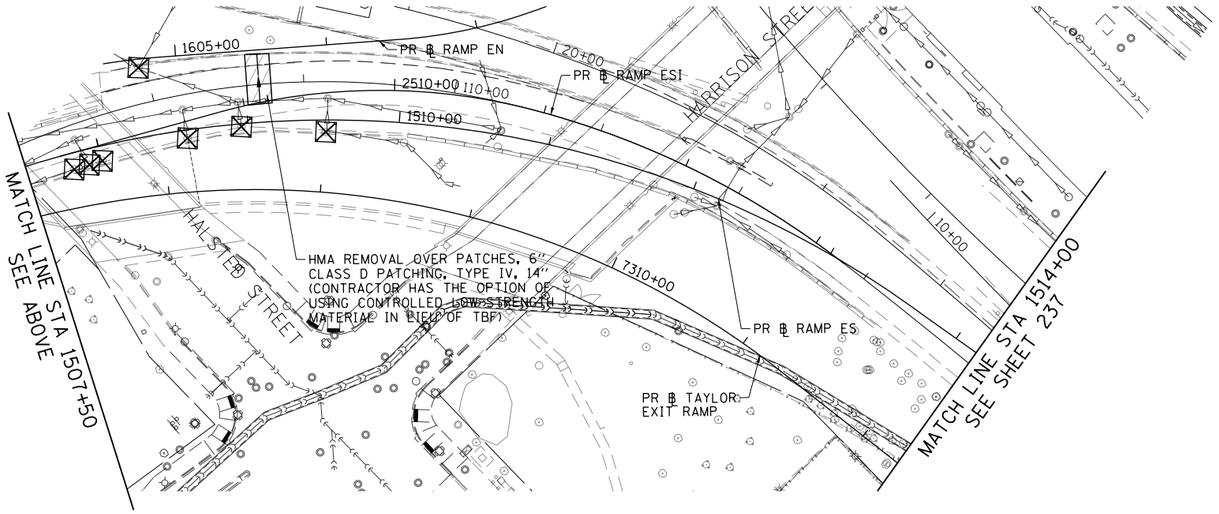
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL PRESTAGE

SCALE: 1"=50' | SHEET 2 OF 21 SHEETS | STA. 5126+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	235
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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SCALE: 1"=50'

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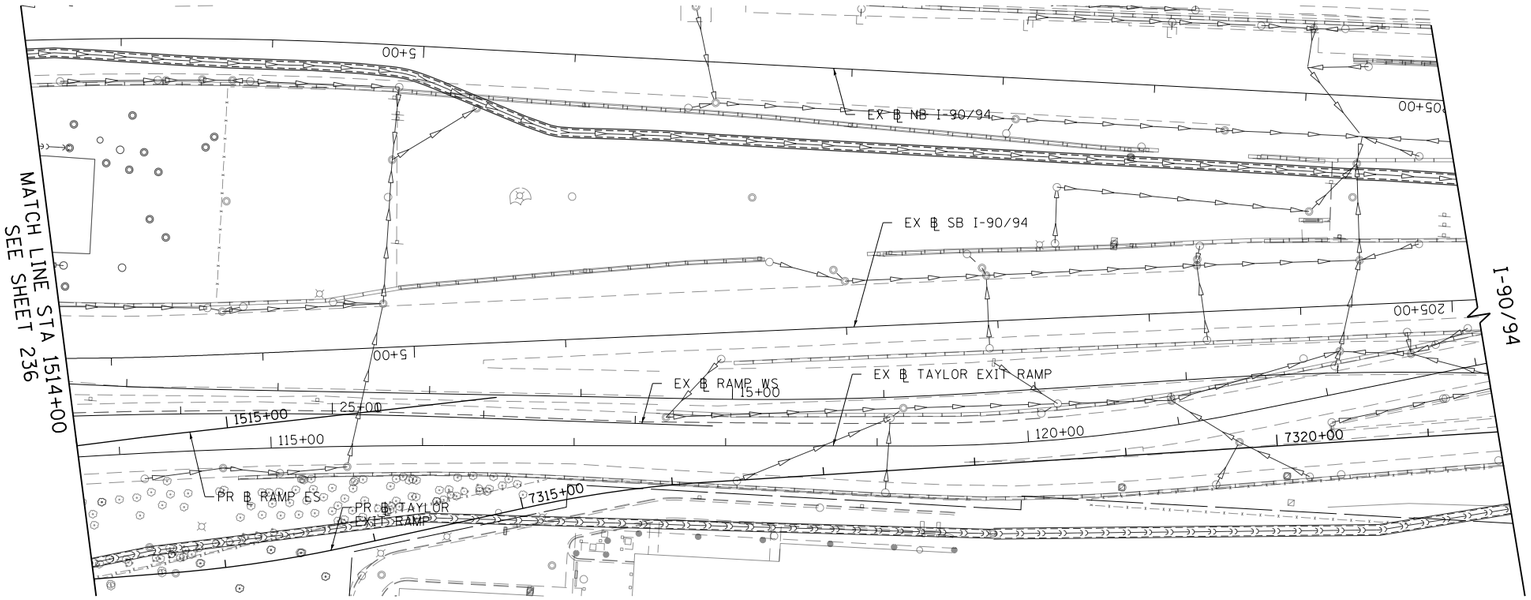
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

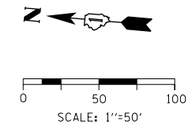
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL PRESTAGE

SCALE: 1"=50' | SHEET 3 OF 21 SHEETS | STA. 5150+00 | TO STA. 1514+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	236
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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TranSystems

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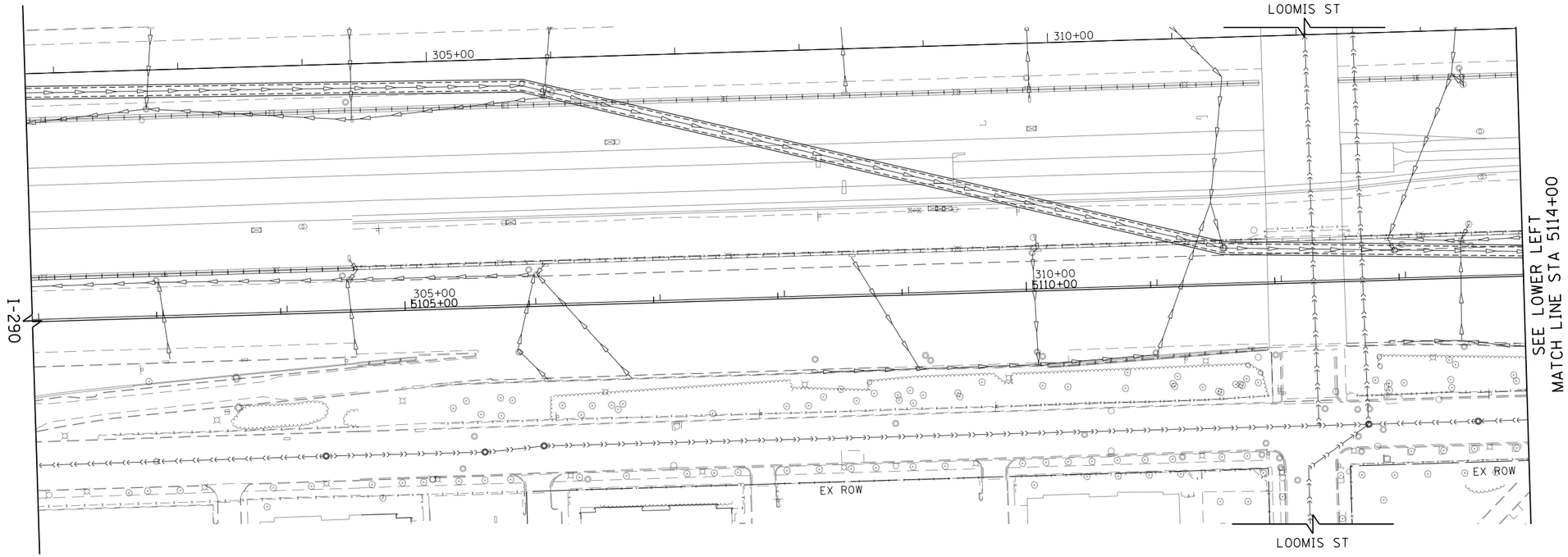
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

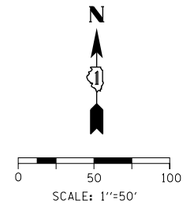
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

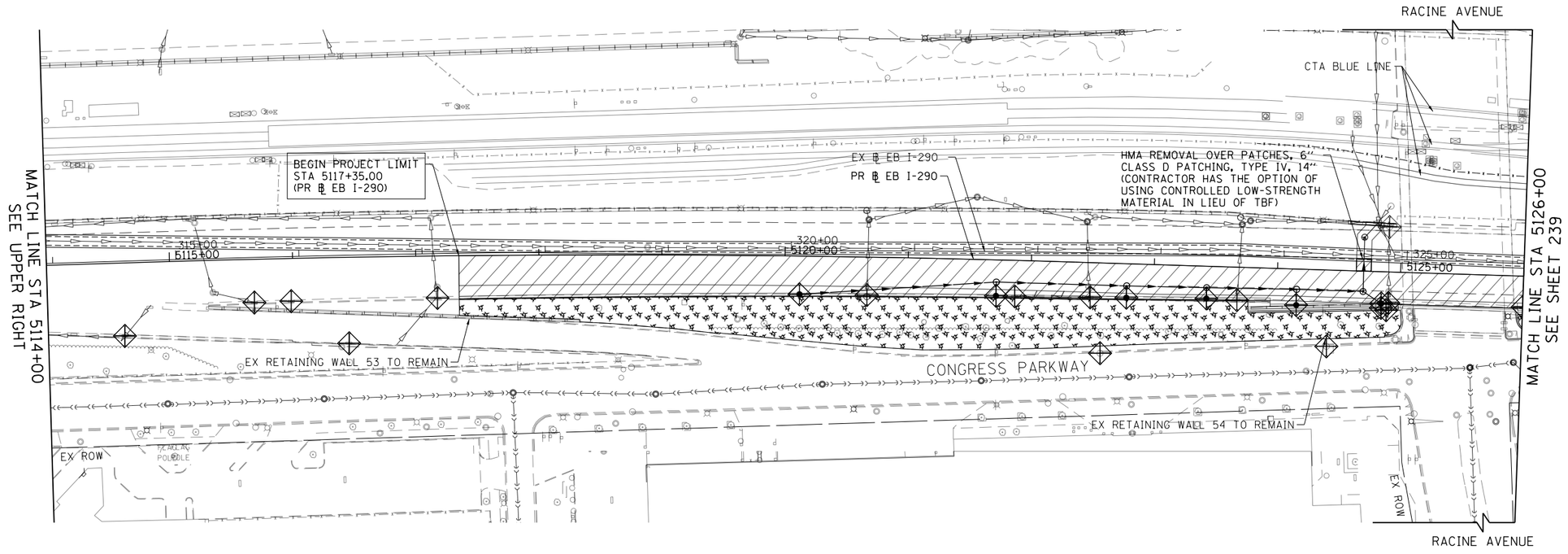
EASTBOUND I-290 MAINLINE
EROSION CONTROL PRESTAGE

SCALE: 1"=50' | SHEET 4 OF 21 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	237
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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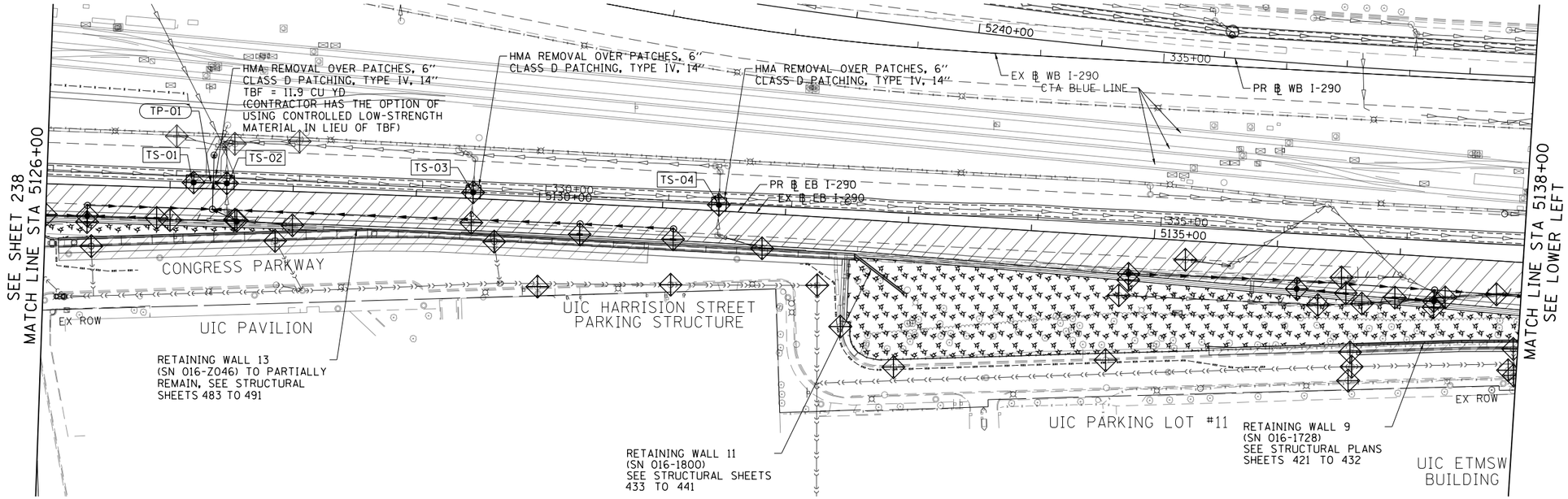
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

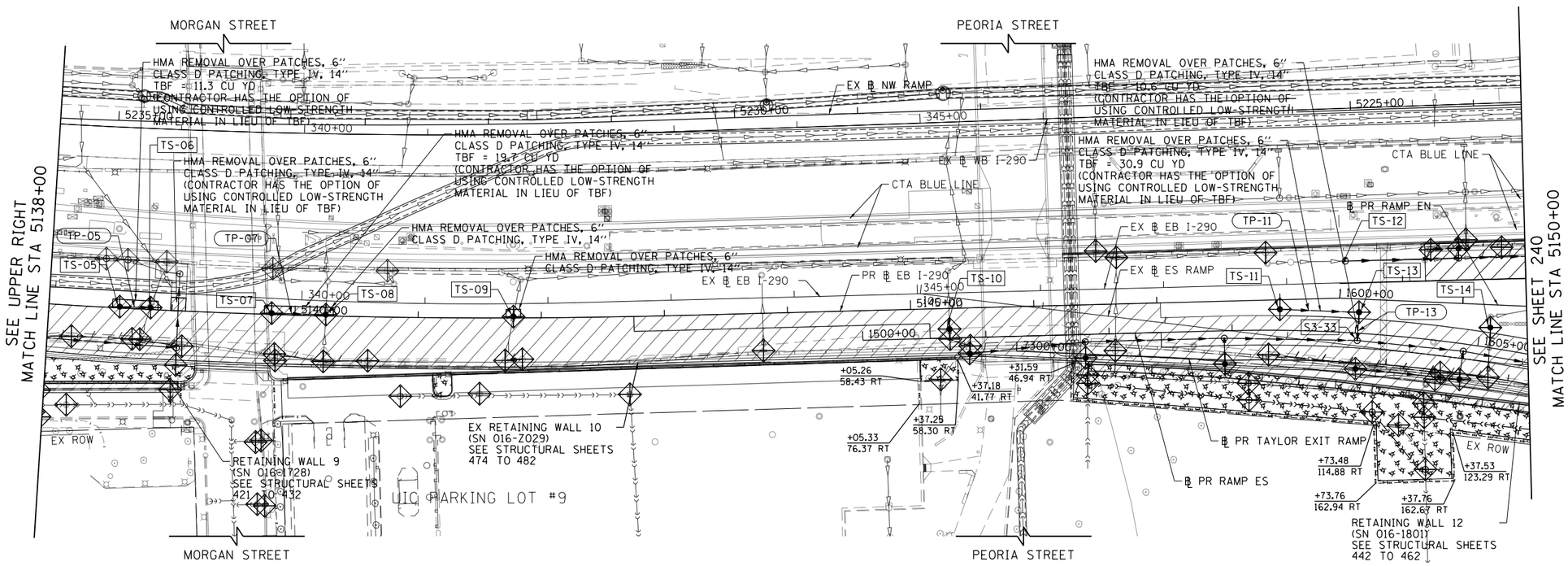
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 1A /1B /1C

SCALE: 1"=50' | SHEET 5 OF 21 SHEETS | STA. 5102+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	238
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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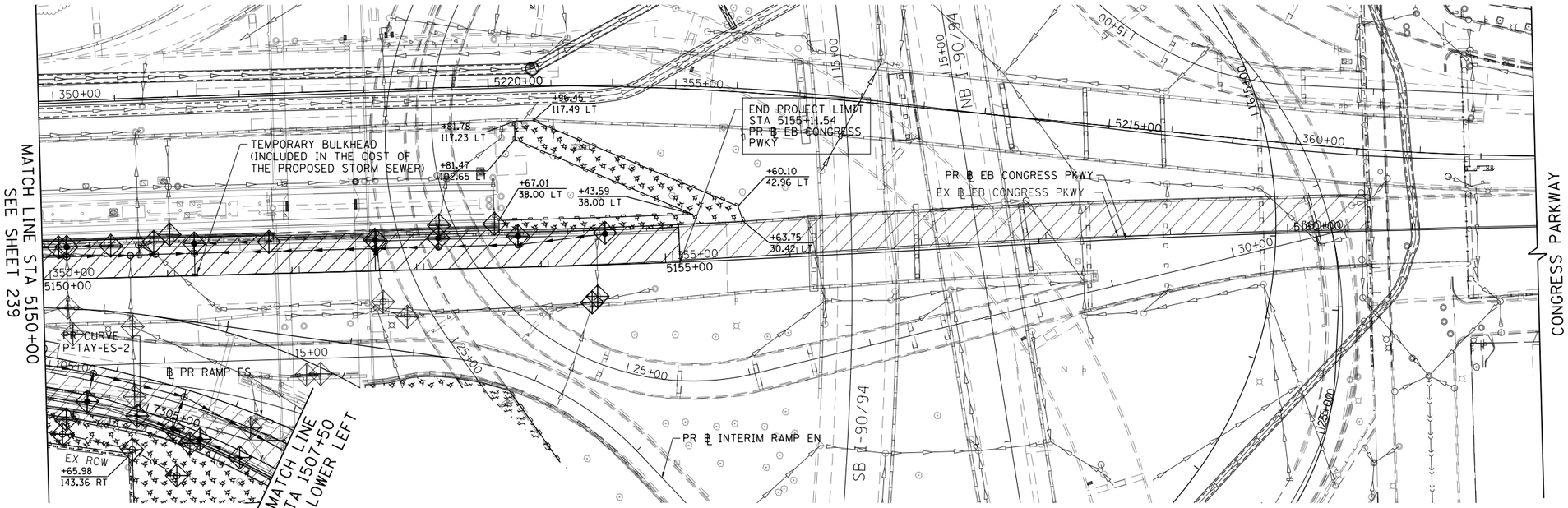
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

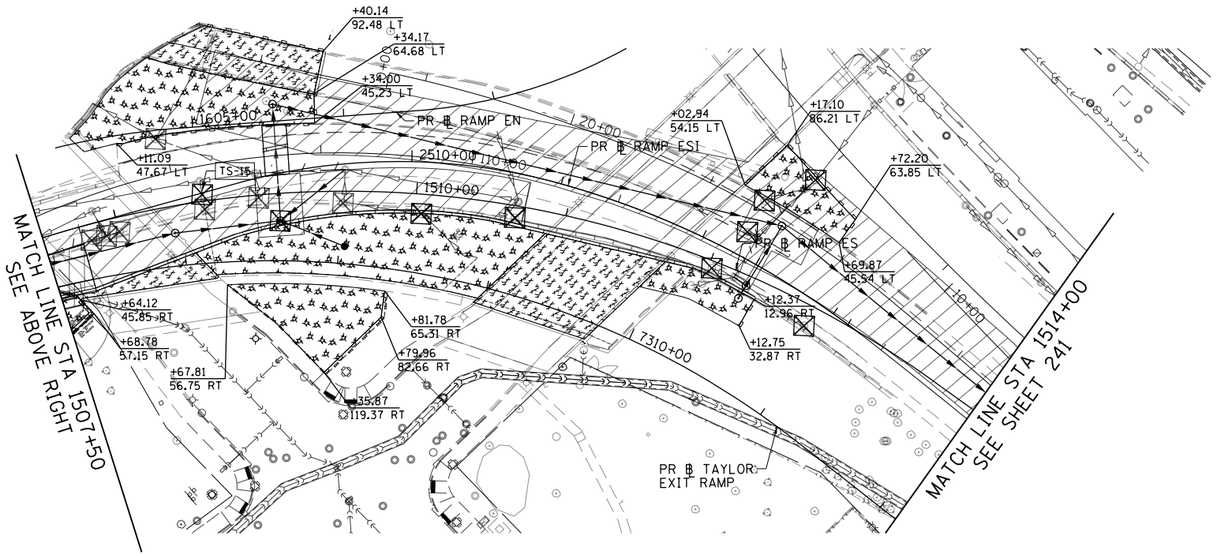
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 1A /1B /1C

SCALE: 1"=50' | SHEET 6 OF 21 SHEETS | STA. 5126+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	239
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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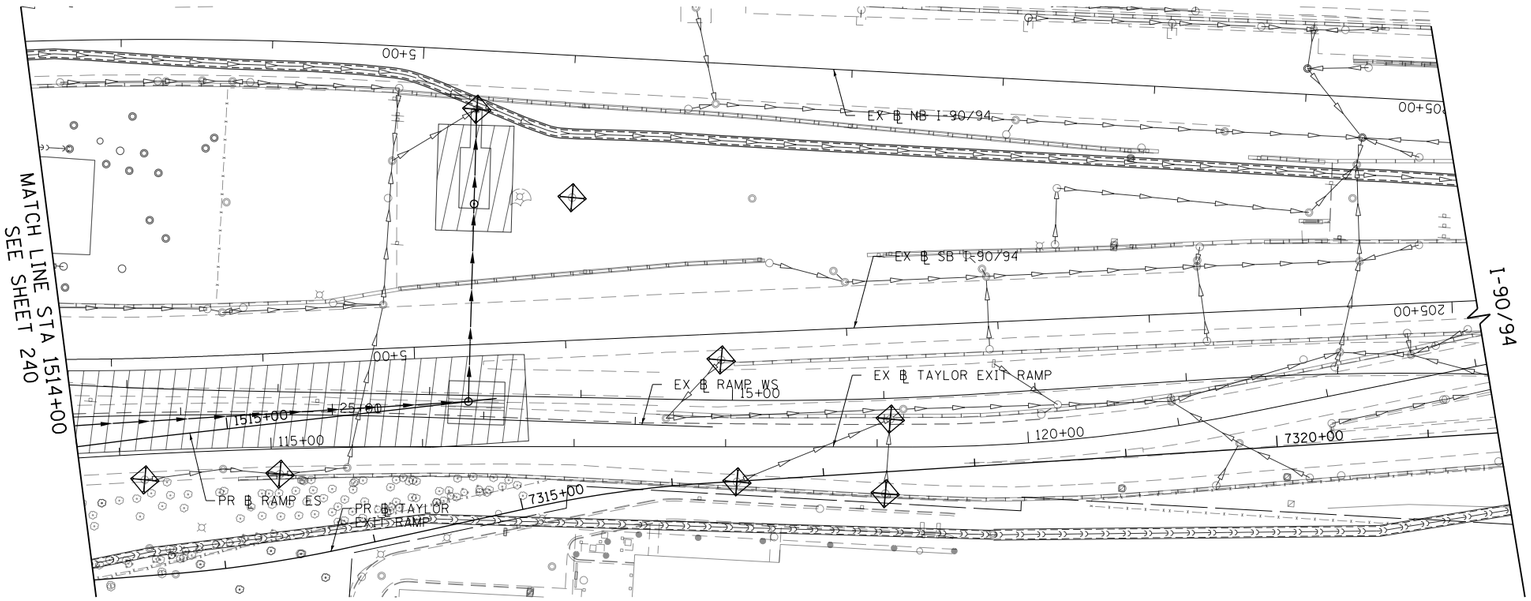
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

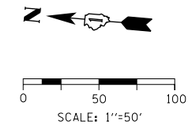
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 1A /1B /1C

SCALE: 1"=50' | SHEET 7 OF 21 SHEETS | STA. 5150+00 | TO STA. 1514+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	240
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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TranSystems

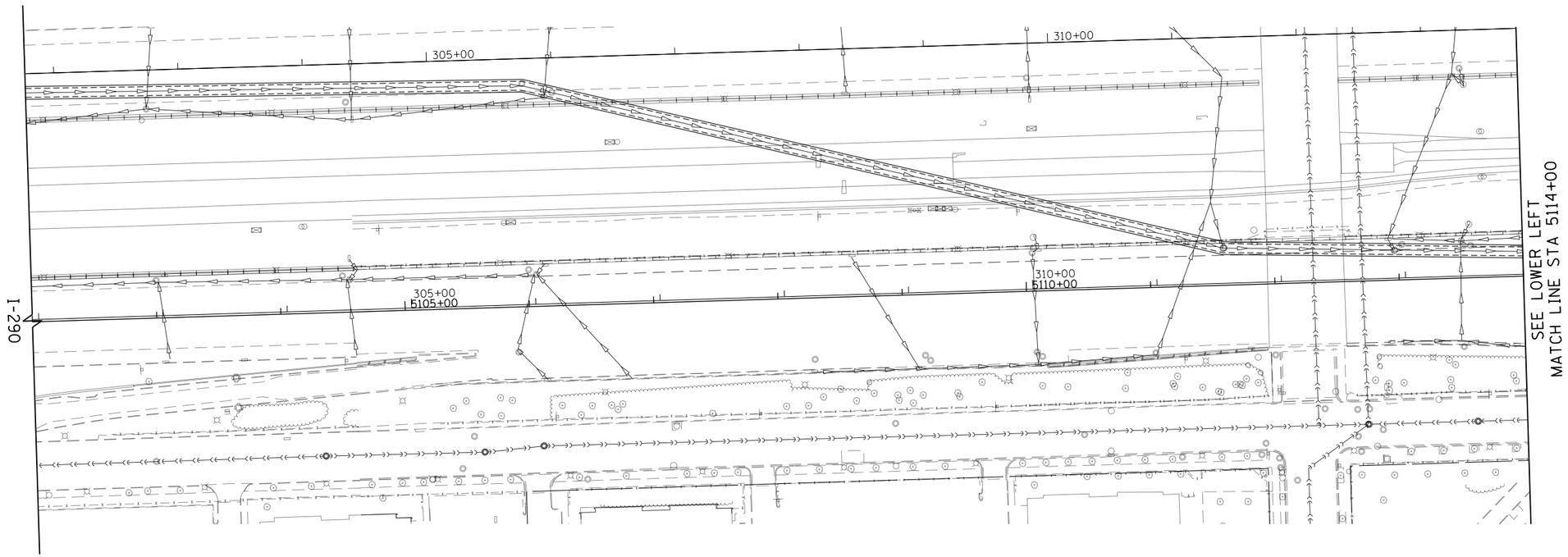
D160X76-SHT-EROS-04.dgn	DESIGNED - MKW	REVISED -	
USER NAME = vljanachione	DRAWN - BAW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

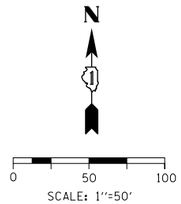
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

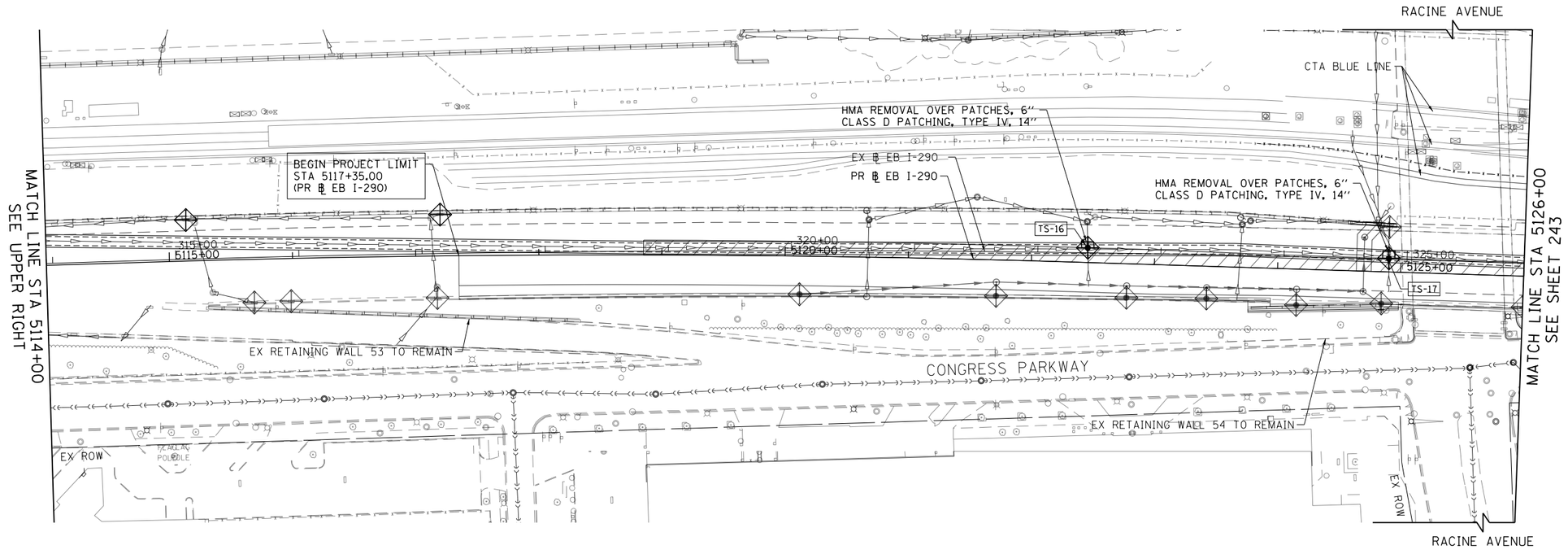
EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 1A /1B /1C

SCALE: 1"=50' | SHEET 8 OF 21 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	241
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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TranSystems

D160X76-SHT-EROS-05.dgn	DESIGNED - MKW	REVISED -	
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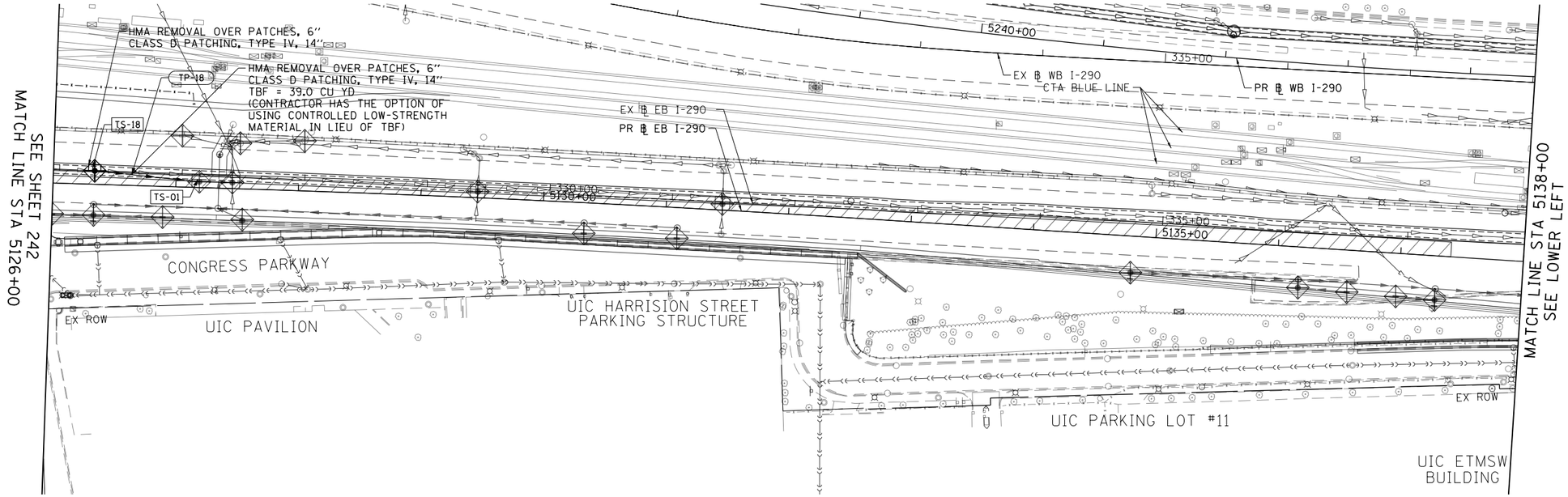
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

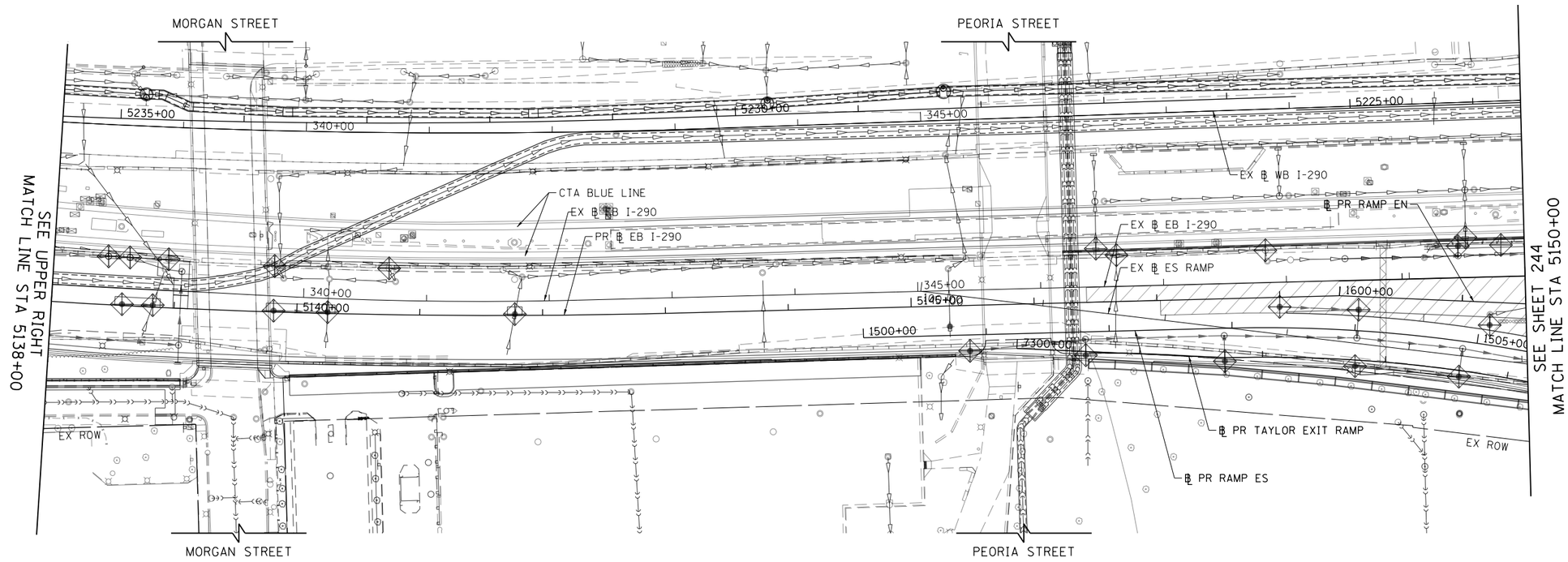
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 2

SCALE: 1"=50' | SHEET 9 OF 21 SHEETS | STA. 5102+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	242
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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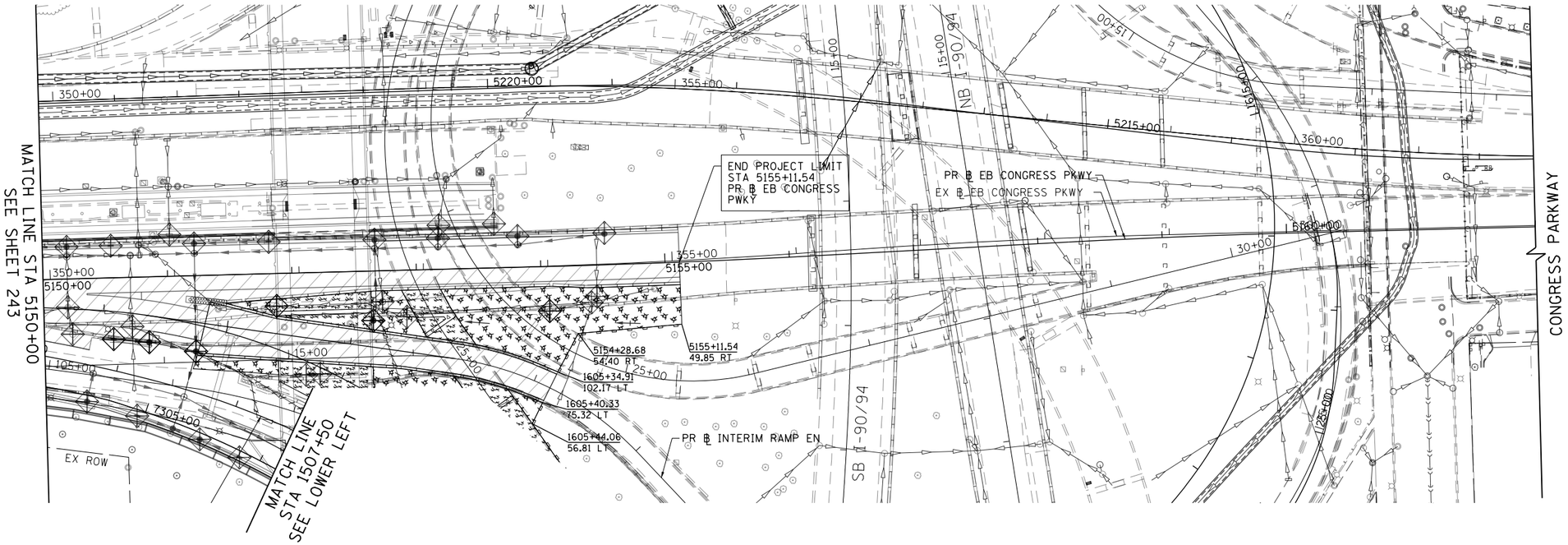
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

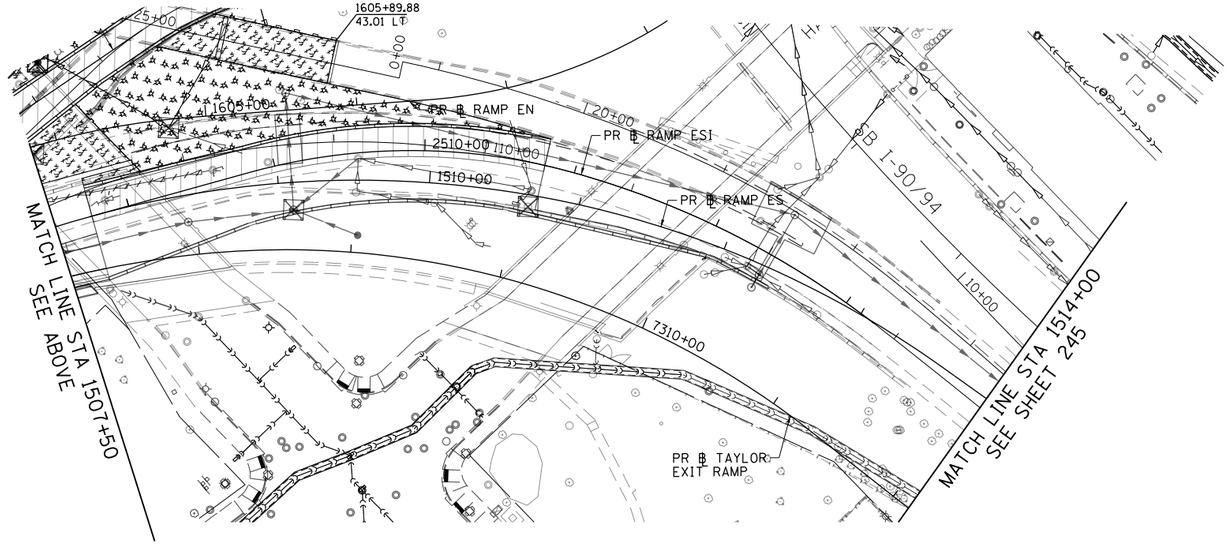
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 2

SCALE: 1"=50' | SHEET 10 OF 21 SHEETS | STA. 5126+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	243
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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D160X76-SHT-EROS-07.dgn	DESIGNED - MKW	REVISED -	
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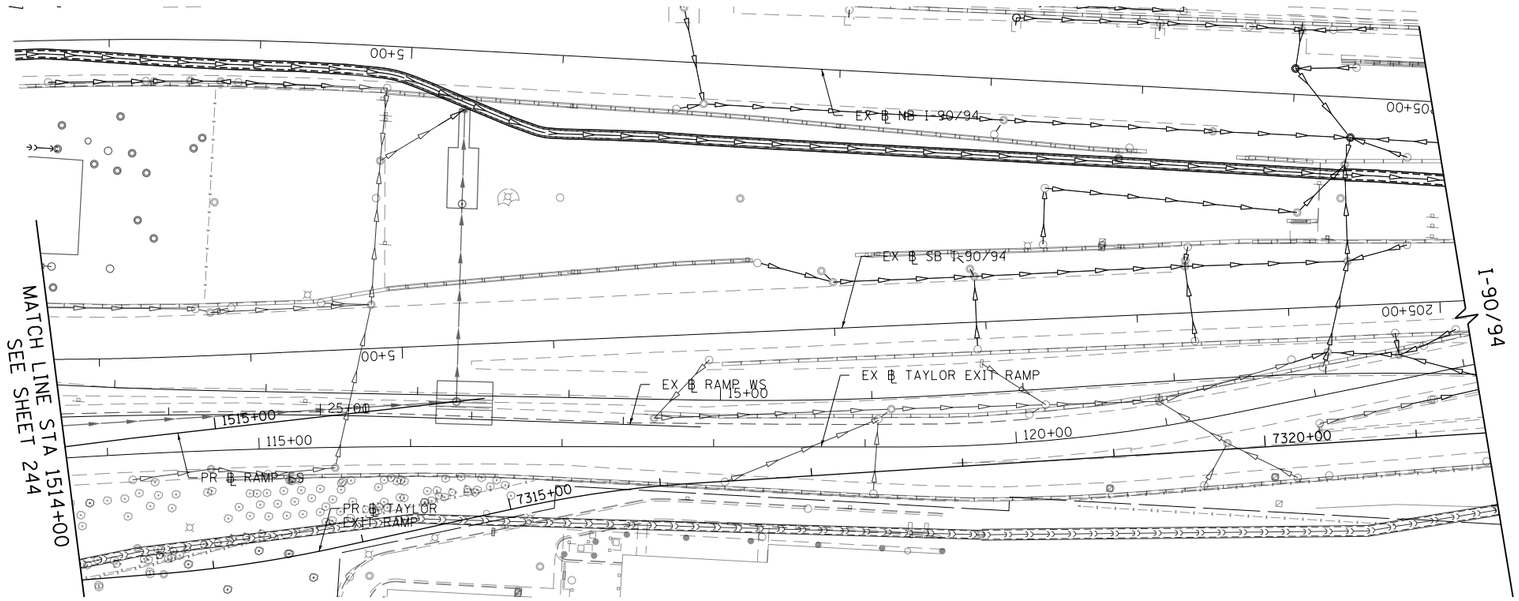
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

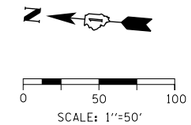
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 2

SCALE: 1"=50' | SHEET 11 OF 21 SHEETS | STA. 5150+00 | TO STA. 1507+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	244
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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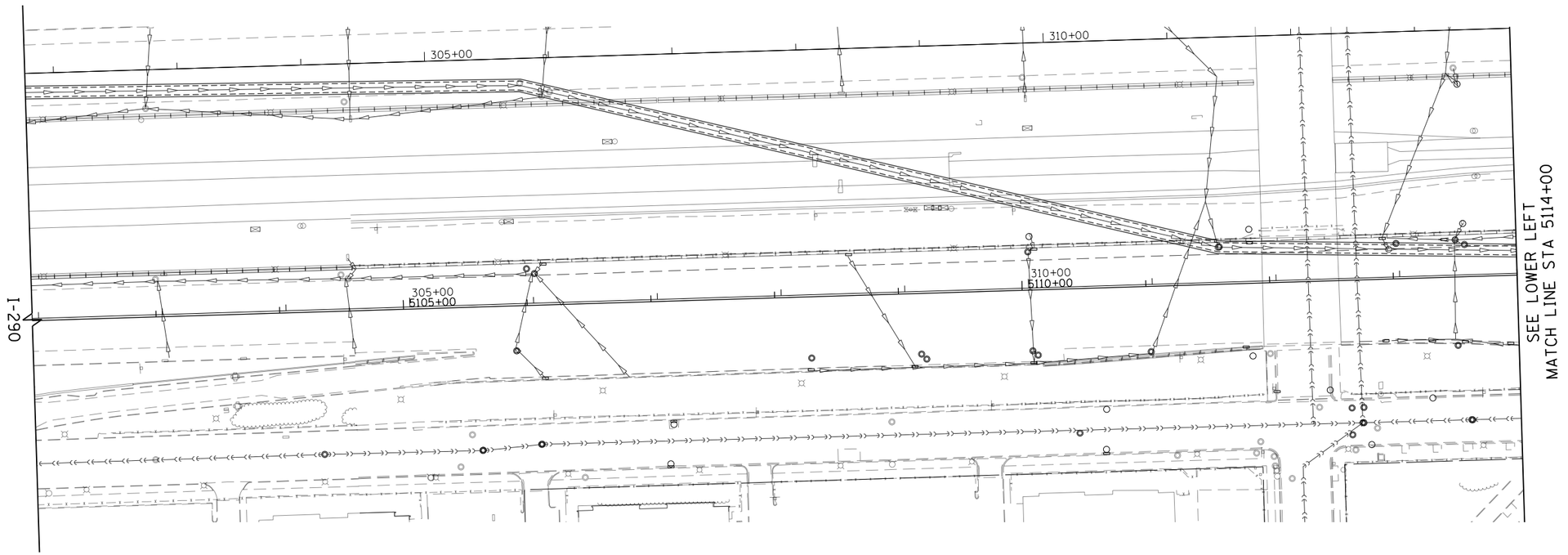
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

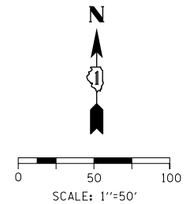
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

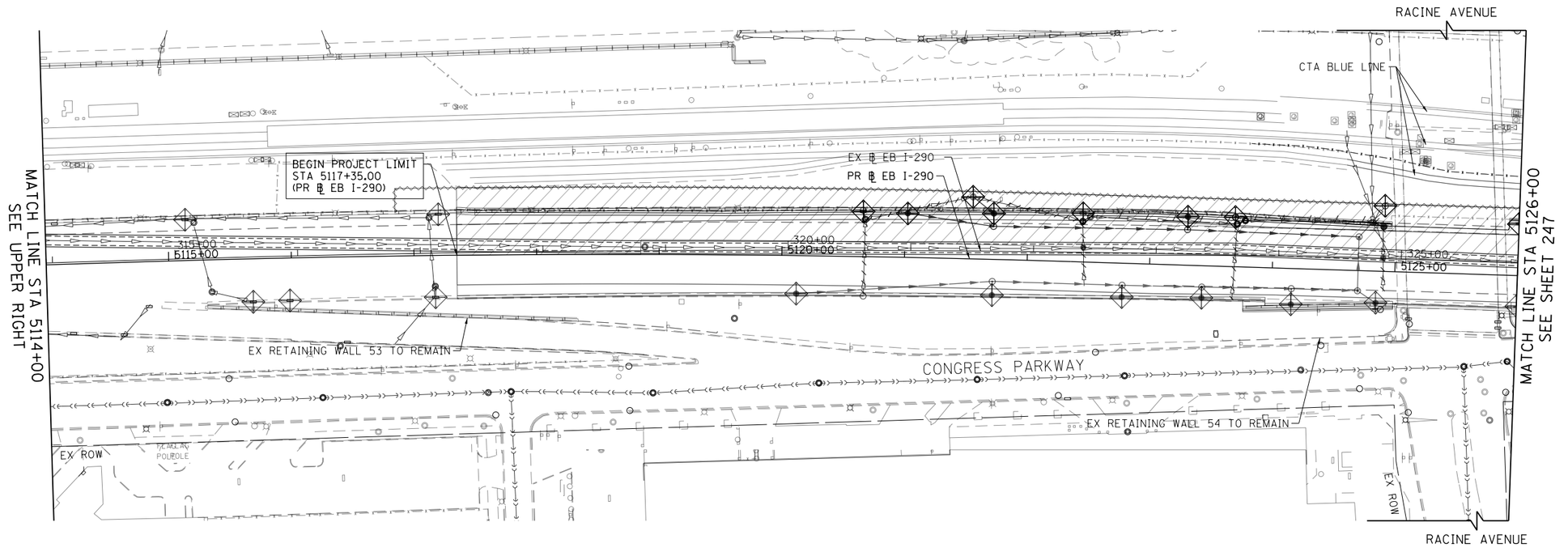
EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 2

SCALE: 1"=50' | SHEET 12 OF 21 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	245
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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TranSystems

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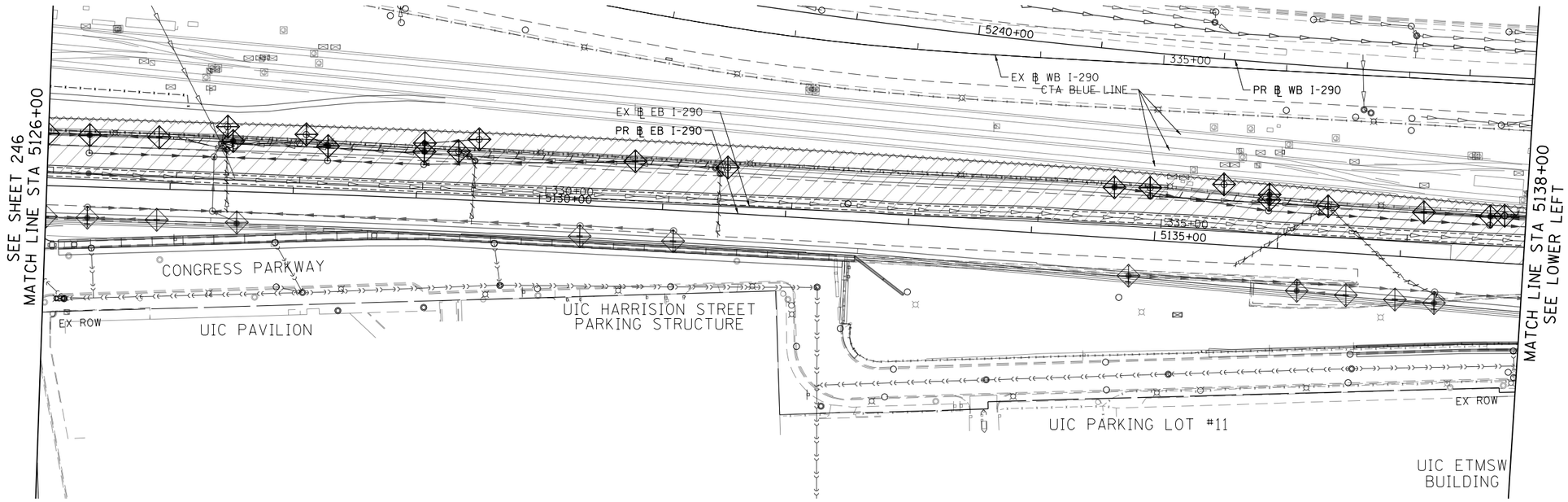
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

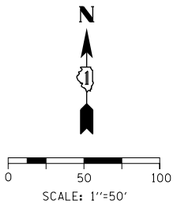
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

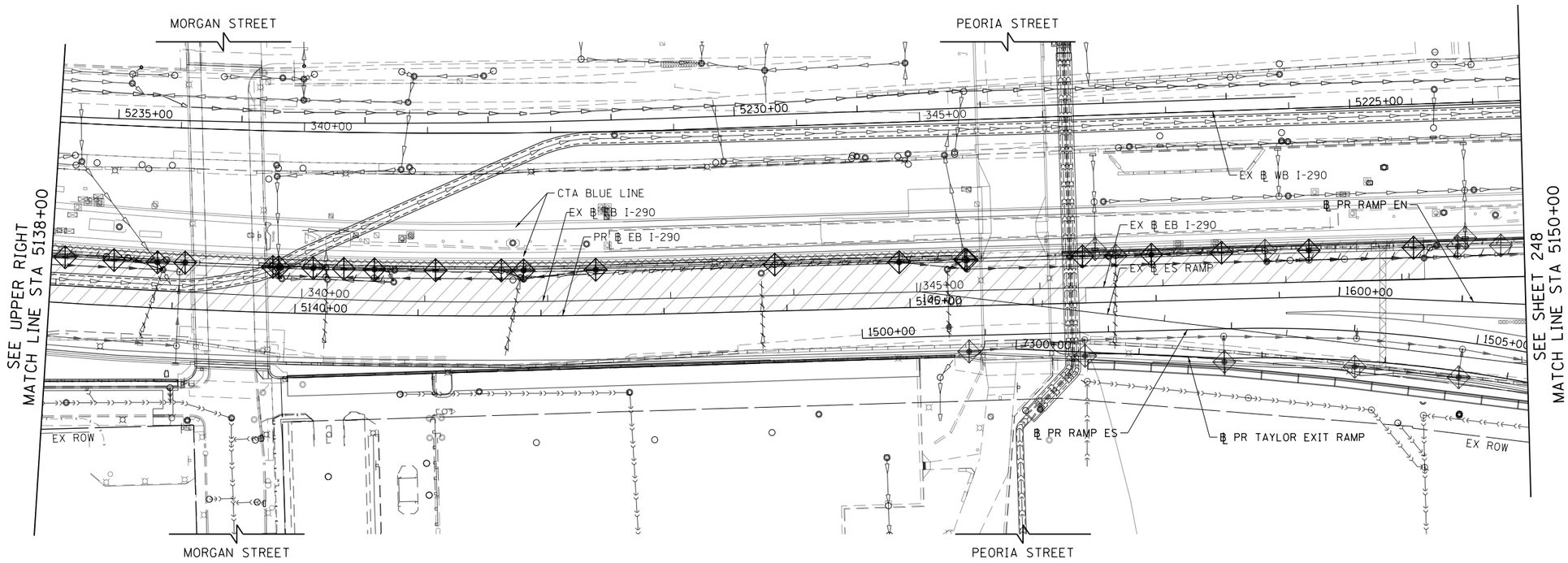
EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 3

SCALE: 1"=50' | SHEET 13 OF 21 SHEETS | STA. 5102+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	246
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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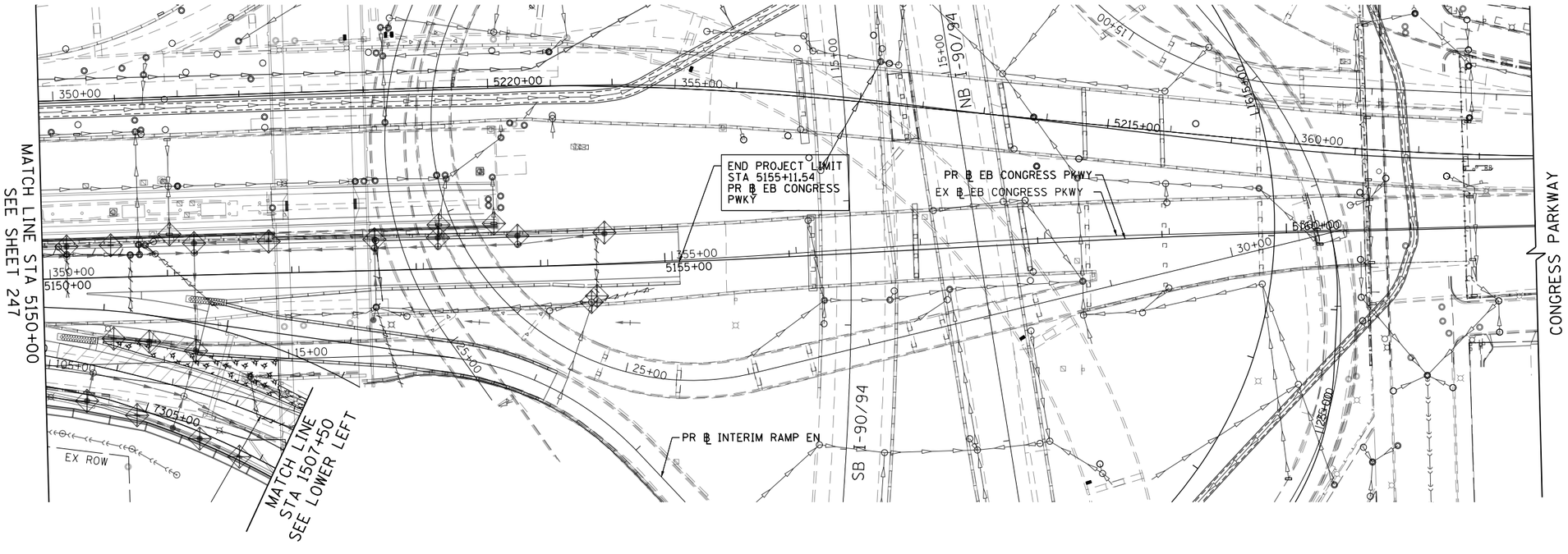
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

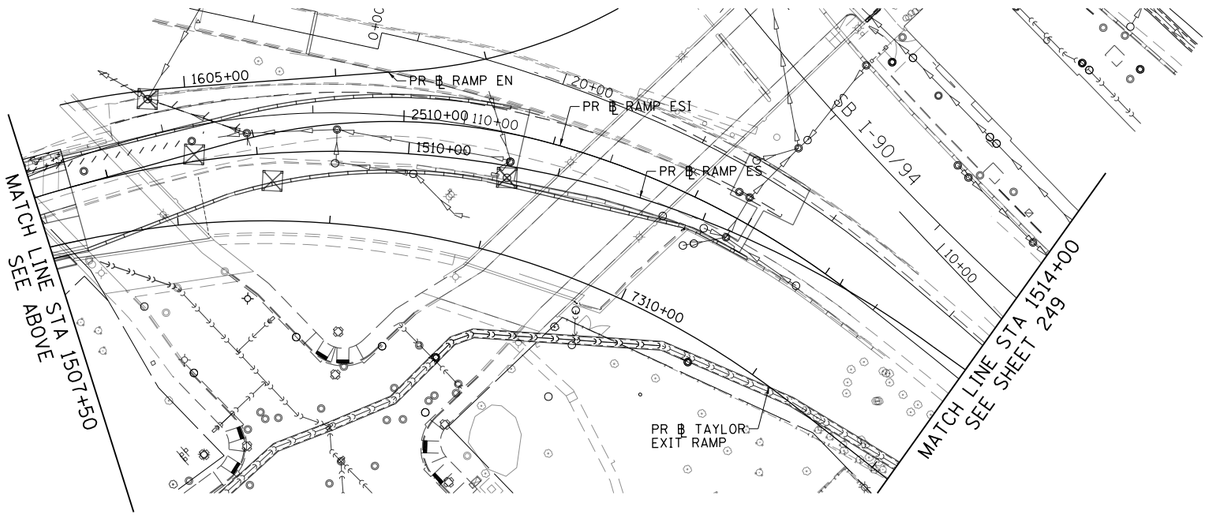
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 3

SCALE: 1"=50' | SHEET 14 OF 21 SHEETS | STA. 5126+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	247
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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TranSystems

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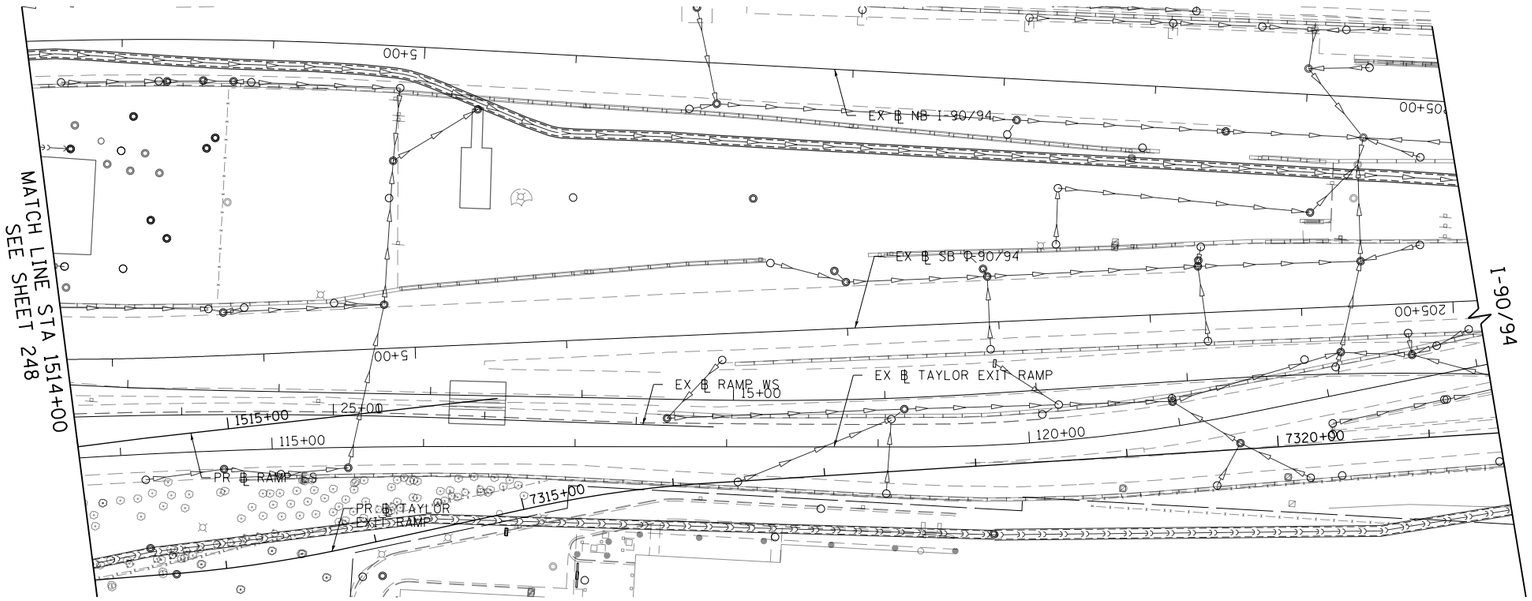
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

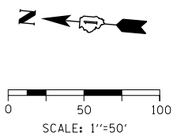
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 3

SCALE: 1"=50' | SHEET 15 OF 21 SHEETS | STA. 5150+00 | TO STA. 1507+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	248
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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TranSystems

D160X76-SHT-EROS-12.dgn	DESIGNED - MKW	REVISED -	
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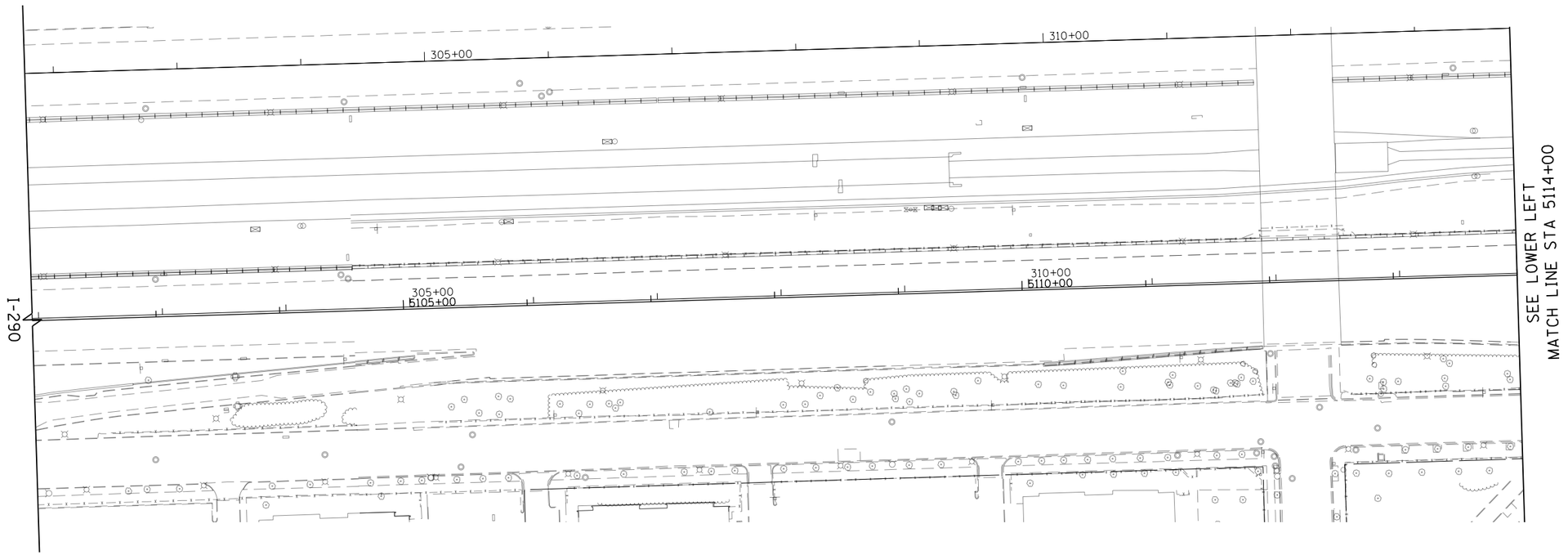
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

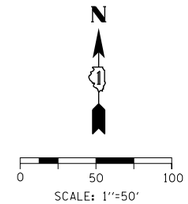
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

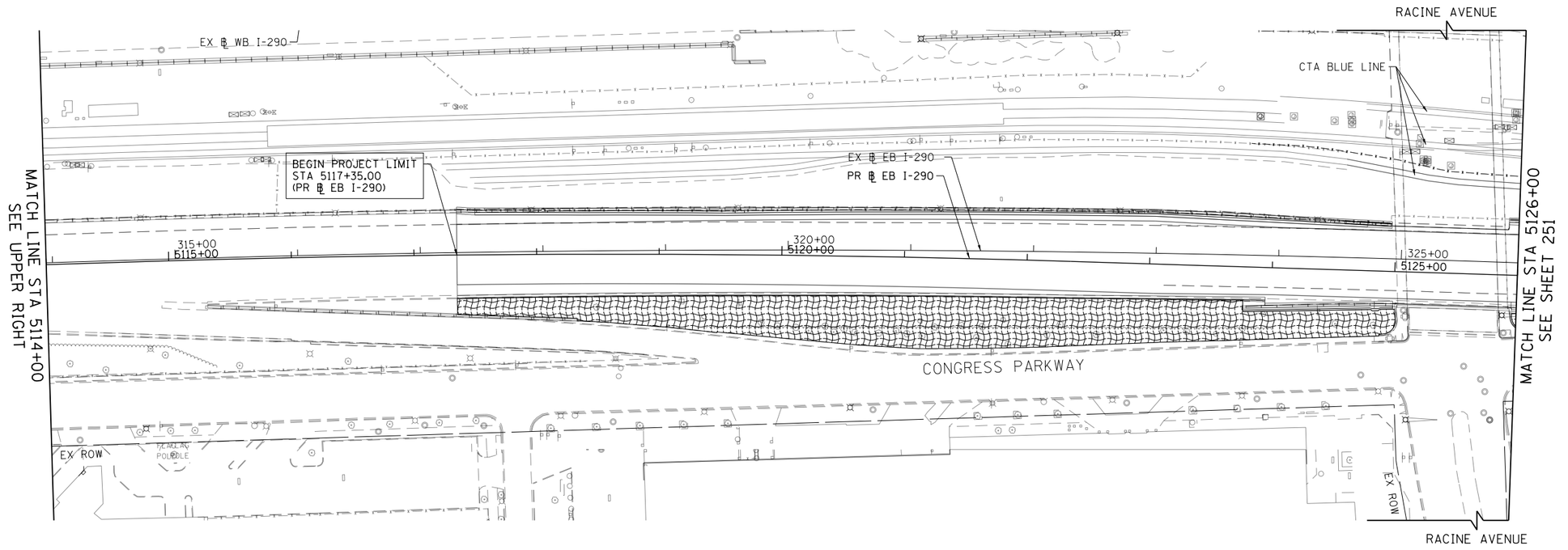
EASTBOUND I-290 MAINLINE
EROSION CONTROL STAGE 3

SCALE: 1"=50' | SHEET 16 OF 21 SHEETS | STA. 1514+00 TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	249
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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TranSystems

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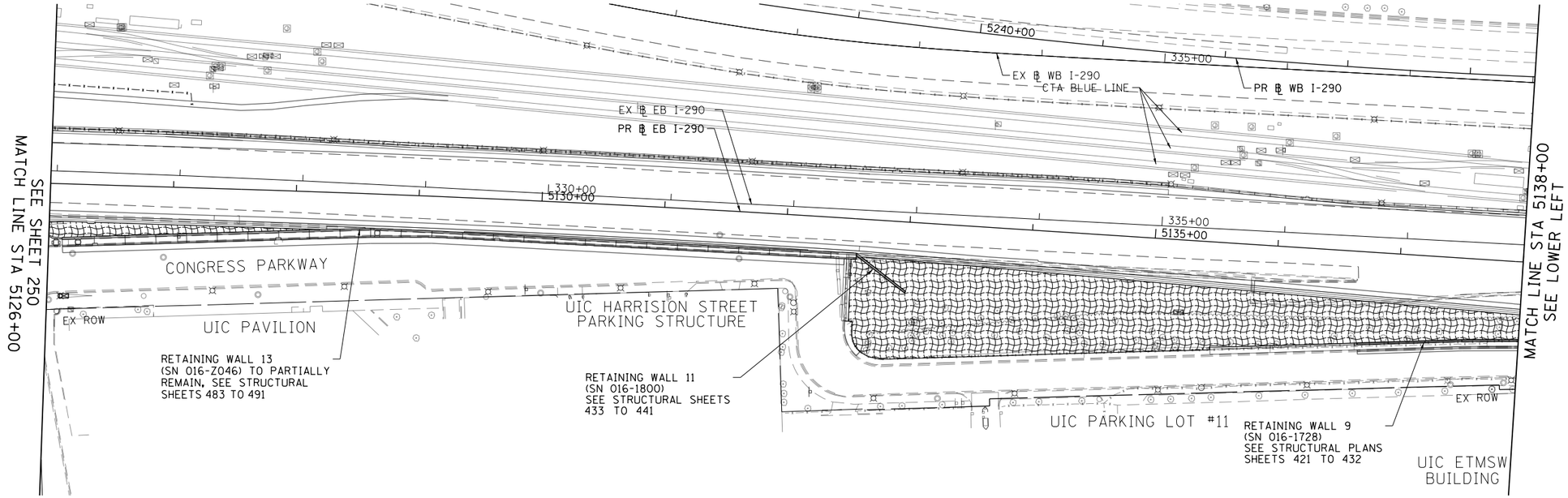
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

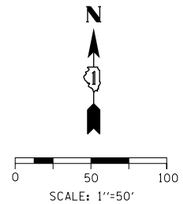
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

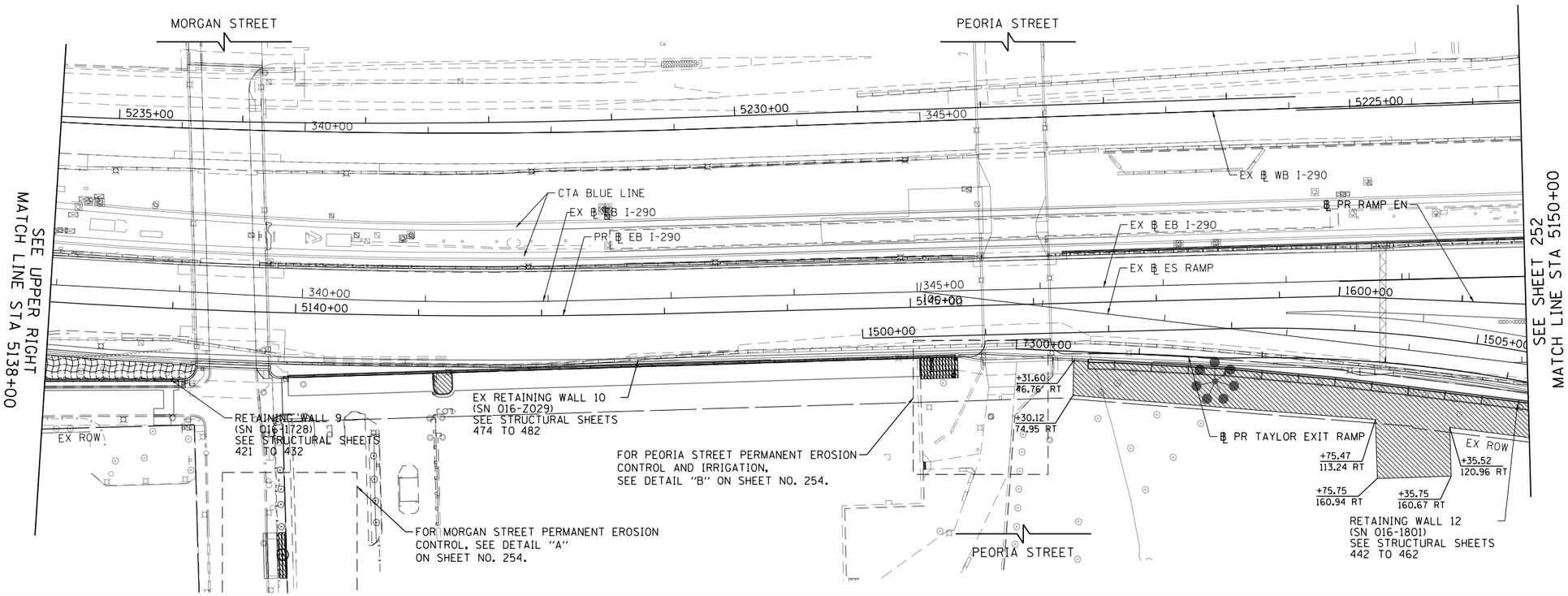
EASTBOUND I-290 MAINLINE
PERMANENT EROSION CONTROL

SCALE: 1"=50' | SHEET 17 OF 21 SHEETS | STA. 5102+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	250
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			







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TranSystems

D160X76-SHT-EROS-14.dgn	DESIGNED - MKW	REVISED -
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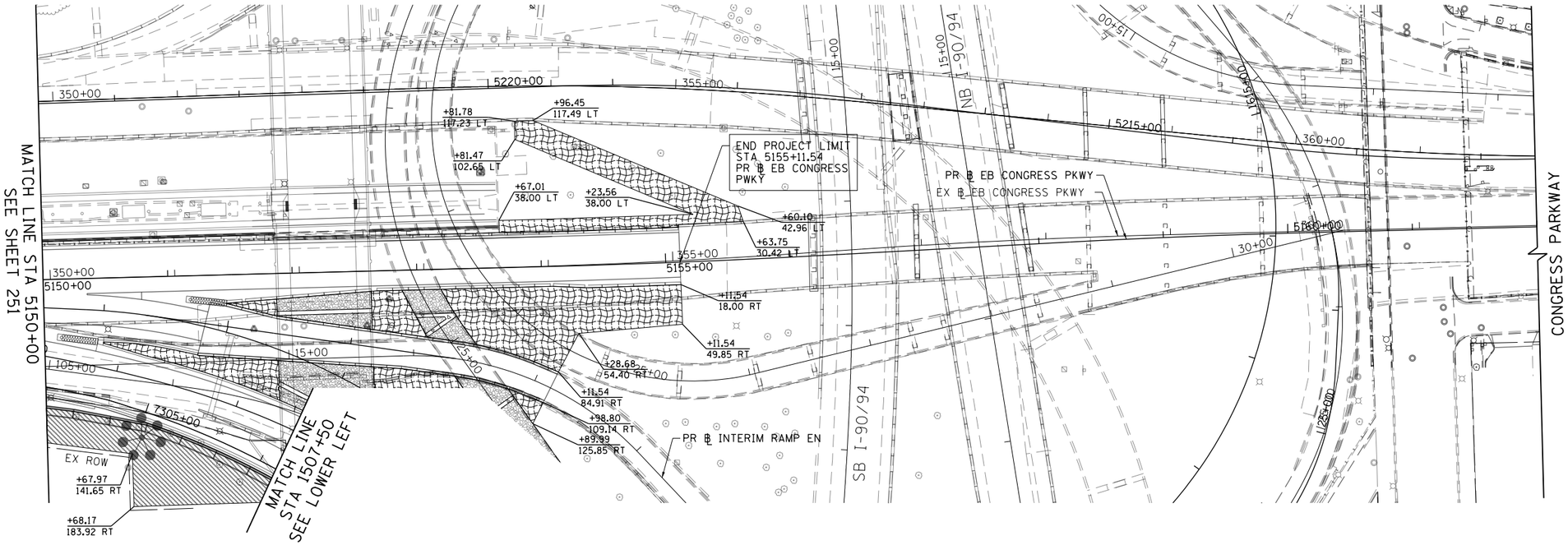
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

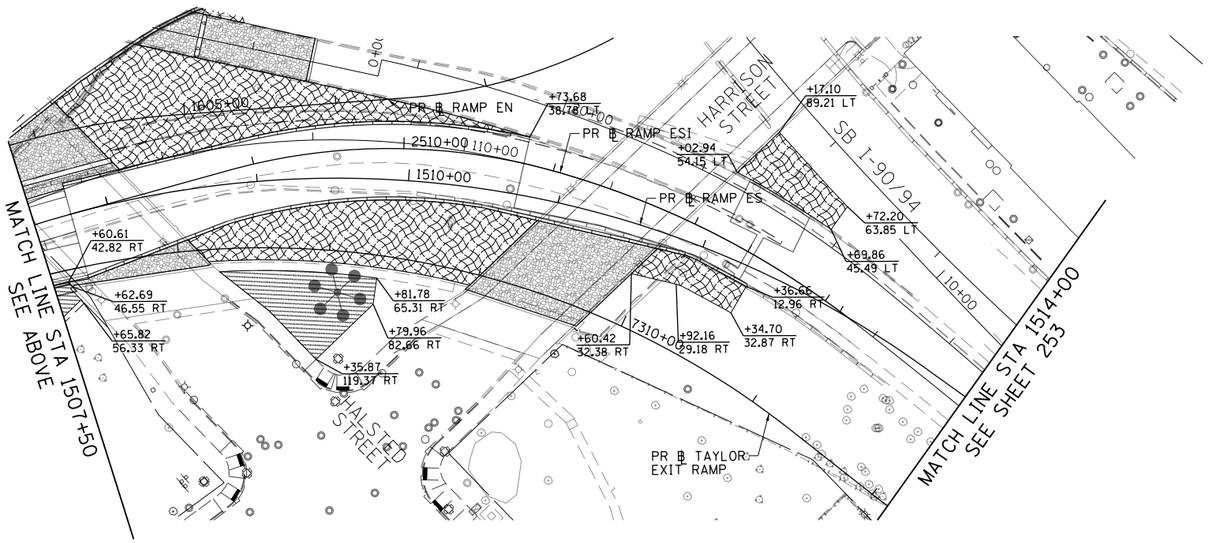
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
PERMANENT EROSION CONTROL

SCALE: 1"=50' | SHEET 18 OF 21 SHEETS | STA. 5126+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	251
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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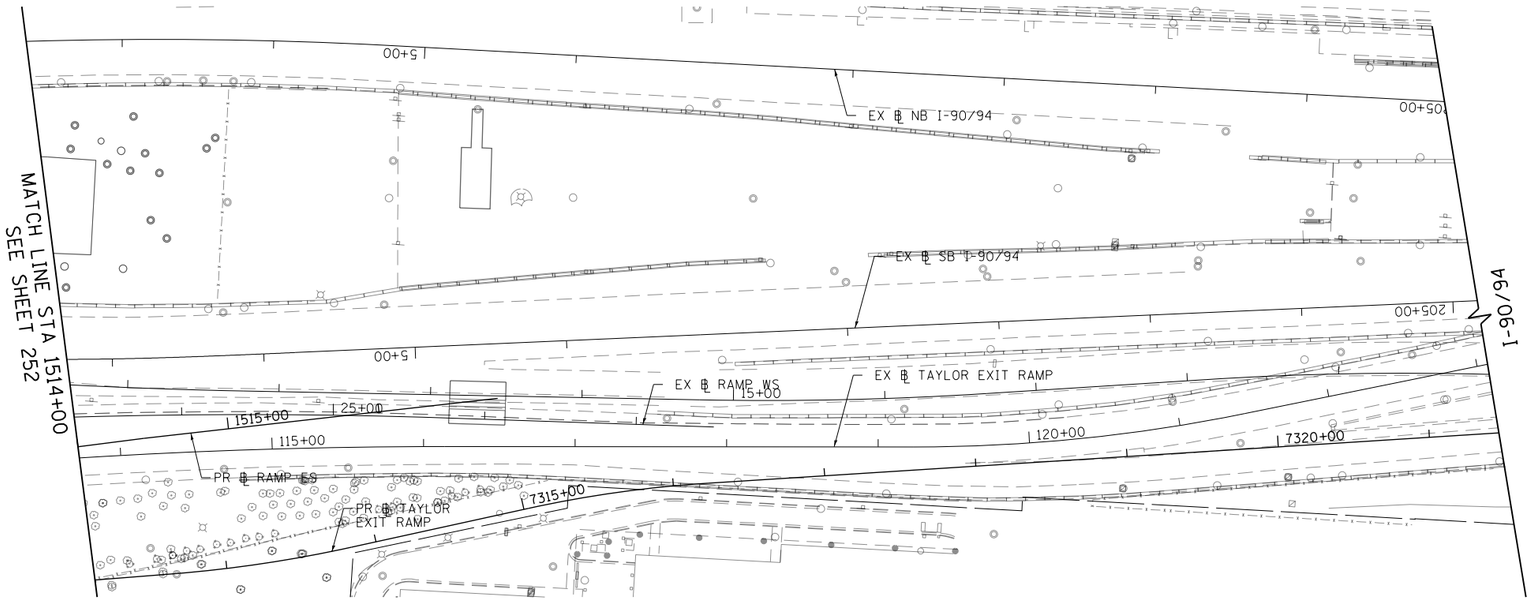
USER NAME = vljanachione	DRAWN - BAW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

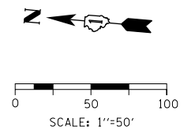
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
PERMANENT EROSION CONTROL

SCALE: 1"=50' | SHEET 19 OF 21 SHEETS | STA. 5150+00 | TO STA. 1514+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	252
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





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TranSystems

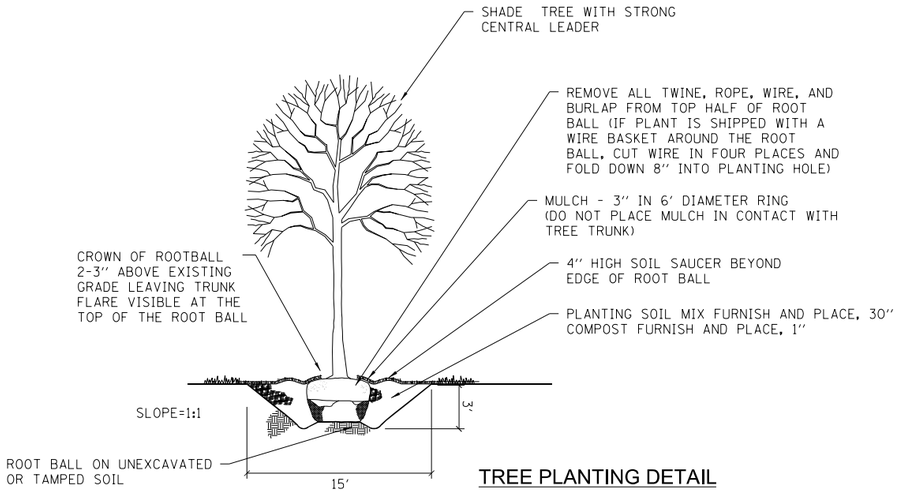
D160X76-SHT-EROS-16.dgn	DESIGNED - MKW	REVISED -	
USER NAME = vljanachione	DRAWN - BAW	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
PERMANENT EROSION CONTROL

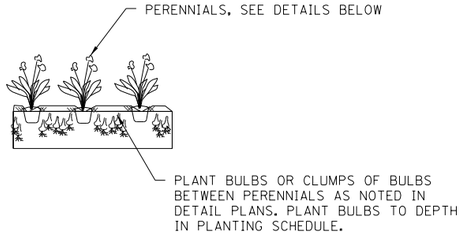
SCALE: 1"=50' | SHEET 20 OF 21 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	253
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



TREE PLANTING DETAIL

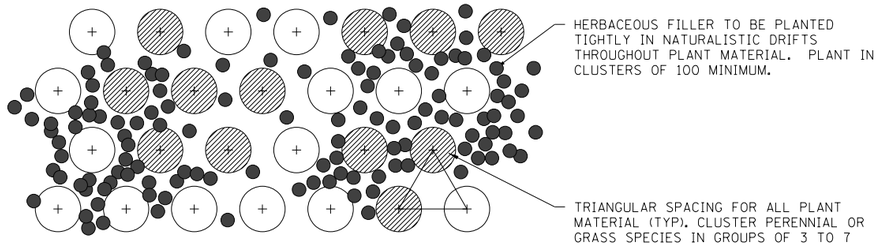
NOT TO SCALE



BULB INSTALLATION DETAIL

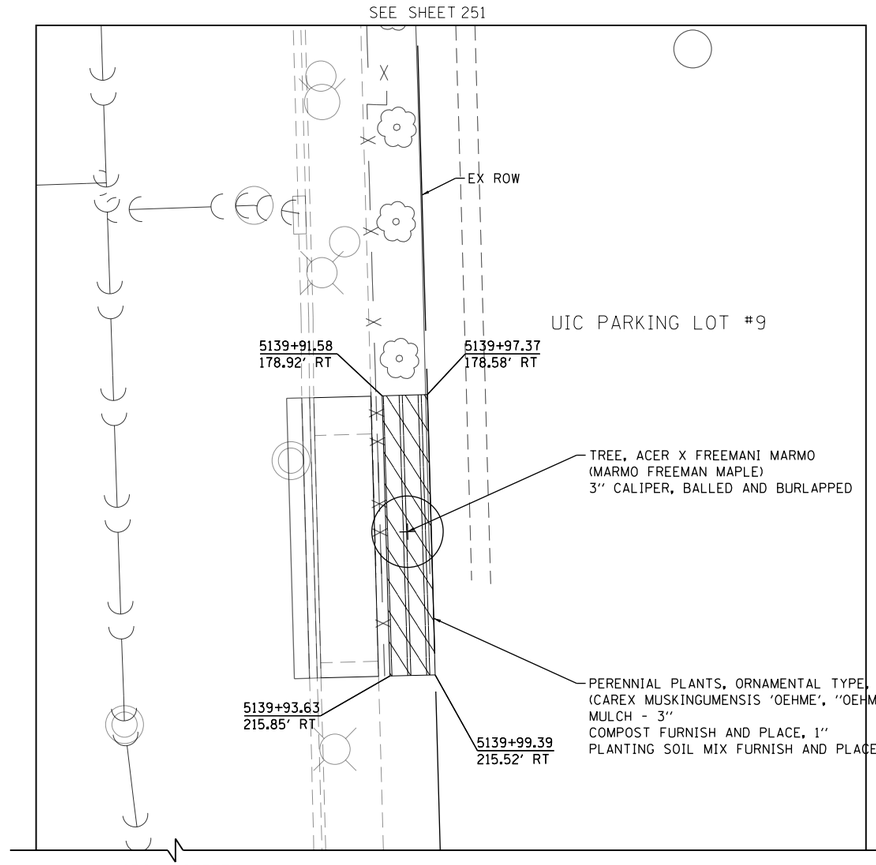
NOT TO SCALE

NOTE: PLANT BEDS FOR ALL PLANTING TO BE MARKED AND VERIFIED BY IDOT PRIOR TO PLANTING INSTALLATION. CONTACT (847) 705-4596 OR ENGINEER WITH 7 DAYS NOTICE

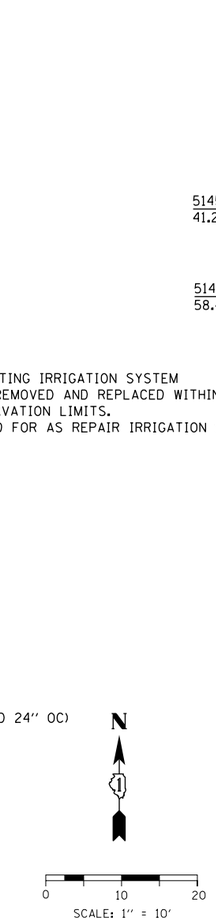


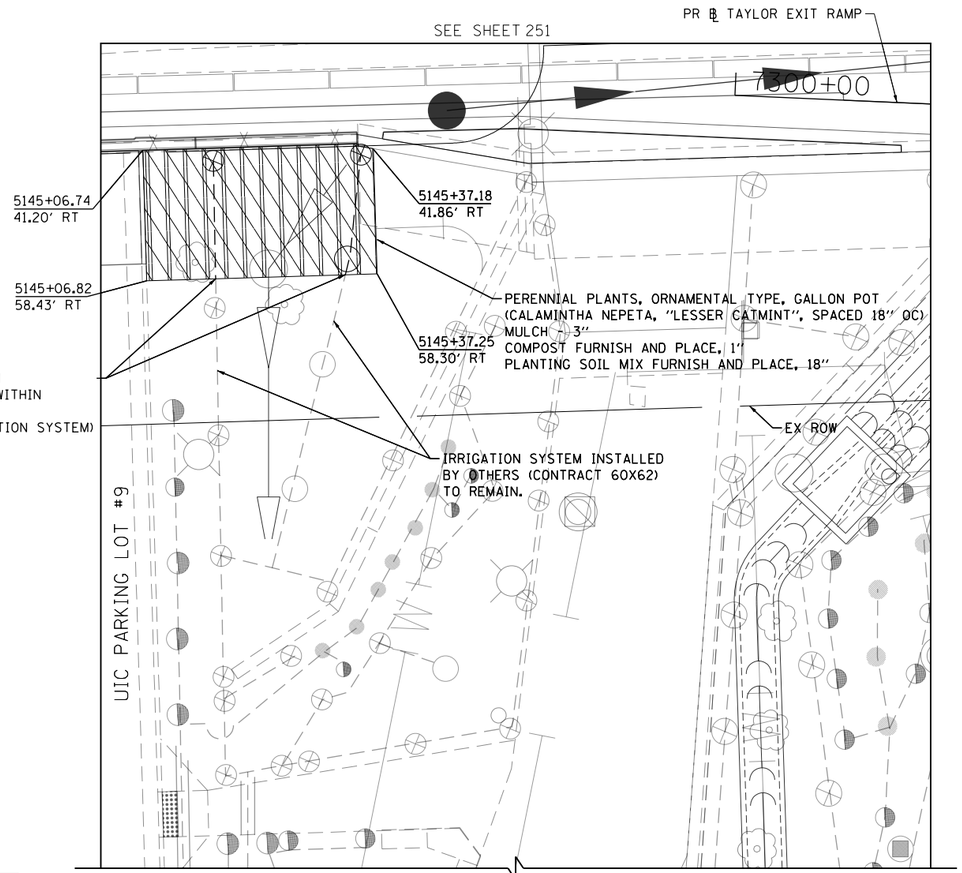
INTERPLANTING DETAIL - SINGLE BULB SPECIES

NOT TO SCALE



DETAIL A





DETAIL B

TranSystems

D160X76-SHT-EROS-17.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MKW	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

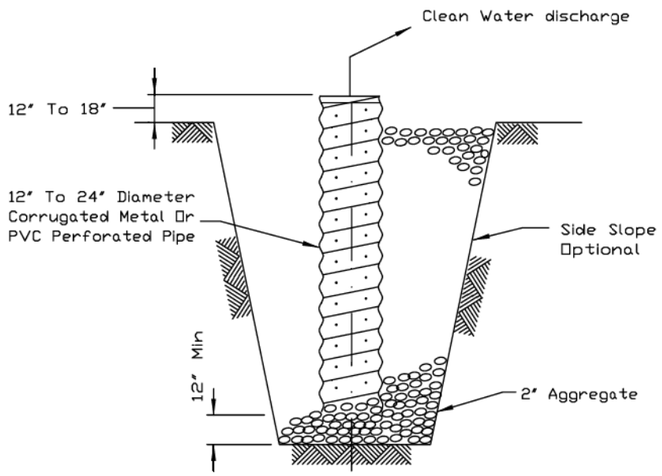
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EASTBOUND I-290 MAINLINE
PERMANENT EROSION CONTROL

SCALE: 1"=10' | SHEET 21 OF 21 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	254
		CONTRACT NO. 60X76		
		ILLINOIS FED. AID PROJECT		

SUMP PIT PLAN

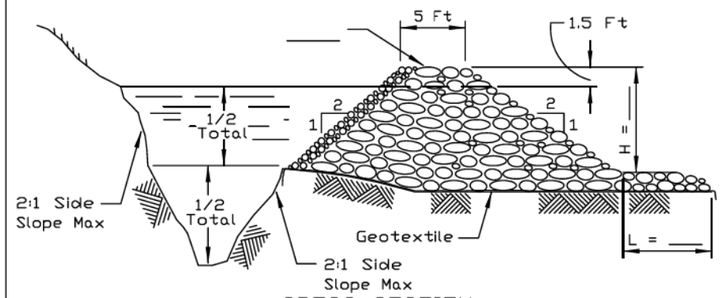


SECTION

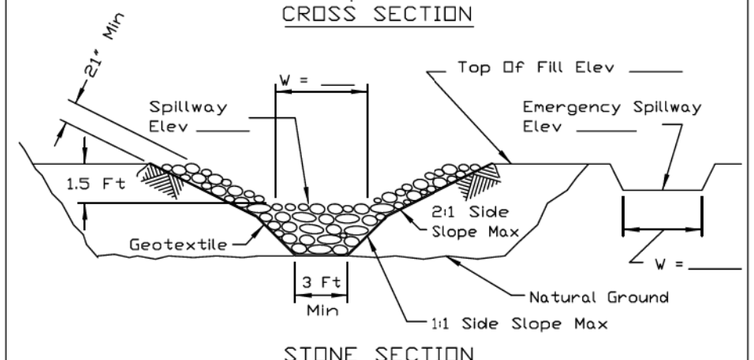
NOTES:
1. Pit dimensions are optional.
2. The standpipe will be constructed by perforating a 12"-24" diameter corrugated metal or PVC pipe.
3. A base of 2" aggregate will be placed in the pit to a minimum depth of 12". After installing the standpipe, the pit surrounding the standpipe will then be backfilled with 2" aggregate.
4. The standpipe will extend 12" to 18" above the lip of the pit.
5. If discharge will be pumped directly to a storm drainage system, the standpipe will be wrapped with filter fabric before installation.
6. If desired, 1/4"-1/2" hardware cloth may be placed around the standpipe prior to attaching the filter fabric. This will increase the rate of water seepage into the pipe.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-650
Designed Date		SHEET 1 OF 1
Checked Date		DATE 8-11-94
Approved Date		

TEMPORARY SEDIMENT TRAP



CROSS SECTION



STONE SECTION

NOTES:
1. If the sediment pool is formed or enlarged the side slope will be 2:1 or flatter.
2. The fill shall be constructed using IDOT RR-4 stone size. A 1'layer of IDOT CA-2 should be placed on the inside face to reduce the flow rate.
3. The rock will be placed according to construction specification 25 ROCKFILL. Placement will be by Method 1 and compaction will be class III.
4. The geotextile shall meet the requirements in material specification 592 GEOTEXTILE table 1 or 2, class I, II or IV.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-660
Designed Date		SHEET 1 OF 1
Checked Date		DATE 11-20-01
Approved Date		

TranSystems

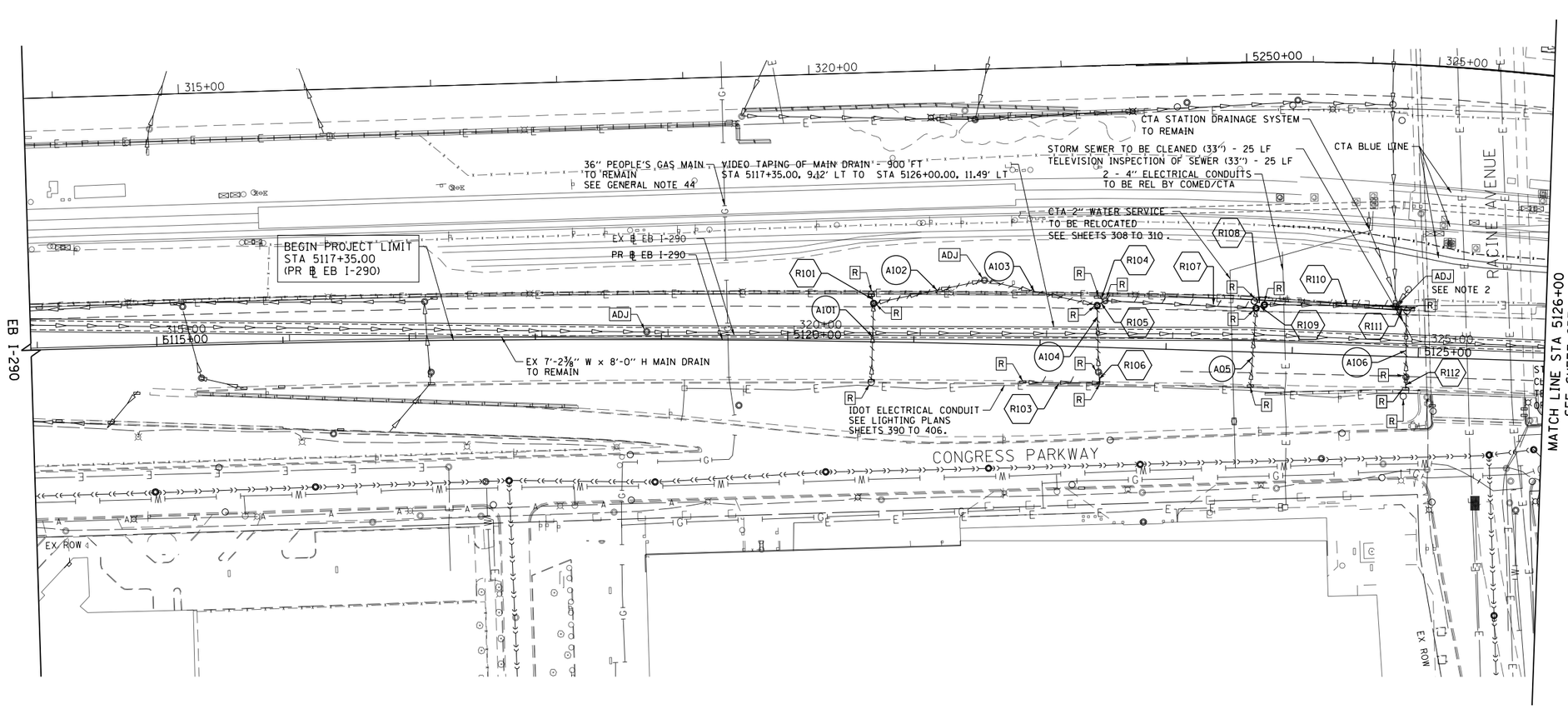
D160X76-sht-Eros-Detail-01.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MKW	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENTATION CONTROL PLAN
DETAILS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	255
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



N

NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL.
2. SEE SHEETS 304 TO 306 FOR DETAILS ON EXISTING DROP CATCH BASINS.
3. PIPES CALLED OUT TO BE ABANDONED AND FILLED ALONG CTA BARRIER WALL SHALL BE REMOVED WHERE IN CONFLICT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF CONTROLLED LOW STRENGTH MATERIAL.
4. COMBINED SEWER REMOVAL SHALL BE PAID FOR AS STORM SEWER REMOVAL.

ADJUSTMENT AND REMOVAL LEGEND

- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR
- [REC] RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

STORM SEWER REMOVAL

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	STORM SEWER REMOVAL 10"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 18"	TRENCH BACKFILL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT	FOOT	CU YD
R101	5120+65.71	37.77' LT	5120+67.58	30.38' LT		6			2.4
R103	5121+87.16	29.51' RT	5122+47.90	29.34' RT		56			46.4
R104	5122+44.46	39.68' LT	5122+50.61	37.04' LT		6			2.4
R105	5122+44.38	33.25' LT	5122+50.61	37.04' LT		6			5.1
R106	5122+47.90	29.34' RT	5122+47.09	19.60' RT	5				4.0
R107	5122+50.61	37.04' LT	5123+70.32	34.81' LT				115	122.0
R108	5123+68.77	40.39' LT	5123+76.90	37.86' LT		5			2.0
R109	5123+70.32	34.81' LT	5123+76.90	37.86' LT		5			2.6
R110	5123+76.90	37.86' LT	5124+80.52	39.62' LT			100		96.2
R112	5124+90.76	25.27' RT	5124+90.85	16.00' RT	8				6.4
SUBTOTAL					13	84	100	115	289.4

ABANDON AND FILL EXISTING STORM SEWER

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	PIPE LENGTH	PIPE DIAMETER	CONTROLLED LOW STRENGTH MATERIAL
	UPSTREAM		DOWNSTREAM		FOOT	INCH	CU YD
A101	5120+66.84	32.10' RT	5120+67.58	30.38' LT	54	10	1.1
A102	5121+12.24	40.61' LT	5121+54.81	50.53' LT	42	12	1.2
A103	5121+54.81	50.53' LT	5122+44.38	33.25' LT	89	12	2.6
A104	5122+47.09	19.60' RT	5122+44.38	33.25' LT	50	10	1.0
A105	5123+67.74	26.79' RT	5123+70.18	34.89' LT	58	10	1.2
A106	5124+90.85	16.00' RT	5124+89.92	36.39' LT	52	10	1.1
SUBTOTAL							8.1

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	CATCH BASINS TO BE RECONSTRUCTED	COMMENTS	
		EACH	EACH	EACH	EACH	EACH	EACH		
5120+65.71	37.77' RT					1			
5120+67.58	30.38' LT				1				
5120+66.84	32.10' LT					1			
5121+54.81	50.53' LT		1					EX RIM ELEV = 577.75	PR RIM ELEV = 577.75
5121+87.16	29.51' RT					1			
5122+44.38	33.25' LT				1				
5122+44.46	39.68' LT					1			
5122+47.09	19.60' RT				1				
5122+50.61	37.04' LT				1				
5123+67.80	26.75' RT					1			
5123+68.77	40.39' LT			1					
5123+70.32	34.81' LT				1				
5123+76.90	37.86' LT				1				
5124+80.52	39.62' LT		1					EX RIM ELEV = 576.85	PR RIM ELEV = 576.50
5124+89.12	31.17' RT			1					
5124+89.92	36.39' LT			1					
5124+90.85	16.00' RT			1					
SUBTOTAL		0	2	4	6	5	0		

0 50 100
SCALE: 1"=50'

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TranSystems

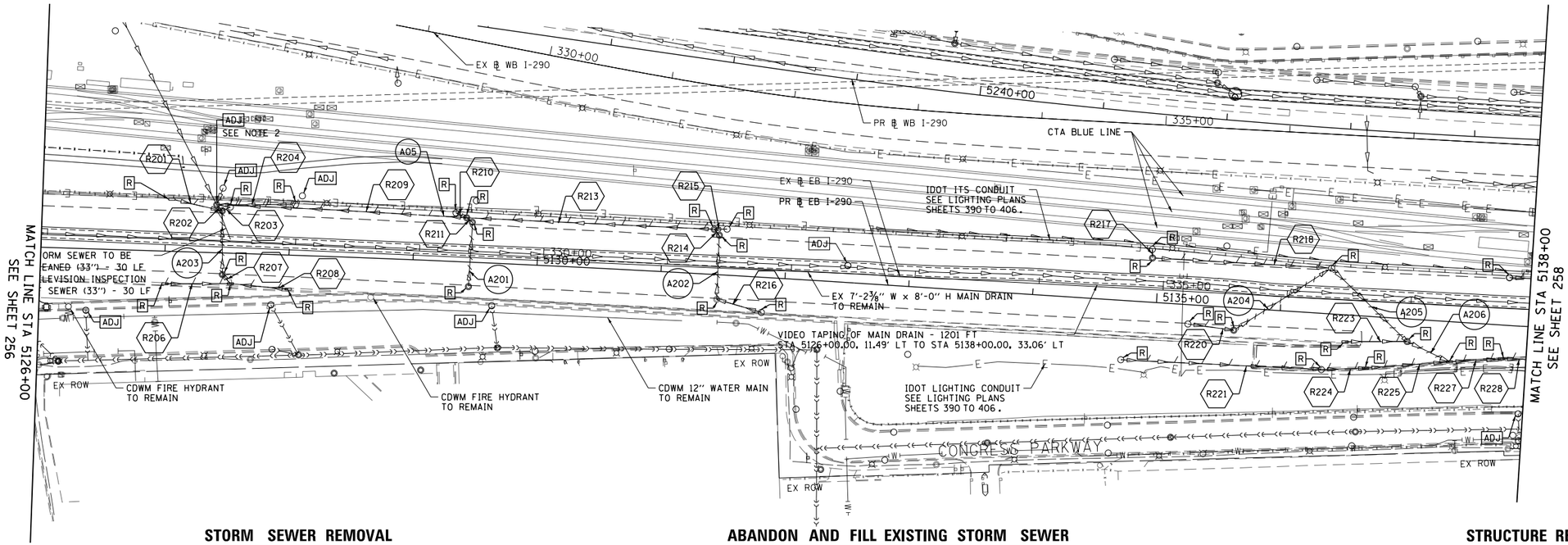
D160X76-SHT-EX-DRAIN-01.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MRC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 1 OF 6 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	256
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



N

NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL.
2. SEE SHEETS 304 TO 306 FOR DETAILS ON EXISTING DROP CATCH BASINS.
3. PIPES CALLED OUT TO BE ABANDONED AND FILLED ALONG CTA BARRIER WALL TO BE REMOVED WHERE IN CONFLICT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF CONTROLLED LOW STRENGTH MATERIAL.
4. COMBINED SEWER REMOVAL SHALL BE PAID FOR AS STORM SEWER REMOVAL.

ADJUSTMENT AND REMOVAL LEGEND

- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR
- [REC] RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

0 50 100
SCALE: 1"=50'

STORM SEWER REMOVAL

REMOVAL ITEM	STATION (UPSTREAM)	OFFSET (UPSTREAM)	STATION (DOWNSTREAM)	OFFSET (DOWNSTREAM)	STORM SEWER REMOVAL 10" FOOT	STORM SEWER REMOVAL 12" FOOT	STORM SEWER REMOVAL 15" FOOT	STORM SEWER REMOVAL 18" FOOT	TRENCH BACKFILL CU YD
R201	5127+04.24	41.82' LT	5127+45.15	33.83' LT		35			12.3
R202	5127+45.15	33.83' LT	5127+40.48	38.64' LT				5	4.8
R203	5127+51.56	37.14' LT	5127+45.15	33.83' LT		6			2.0
R204	5128+03.83	40.79' LT	5127+40.48	38.64' LT		60			27.6
R205	5127+46.76	17.45' RT	5127+45.15	33.83' LT		51			42.2
R206	5127+00.88	26.35' RT	5127+53.46	24.52' RT		50			19.2
R207	5127+53.46	24.52' RT	5127+46.76	17.45' RT		9			4.2
R208	5128+00.36	27.49' RT	5127+53.46	24.52' RT		44			19.2
R209	5129+41.69	35.64' LT	5127+40.48	38.64' LT				198	210.9
R210	5129+32.88	39.13' LT	5129+41.69	35.64' LT		7			2.9
R211	5129+46.35	32.20' LT	5129+41.69	35.64' LT		4			4.1
R213	5131+41.05	36.35' LT	5129+41.69	35.64' LT			198		222.0
R214	5131+45.25	31.90' LT	5131+41.05	36.35' LT		4			3.5
R215	5131+51.14	37.12' LT	5131+41.05	36.35' LT		8			3.3
R216	5131+82.70	28.23' RT	5131+46.04	19.87' RT	35				16.4
R217	5134+93.93	42.54' LT	5134+94.56	35.74' LT		6			2.1
R218	5134+94.56	35.74' LT	5136+39.05	36.79' LT		138			50.8
R220	5135+26.31	15.55' RT	5135+63.54	18.19' RT		35			29.0
R221	5134+74.24	47.82' RT	5136+35.97	45.17' RT		158			130.9
R223	5136+53.59	21.63' RT	5137+03.49	18.17' RT		50			18.3
R224	5136+35.97	45.17' RT	5136+71.43	41.84' RT		33			11.0
R225	5136+71.43	41.84' RT	5137+38.70	32.38' RT		65			21.6
R227	5137+38.70	32.38' RT	5137+80.10	27.30' RT		40			18.7
R228	5137+80.10	27.30' RT	5138+19.68	25.10' RT			38		17.8
SUBTOTAL					35	803	236	203	894.7

ABANDON AND FILL EXISTING STORM SEWER

REMOVAL ITEM	STATION (UPSTREAM)	OFFSET (UPSTREAM)	STATION (DOWNSTREAM)	OFFSET (DOWNSTREAM)	PIPE LENGTH FOOT	PIPE DIAMETER FOOT	CONTROLLED LOW STRENGTH MATERIAL FOOT
A201	5129+45.57	19.64' RT	5129+46.56	32.24' LT	52	10	1.1
A202	5131+46.04	19.87' RT	5131+45.25	31.90' LT	49	10	1.0
A203	5127+46.76	17.45' RT	5127+45.15	33.83' LT	51	12	1.5
A204	5135+63.54	18.19' RT	5136+39.05	36.79' LT	93	12	2.7
A205	5136+39.05	36.79' LT	5137+03.49	18.17' RT	85	12	2.5
A206	5137+03.49	18.17' RT	5137+38.70	32.38' RT	37	12	1.1
SUBTOTAL							9.8

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED EACH	MANHOLES TO BE ADJUSTED EACH	REMOVING CATCH BASIN EACH	REMOVING MANHOLES EACH	REMOVING INLETS EACH	CATCH BASINS TO BE RECONSTRUCTED EACH	COMMENTS	
5126+37.70	49.58' RT	1						EX RIM ELEV = 592.77	PR RIM ELEV = 592.97
5127+00.88	26.35' RT					1			
5127+04.24	41.82' LT					1			
5127+40.48	38.64' LT		1					EX RIM ELEV = 575.91	PR RIM ELEV = 576.31
5127+45.15	33.83' LT				1				
5127+42.98	38.72' LT						1	EX RIM ELEV = 571.83	PR RIM ELEV = 571.83
5127+46.76	17.45' RT				1				
5127+51.56	37.14' LT			1					
5127+53.46	24.52' RT					1			
5127+86.69	40.52' RT	1						EX RIM ELEV = 592.69	PR RIM ELEV = 592.70
5128+00.36	27.49' RT					1			
5128+03.83	40.79' LT			1					
5128+09.05	48.04' LT						1	EX RIM ELEV = 574.40	PR RIM ELEV = 574.40
5129+32.88	39.13' LT			1					
5129+41.69	35.64' LT				1				
5129+45.57	19.64' RT				1				
5129+46.35	32.20' LT				1				
5129+64.93	34.30' RT	1						EX RIM ELEV = 592.54	PR RIM ELEV = 592.61
5131+40.96	36.34' LT				1				
5131+45.25	31.90' LT				1				
5131+46.04	19.87' RT				1				
5131+51.14	37.12' LT			1					
5131+82.70	28.23' RT			1					
5132+50.00	13.71' LT		1					EX RIM ELEV = 580.81	PR RIM ELEV = 581.09
5134+74.24	47.82' RT			1					
5134+93.93	42.54' LT			1					
5134+94.56	35.74' LT				1				
5135+26.31	15.55' RT			1					
5135+63.54	18.19' RT				1				
5136+35.97	45.17' RT			1					
5136+39.05	36.79' LT			1					
5136+53.59	21.63' RT					1			
5136+71.43	41.84' RT			1					
5137+03.49	18.17' RT				1				
5137+38.70	32.38' RT			1					
5137+80.10	27.30' RT			1					
5137+82.50	38.40' LT			1					
5137+96.47	70.58' RT					1			

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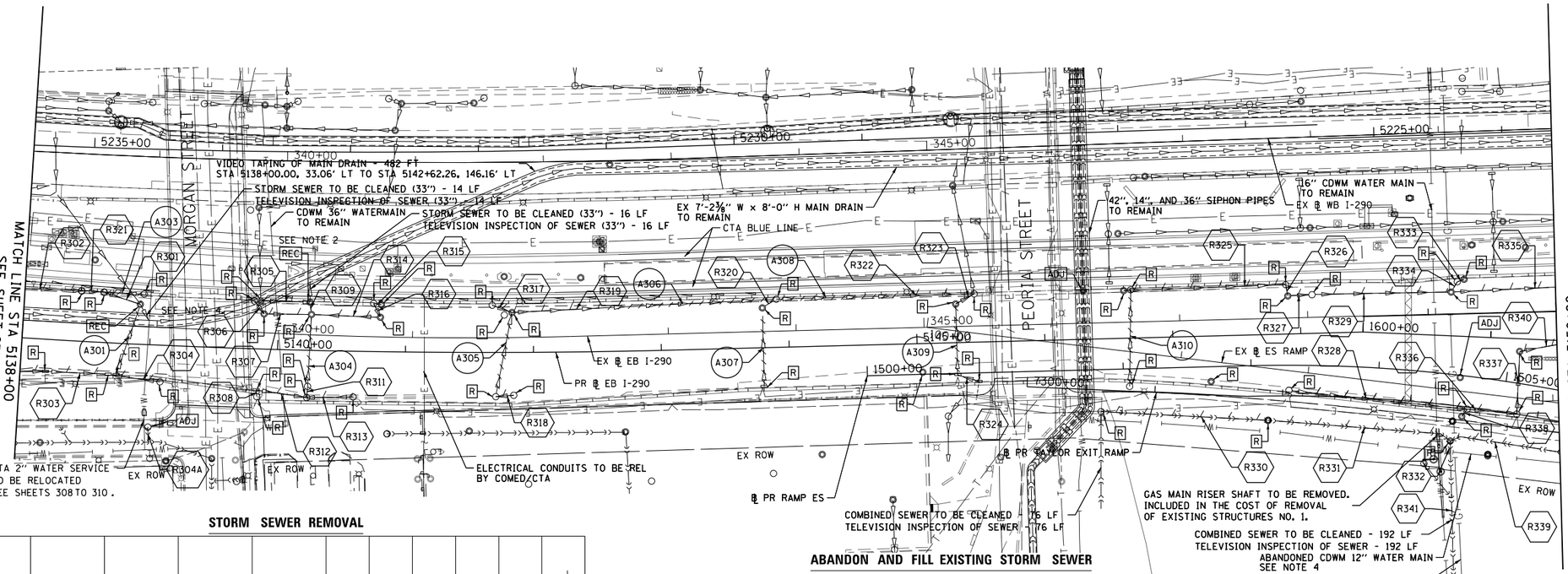
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 2 OF 6 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	257
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



0 50 100
SCALE: 1"=50'

N

NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL.
2. SEE SHEETS 304 TO 306 FOR DETAILS ON EXISTING DROP CATCH BASINS.
3. PIPES CALLED OUT TO BE ABANDONED AND FILLED ALONG CTA BARRIER WALL TO BE REMOVED WHERE IN CONFLICT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF CONTROLLED LOW STRENGTH MATERIAL.
4. ABANDONED 12" WATER MAIN TO BE CUT AND CAPPED WHERE ENCOUNTERED. PAID FOR AS WATER MAIN REMOVAL, 12".
5. ABANDONED GAS LINE TO BE CUT AND CAPPED WHERE ENCOUNTERED.
6. COMBINED SEWER REMOVAL SHALL BE PAID FOR AS STORM SEWER REMOVAL.

ADJUSTMENT AND REMOVAL LEGEND

- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR
- [REC] RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

STORM SEWER REMOVAL

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	STORM SEWER REMOVAL 8"	STORM SEWER REMOVAL 10"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 18"	TRENCH BACKFILL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT	FOOT	FOOT	CU YD
R301	5138+62.15	39.29' LT	5138+91.23	31.24' LT				30		17.2
R302	5137+82.50	38.40' LT	5138+44.53	39.35' LT			62			29.0
R303	5138+19.68	25.10' RT	5138+68.77	24.55' RT				46		23.0
R304	5139+09.16	28.59' RT	5138+68.77	24.55' RT			36			18.3
R304A	5139+01.43	64.30' RT	5139+02.22	76.07' RT	13					13.4
R305	5139+85.79	37.52' LT	5140+13.90	37.72' LT			25			12.0
R306	5139+80.80	37.36' LT	5139+88.60	27.55' LT			10			4.6
R307	5139+88.60	27.55' LT	5140+25.88	28.10' LT			32			27.5
R308	5139+84.91	37.32' RT	5139+84.19	32.01' LT			4			1.6
R309	5140+25.88	28.10' LT	5140+24.45	37.71' LT			5			4.7
R311	5140+23.71	3700' RT	5140+24.16	28.15' RT			6			2.9
R312	5139+84.19	32.01' RT	5140+23.71	37.00' RT			40			11.1
R313	5140+59.62	35.68' RT	5140+23.71	37.00' RT			36			12.0
R314	5140+80.05	26.92' LT	5140+25.88	28.10' LT			46			42.7
R315	5140+80.60	36.77' LT	5140+74.54	37.64' LT			4			1.6
R316	5140+74.54	37.64' LT	5140+80.05	26.92' LT			10			4.8
R317	5141+67.79	37.00' LT	5141+83.35	31.22' LT			14			11.8
R318	5141+84.50	33.55' RT	5141+70.55	34.51' RT		12				5.2
R319	5141+83.35	31.22' LT	5142+52.52	34.02' LT				67		59.6
R320	5143+90.88	37.68' LT	5143+79.77	31.08' LT			8			7.0
R321	5138+44.53	39.35' LT	5138+62.15	39.29' LT			16			6.6
R322	5144+85.26	37.74' LT	5145+45.59	37.78' LT			60			49.7
R323	5145+30.99	30.24' LT	5145+45.59	37.78' LT			15			7.7
R324	5145+47.68	30.75' RT	5145+31.44	24.90' RT			15			5.4
R325	5146+62.50	37.25' LT	5147+89.28	38.53' LT					124	121.8
R326	5147+89.28	38.53' LT	5147+90.65	29.74' LT					6	5.8
R327	5147+90.65	29.74' LT	5148+09.62	30.18' LT			14			13.9
R328	5147+89.54	44.14' RT	5149+28.60	74.53' RT			135			109.7
R329	5148+09.62	30.18' LT	5149+18.42	17.34' LT			104			108.7
R330	5146+42.39	56.90' RT	5147+72.68	67.14' RT			129			0.0
R331	5147+72.68	67.14' RT	5149+14.58	99.04' RT			143			0.0
R332	5149+14.58	99.04' RT	5149+13.12	110.20' RT			8			6.6
R333	5149+28.82	27.11' LT	5149+23.44	25.30' LT			4			3.4
R334	5149+23.44	25.30' LT	5149+18.42	17.34' LT			6			5.8
R335	5149+18.42	17.34' LT	5150+19.52	19.42' LT			96			95.3
R336	5149+28.60	74.53' RT	5149+67.13	79.32' RT			36			18.6
R337	5149+67.13	79.32' RT	5149+70.79	30.47' RT			46			40.8
R338	5149+24.14	79.99' RT	5149+28.60	74.53' RT			5			1.2
R339	5149+22.69	95.90' RT	5149+22.90	95.90' RT			101			6.6
R340	5149+70.81	30.53' RT	5150+19.36	22.72' RT			48			49.1
R341	5149+14.49	151.43' RT	5149+14.42	156.10' RT			4			0.0
SUBTOTAL					13	12	1,323	143	130	966.5

ABANDON AND FILL EXISTING STORM SEWER

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	PIPE LENGTH	PIPE DIAMETER	CONTROLLED LOW STRENGTH MATERIAL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT
A301	5138+75.04	24.47' RT	5138+91.23	31.24' LT	58	12	1.7
A302	5138+75.04	24.47' RT	5138+91.23	31.24' LT	58	12	1.7
A303	5138+93.91	39.43' LT	5138+62.15	39.29' LT	26	12	0.8
A304	5140+24.16	28.15' RT	5140+25.88	28.10' LT	54	12	1.6
A305	5141+70.55	34.51' RT	5141+83.35	31.22' LT	62	10	1.3
A306	5142+52.52	34.02' LT	543+90.88	37.68' LT	136	15	6.2
A307	5143+79.68	30.24' RT	5143+79.77	31.08' LT	58	10	1.2
A308	5143+90.88	37.68' LT	5144+85.26	37.74' LT	92	15	4.2
A309	5145+31.09	25.39' RT	5145+30.99	30.24' LT	53	10	1.1
A310	5146+65.29	37.81' RT	5146+68.08	37.76' LT	75	12	2.2
SUBTOTAL							21.7

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	CATCH BASINS TO BE RECONSTRUCTED	COMMENTS	
		EACH	EACH	EACH	EACH	EACH	EACH		
513819.68	25.10' RT			1					
513844.53	39.35' LT			1					
513862.15	39.29' LT			1					
513868.77	24.55' RT			1					
513874.98	24.47' RT			1					
513891.23	31.24' LT						1	EX RIM ELEV = 577.43	PR RIM ELEV = 575.63
513893.91	39.43' LT			1					
513901.43	64.30' RT	1						EX RIM ELEV = 594.42	PR RIM ELEV = 594.42
513909.16	28.59' RT			1					
513980.8	37.36' LT			1					
513984.19	32.01' RT			1					
513984.91	37.32' RT			1					
513985.79	37.52' LT				1				
514023.71	27.55' RT				1				
514024.16	28.15' RT				1				
514024.45	37.71' LT						1	EX RIM ELEV = 577.03	PR RIM ELEV = 575.14

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	CATCH BASINS TO BE RECONSTRUCTED	COMMENTS	
		EACH	EACH	EACH	EACH	EACH	EACH		
5140+25.92	27.97' LT				1				
5140+59.62	35.68' RT			1					
5140+74.54	37.64' LT			1					
5140+80.05	26.92' LT				1				
5140+80.60	36.77' LT				1				
5141+67.79	37.00' LT			1					
5141+70.55	34.51' RT			1					
5141+77.29	29.31' LT			1					
5141+83.35	31.22' LT				1				
5141+84.50	33.55' RT			1					
5143+79.68	30.24' RT					1			
5143+79.77	31.08' LT				1				
5143+90.88	37.68' LT			1					
5145+03.83	22.45' RT				1				
5145+30.99	30.24' LT				1				
5145+31.44	24.90' RT					1			
5145+45.59	37.78' LT			1					
5145+47.68	30.75' RT					1			
5146+30.81	38.16' LT		1					EX RIM ELEV = 577.06	PR RIM ELEV = 577.21
5146+42.42	56.95' RT				1				
5146+62.50	37.25' LT				1				
5146+65.29	37.81' RT			1					
5146+68.08	37.76' LT			1					
5147+29.07	35.49' RT				1				
5147+72.70	67.18' RT				1				
5147+89.28	38.53' LT			1					
5147+89.54	44.14' RT			1					
5147+90.65	29.74' LT				1				
5148+09.62	30.18' LT			1					
5149+14.58	99.04' RT				1				
5149+16.80	83.45' RT				1				
5149+18.42	17.34' LT				1				
5149+23.44	25.30' LT			1					
5149+23.72	49.61' RT		1					EX RIM ELEV = 575.49	PR RIM ELEV = 575.87
5149+24.14	79.99' RT				1				
5149+28.60	74.53' RT			1					
5149+28.82	27.11' LT				1				
5149+67.13	79.32' RT			1					
5149+70.81	30.53' RT				1				
SUBTOTAL		1	2	26	21	3	2		

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TranSystems

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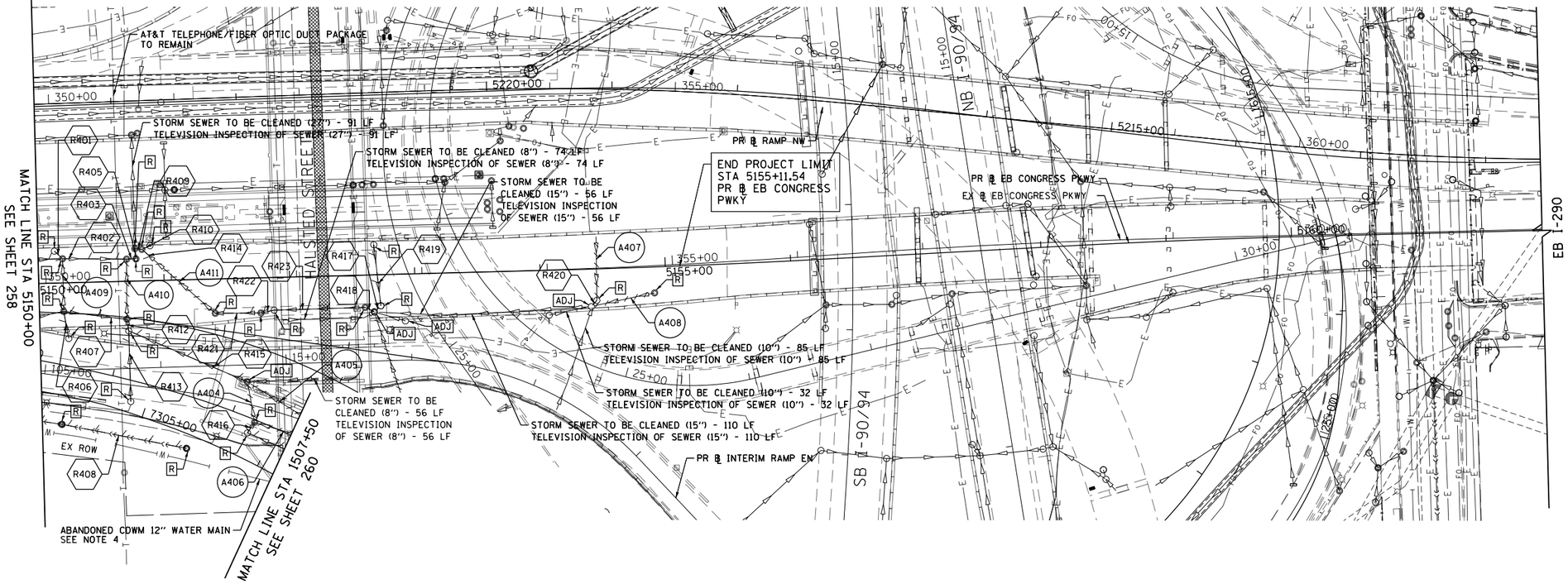
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 3 OF 6 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	258
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL.
2. SEE SHEETS 304 TO 306 FOR DETAILS ON EXISTING DROP CATCH BASINS.
3. PIPES CALLED OUT TO BE ABANDONED AND FILLED ALONG CTA BARRIER WALL TO BE REMOVED WHERE IN CONFLICT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF CONTROLLED LOW STRENGTH MATERIAL.
4. ABANDONED 12" WATER MAIN TO BE CUT AND CAPPED WHERE ENCOUNTERED. PAID FOR AS WATER MAIN REMOVAL, 12".
5. COMBINED SEWER REMOVAL SHALL BE PAID FOR AS STORM SEWER REMOVAL.

ADJUSTMENT AND REMOVAL LEGEND

- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR
- [REC] RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

0 50 100
SCALE: 1"=50'

STORM SEWER REMOVAL

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	12" STORM SEWER REMOVAL	21" STORM SEWER REMOVAL	27" STORM SEWER REMOVAL	TRENCH BACKFILL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT	CU YD
R401	5150+13.09	25.67' LT	5150+19.52	19.42' LT	8			3.9
R402	5150+19.52	19.42' LT	5150+70.57	17.79' LT	50			62.1
R403	5150+70.57	17.79' LT	5150+77.97	17.87' LT	5			6.6
R405	5150+77.97	18.87' LT	5150+77.36	25.95' LT	6			6.4
R406	5150+22.76	44.38' RT	5150+19.36	22.72' RT	20			9.2
R407	5150+19.36	22.72' RT	5150+69.57	30.28' RT	49			45.9
R408	5151+14.40	134.48' RT	5150+15.63	112.74' RT	100			82.9
R409	5150+82.84	25.26' LT	5150+77.36	25.95' LT			3	5.2
R410	5150+89.50	27.96' LT	5150+82.84	25.26' LT	4			1.5
R412	5150+70.75	39.54' RT	5150+69.57	30.28' RT	8			7.2
R413	5150+71.00	95.90' RT	5150+70.82	39.47' RT	54			44.8
R414	5151+40.15	27.33' RT	5150+82.84	25.26' LT			10	13.0
R415	5151+64.50	82.73' RT	5150+70.82	39.47' RT	102			51.0
R416	5151+63.38	123.30' RT	5151+69.14	115.15' RT	7			2.4
R417	5152+72.29	24.80' RT	5152+67.00	29.41' RT	3			2.4
R418	5152+67.00	29.41' RT	5152+59.88	25.76' RT		8		12.5
R419	5152+67.96	24.09' LT	5152+72.33	24.76' RT	48			19.7
R420	5154+44.53	25.15' RT	5154+40.07	29.95' RT	3			4.2
R421	5151+76.67	27.93' RT	5151+40.15	27.33' RT		36		20.9
R422	5151+87.13	26.08' RT	5151+76.67	27.93' RT		10		5.8
R423	5152+59.88	25.76' RT	5151+87.13	26.08' RT		72		41.9
SUBTOTAL					467	126	13	449.3

ABANDON AND FILL EXISTING STORM SEWER

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	PIPE LENGTH	PIPE DIAMETER	CONTROLLED LOW STRENGTH MATERIAL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT
A404	5151+69.22	115.00' RT	5151+64.26	82.56' RT	30	12	0.9
A405	5152+98.67	154.86' RT	5151+64.50	82.73' RT	158	12	4.6
A406	5152+33.55	136.02' RT	5151+69.22	115.00' RT	65	12	1.9
A407	5154+45.49	25.79' LT	5154+44.53	25.15' RT	49	10	1.0
A408	5154+90.76	20.61' RT	5154+40.07	29.95' RT	47	10	0.9
A409	5150+19.36	22.72' RT	5150+19.52	19.42' LT	42	12	1.2
A410	5150+69.57	30.28' RT	5150+70.57	17.79' LT	48	12	1.4
A411	5151+40.15	27.33' RT	5150+90.75	18.00' LT	67	27	9.9
SUBTOTAL							21.8

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 8 GRATE	COMMENTS	
		EACH	EACH	EACH	EACH	EACH	EACH		
5150+13.09	25.67' LT			1					
5150+15.63	112.74' RT				1				
5150+19.36	22.72' RT				1				
5150+19.52	19.42' LT				1				
5150+22.76	44.38' RT			1					
5150+69.57	30.28' RT				1				
5150+70.57	17.79' LT				1				
5150+70.82	39.47' RT			1					
5150+71.00	95.90' RT			1					
5150+77.36	25.95' LT				1				
5150+77.97	17.87' LT				1				
5150+82.84	25.26' LT				1				
5150+89.50	27.96' LT			1					
5151+14.40	134.48' RT				1				
5151+40.15	27.33' RT				1				
5151+63.38	123.30' RT			1					
5151+64.26	82.56' RT						1	EX RIM ELEV = 574.71	PR RIM ELEV = 575.38
5151+69.14	115.15' RT				1				
5151+76.67	27.93' RT				1				
5151+87.13	26.08' RT			1					
5152+59.88	25.76' RT				1				
5152+67.00	29.41' RT		1					EX RIM ELEV = 578.75	PR RIM ELEV = 581.41
5152+67.96	24.09' LT			1					
5152+72.29	24.80' RT			1					
5152+91.57	37.43' RT	1						EX RIM ELEV = 579.70	PR RIM ELEV = 577.93
5154+40.07	29.95' RT	1						EX RIM ELEV = 585.56	PR RIM ELEV = 586.98
5154+44.53	25.15' RT			1					
5154+90.76	20.61' RT				1				
SUBTOTAL		2	1	10	14	0	1		

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TranSystems

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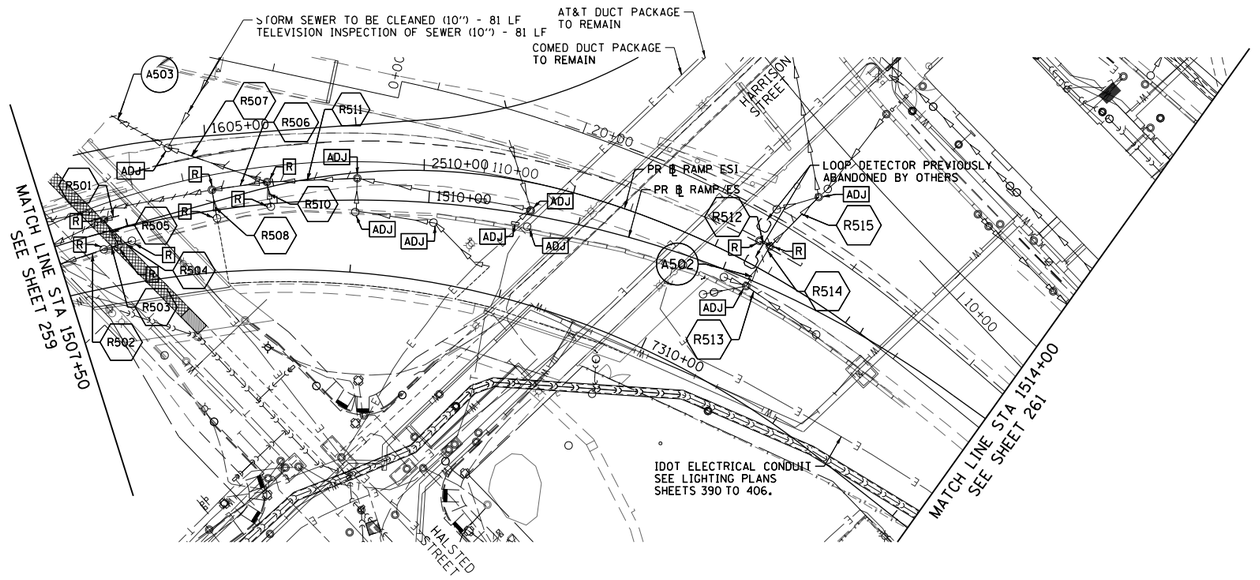
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 4 OF 6 SHEETS | STA. 5150+00 TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	259
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL
2. COMBINED SEWER REMOVAL SHALL BE PAID FOR AS STORM SEWER REMOVAL.

ADJUSTMENT AND REMOVAL LEGEND

- [ADJ] ADJUST BY CONTRACTOR
- [R] REMOVAL BY CONTRACTOR
- [REC] RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

STORM SEWER REMOVAL

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	STORM SEWER REMOVAL 10"	STORM SEWER REMOVAL 12"	TRENCH BACKFILL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	CU YD
R501	1507+96.22	8.39' LT	1507+85.94	7.97' LT		10	4.4
R502	1507+80.84	10.77' RT	1507+17.20	11.88' RT		60	26.2
R503	1507+91.43	10.26' RT	1507+80.84	10.77' RT		9	3.9
R504	1508+00.49	9.73' RT	1507+91.43	10.26' RT		9	3.9
R505	1507+91.43	10.26' RT	1507+85.94	7.97' LT		18	8.8
R506	1508+94.42	14.51' LT	1508+58.48	13.53' LT		36	15.0
R507	1508+94.42	14.51' LT	1508+35.10	45.59' LT	69		32.7
R508	1508+59.16	5.54' RT	1508+58.48	13.53' LT		18	6.6
R510	1508+95.57	1.91' RT	1508+94.42	14.51' LT	14		11.3
R511	1509+52.83	14.37' LT	1508+94.42	14.51' LT		58	28.2
R512	1512+14.99	26.13' LT	1512+22.53	25.32' LT		7	2.6
R513	1512+28.77	6.81' RT	1512+18.43	4.76' RT		11	3.9
R514	1512+22.05	21.62' LT	1512+22.53	25.32' LT		4	1.9
R515	1512+22.53	25.32' LT	1512+37.67	68.31' LT		46	45.5
SUBTOTAL					83	286	194.9

ABANDON AND FILL EXISTING STORM SEWER

REMOVAL ITEM	STATION	OFFSET	STATION	OFFSET	PIPE LENGTH	PIPE DIAMETER	CONTROLLED LOW STRENGTH MATERIAL
	UPSTREAM		DOWNSTREAM		FOOT	FOOT	FOOT
A502	1512+18.43	4.76' RT	1512+22.05	21.62' LT	26	12	0.8
A503	1508+35.10	45.59' LT	5152+67.10	29.59' RT	103	12	3.0
SUBTOTAL							3.8

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	EXISTING CATCH BASIN TO BE RECONSTRUCTED		
		EACH	EACH	EACH	EACH	EACH	EACH		
1507+80.84	10.77' RT			1					
1507+85.94	7.97' LT				1				
1507+91.43	10.26' RT			1					
1508+00.49	9.73' RT			1					
1508+35.21	45.54' LT	1						EX RIM ELEV = 574.66	PR RIM ELEV = 574.66
1508+58.48	13.53' LT				1				
1508+59.16	5.54' RT			1					
1508+94.42	14.51' LT				1				
1508+95.57	1.91' RT			1					
1509+52.83	14.37' LT		1					EX RIM ELEV = 575.41	PR RIM ELEV = 576.39
1509+51.46	7.91' RT	1						EX RIM ELEV = 574.71	PR RIM ELEV = 575.48
1510+04.17	12.95' RT	1						EX RIM ELEV = 574.98	PR RIM ELEV = 575.62
1510+58.67	7.06' RT	1						EX RIM ELEV = 576.06	PR RIM ELEV = 576.30
1510+66.83	7.91' RT	1						EX RIM ELEV = 576.20	PR RIM ELEV = 576.35
1510+67.21	2.89' LT		1					EX RIM ELEV = 576.76	PR RIM ELEV = 576.78
1512+18.43	4.76' RT		1					EX RIM ELEV = 577.51	PR RIM ELEV = 577.51
1512+14.99	26.13' LT			1					
1512+22.40	25.49' LT				1				
1215+37.67	68.31' LT		1					EX RIM ELEV = 580.87	PR RIM ELEV = 580.87
SUBTOTAL		5	4	6	4	0	0		

0 50 100

SCALE: 1"=50'

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TranSystems

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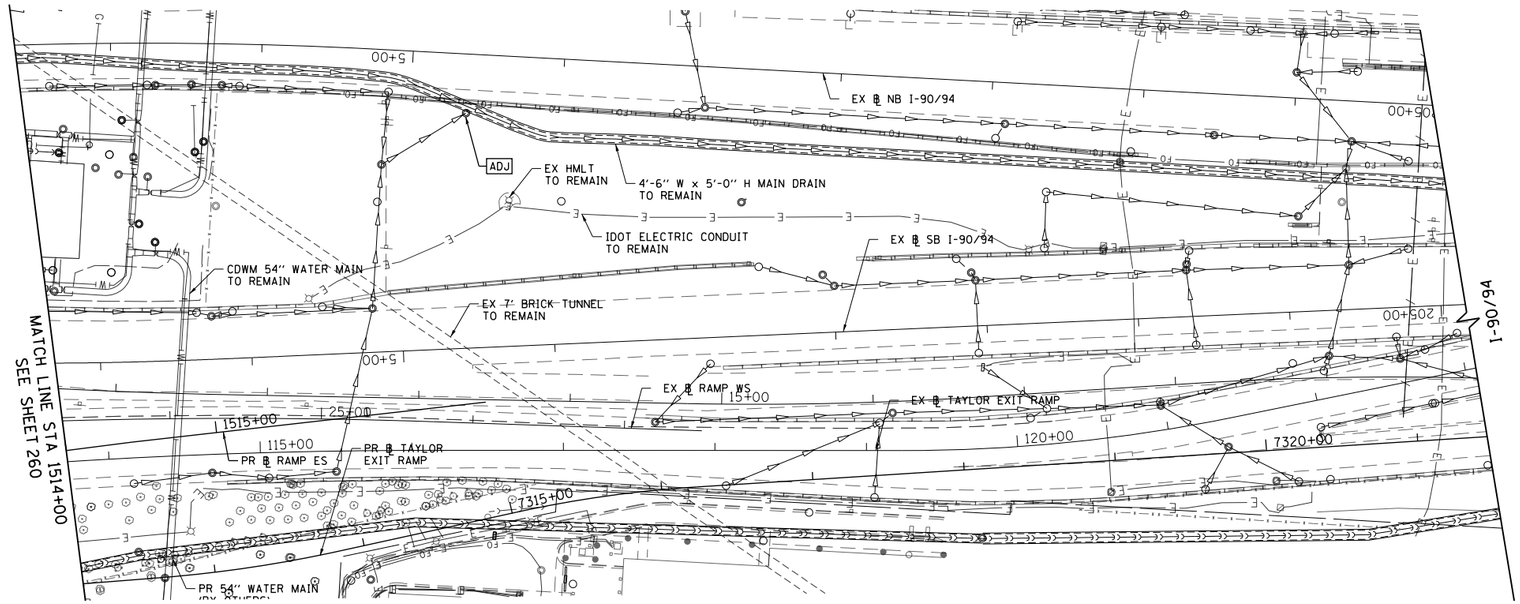
USER NAME = vljanachione	DRAWN - MRC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

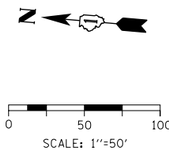
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 5 OF 6 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	260
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			





NOTES:

1. ABANDON AND FILL EXISTING STORM SEWER TO BE PAID FOR AS CONTROLLED LOW-STRENGTH MATERIAL

ADJUSTMENT AND REMOVAL LEGEND

- ADJ — ADJUST BY CONTRACTOR
- R — REMOVAL BY CONTRACTOR
- REC — RECONSTRUCT BY CONTRACTOR
- ABANDON AND FILL EX SS
- STORM SEWER REMOVAL

STRUCTURE REMOVAL

STATION	OFFSET	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	EXISTING CATCH BASIN TO BE RECONSTRUCTED	COMMENTS	
		EACH	EACH	EACH	EACH	EACH	EACH		
4+51.82	155.10' RT		1					EX RIM ELEV = 581.71	PR RIM ELEV = 581.71
SUBTOTAL		0	1	0	0	0	0		

EXISTING DRAINAGE REMOVAL SCHEDULE TOTALS

PAY ITEM	STORM SEWER REMOVAL 8"	STORM SEWER REMOVAL 10"	STORM SEWER REMOVAL 12"	STORM SEWER REMOVAL 15"	STORM SEWER REMOVAL 18"	STORM SEWER REMOVAL 21"	STORM SEWER REMOVAL 27"	TRENCH BACKFILL	CATCH BASINS TO BE ADJUSTED	MANHOLES TO BE ADJUSTED	REMOVING CATCH BASIN	REMOVING MANHOLES	REMOVING INLETS	CATCH BASIN TO BE RECONSTRUCTED	CONTROLLED LOW STRENGTH MATERIAL
UNIT	FOOT	FOOT	FOOT	CU YD	CU YD	CU YD	CU YD	CU YD	EACH	EACH	EACH	EACH	EACH	EACH	CU YD
SHEET 1		13	84	100	115			292.5		2	4	6	5		8
SHEET 2		35	803	236	203			894.7	3	2	14	11	6	2	10
SHEET 3	13	12	1319	143	130			966.5	1	2	26	21	3	2	22
SHEET 4			467			126	13	449.3	2	1	10	14			22
SHEET 5		83	286					194.9	5	4	6	4			4
SHEET 6										1					
TOTAL	13	143	2,959	479	448	126	13	2,797.9	11	12	60	56	14	4	65

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TranSystems

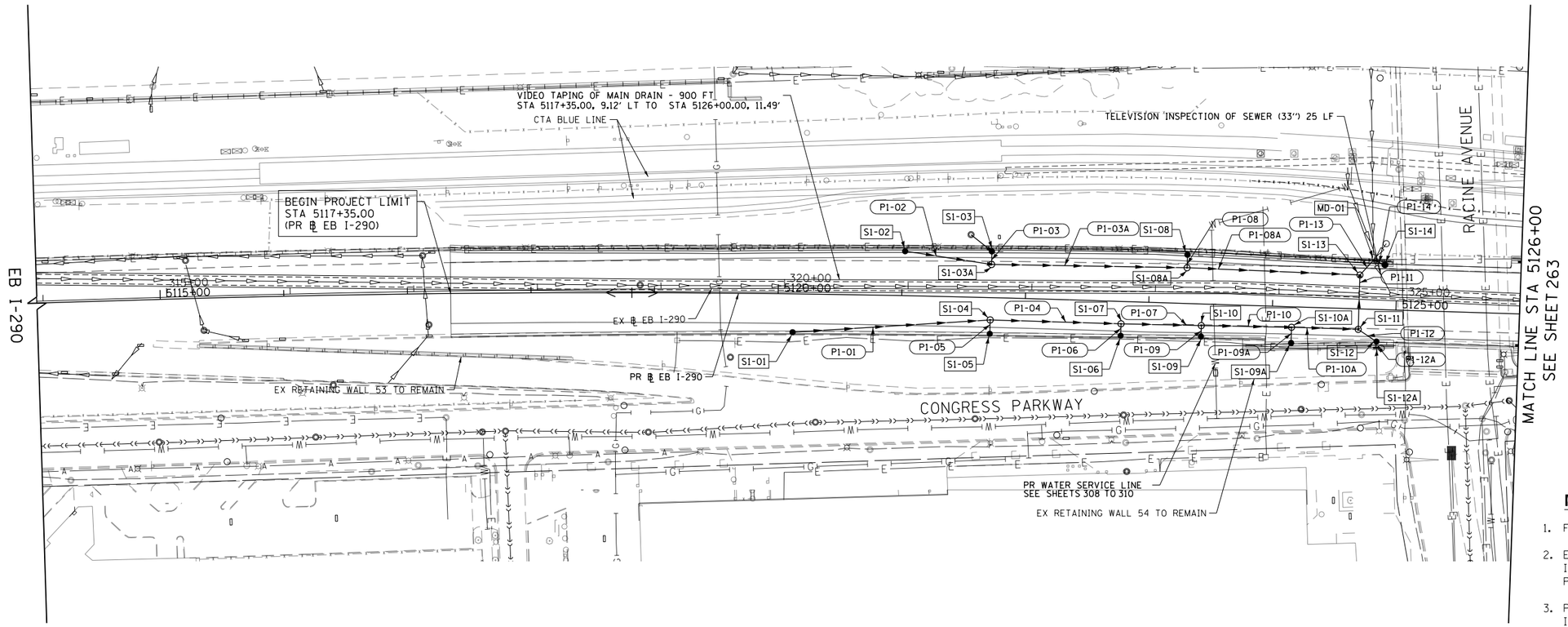
D160X76-SHT-EX-DRAIN-06.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MRC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE REMOVAL PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 6 OF 6 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	261
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278.
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.

STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
S1-01	5120+12.00	32.03' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	579.14		574.64		
S1-02	5121+02.00	36.96' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	578.63		574.13		
S1-03	5121+72.00	38.37' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	578.21	571.66		571.16	
S1-03A	5121+72.00	26.87' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.56	571.13	570.93		573.39
S1-04	5121+72.00	18.00' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.74		573.59	573.84	573.86
S1-05	5121+72.00	30.22' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	578.37	573.87			
S1-06	5122+78.00	28.56' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.87	573.37			
S1-07	5122+78.00	18.00' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.17		572.88	573.35	573.08
S1-08	5123+30.00	40.47' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.32			572.82	
S1-08A	5123+30.00	28.97' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.67	572.79	568.56		570.16
S1-09	5123+48.00	27.21' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.56	573.06			
S1-09A	5124+16.00	30.17' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.03	572.53			
S1-10	5123+48.00	17.41' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.83		569.34	573.03	572.55
S1-10A	5124+16.00	16.50' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.45		568.95	572.50	569.15
S1-11	5124+70.00	16.50' RT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.16	568.30	572.02		568.80
S1-12	5124+85.00	26.88' RT	FOB	CB, TYPE A, 5'-DIAMETER	TYPE 20 FRAME AND GRATE	576.78			572.28	572.08
S1-12A	5124+85.00	30.97' RT	COS	INLETS, TYPE A	TYPE 10 FRAME AND GRATE	581.71	572.30			
S1-13	5124+70.00	28.50' LT	FOB	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.94	567.66		568.21	568.16
S1-14	5124+90.00	37.23' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.54				572.04
MD-01	5124+80.52	39.62' LT	COS	EXISTING	EXISTING	576.50	EX	572.00	567.63 559.6 (EX)	

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE				DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
	FROM	DIR	TO	DIR							
P1-01	S1-01	E	S1-04	W	STORM SEWERS	A	2	12	156	0.50%	11.1
P1-02	S1-02	E	S1-03A	W	STORM SEWERS	A	2	12	68	0.50%	2.8
P1-03	S1-03	S	S1-03A	N	STORM SEWERS	A	2	18	7	0.50%	2.0
P1-03A	S1-03A	E	S1-08A	W	STORM SEWERS	A	2	18	155	0.50%	49.7
P1-04	S1-04	E	S1-07	W	STORM SEWERS	A	2	15	103	0.50%	5.7
P1-05	S1-05	N	S1-04	S	STORM SEWERS	A	2	12	6	0.50%	0.3
P1-06	S1-06	N	S1-07	S	STORM SEWERS	A	2	12	5	0.50%	0.3
P1-07	S1-07	E	S1-10	W	STORM SEWERS	A	2	15	66	0.50%	4.9
P1-08	S1-08	E	S1-08A	W	STORM SEWERS	A	2	12	7	0.50%	0.4
P1-08A	S1-08A	E	S1-13	W	STORM SEWERS	A	2	24	136	0.30%	62.8
P1-09	S1-09	N	S1-10	S	STORM SEWERS	A	2	12	3	1.00%	0.2
P1-09A	S1-09A	N	S1-10A	S	STORM SEWERS	A	2	12	7	0.50%	0.4
P1-10	S1-10	E	S1-10A	W	STORM SEWERS	A	2	18	64	0.30%	27.2
P1-10A	S1-10A	E	S1-11	W	STORM SEWERS	A	2	18	49	0.30%	21.1
P1-11	S1-11	N	S1-13	S	STORM SEWERS	A	2	24	43	0.21%	18.9
P1-12	S1-12	N	S1-11	S	STORM SEWERS	A	2	12	12	0.50%	0.9
P1-12A	S1-12A	N	S1-12	S	STORM SEWERS	A	2	12	2	1.00%	0.4
P1-13	S1-13	S	MD-01	N	STORM SEWERS	A	2	30	13	0.20%	5.5
P1-14	S1-14	W	MD-02	E	STORM SEWERS	A	2	12	9	1.00%	0.3

0 50 100
SCALE: 1"=50'

TranSystems

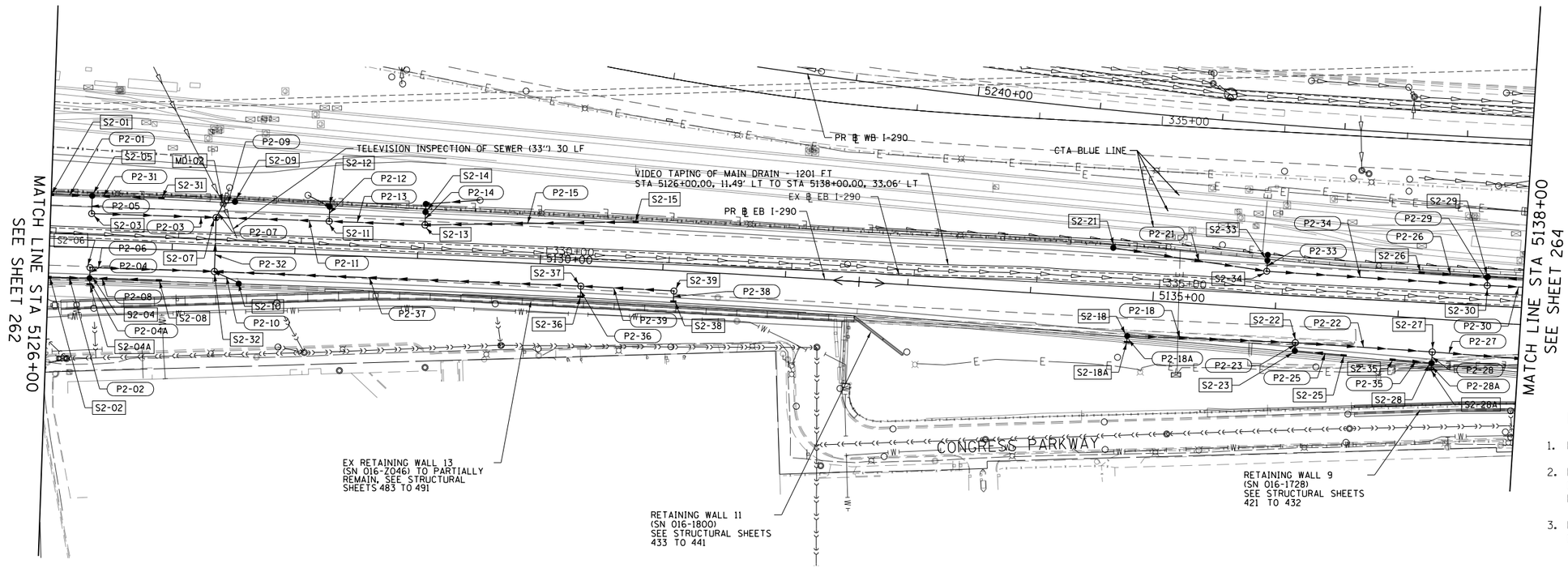
D160X76-SHT-DRAIN-01.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MRC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
EASTBOUND I-290

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	262
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



N

NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278.
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.

STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
S2-01	5126+00.00	43.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.81		571.31		
S2-02	5126+00.00	26.50' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	576.25		571.75		
S2-03	5126+33.61	27.50' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.28	570.80	569.85		
S2-04	5126+33.61	26.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.23	571.10	571.56	571.73	571.60
S2-04A	5126+33.58	30.08' RT	COS	INLETS, TYPE A	TYPE 10 FRAME AND GRATE	578.39	571.75			
S2-05	5126+33.61	43.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.77		571.10	570.85	571.16
S2-06	5126+33.61	16.50' RT	COS	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.50		570.88	571.08	
S2-07	5127+35.00	27.50' LT	COS	MH, TYPE A, 6'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.61	564.25	565.63	568.37	569.37
S2-08	5126+90.00	26.00' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	576.33				571.83
S2-09	5127+50.00	41.84' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.25				571.55
S2-10	5127+55.00	26.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.71	572.21			
S2-11	5128+27.00	27.50' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.45	568.09	566.14		565.89
S2-12	5128+27.00	40.30' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.04	568.33		568.13	
S2-13	5129+05.00	27.50' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.23	566.76	573.42		566.51
S2-14	5129+05.00	39.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.88	566.99		566.79	
S2-15	5130+76.00	39.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	579.61				575.11
S2-18	5134+81.00	30.84' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	579.50		574.80	575.00	
S2-18A	5134+81.00	34.92' RT	COS	INLETS, TYPE A	TYPE 10 FRAME AND GRATE	581.67	575.02			
S2-21	5134+65.00	42.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	579.39		574.69		
S2-22	5136+18.00	26.54' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.38		572.56	573.06	573.47
S2-23	5136+18.00	34.19' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	578.21	573.09	573.29		
S2-25	5136+58.00	35.17' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.97				573.47
S2-26	5137+17.00	38.00 LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.18		572.44		
S2-27	5137+29.81	26.93' RT	COS	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.80		568.54	573.00	572.02
S2-28	5137+29.81	36.93' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.80	573.02		573.30	573.22
S2-28A	5137+29.81	41.01' RT	COS	INLETS, TYPE A	TYPE 10 FRAME AND GRATE	579.97	573.32			
* S2-29	5137+71.00	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.68		571.60	568.58	572.18
* S2-30	5137+71.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.88	568.54	568.29		570.93
S2-31	5126+90.00	43.00' LT	COS	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	576.88				571.37
S2-32	5127+35.00	16.50' RT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.88	568.45	569.20	572.12	570.40
* S2-33	5135+91.00	39.79' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	578.30	572.28		572.08	
* S2-34	5135+91.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.57	572.06	571.81		574.07
S2-35	5136+98.00	36.15' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.86		573.36		
S2-36	5130+34.00	26.00' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.86	574.99			
S2-37	5130+34.00	16.50' RT	FOB	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.86		575.09	574.96	574.36
S2-38	5131+10.00	26.00 RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.86	575.75			
S2-39	5131+10.00	16.50' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.86			575.72	575.47
MD-02	5127+40.48	38.64' LT	COS	EXISTING	EXISTING	576.31	569.19 (EX)	565.04 (EX)	571.51	564.24 560.14 (EX)

* ROTATE STRUCTURE TOWARDS ROADWAY BASELINE

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE FROM	DIR	STRUCTURE TO	DIR	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
P2-01	S2-01	E	S2-05	W	STORM SEWERS	A	2	12	31	0.50%	2.2
P2-02	S2-02	E	S2-04A	W	STORM SEWERS	A	2	12	31	0.50%	1.1
P2-03	S2-03	E	S2-07	W	STORM SEWERS	A	2	15	97	0.50%	36.5
P2-04	S2-04	N	S2-06	S	STORM SEWERS	A	2	15	4	0.50%	0.3
P2-04A	S2-04A	N	S2-04	S	STORM SEWERS	A	2	12	2	1.00%	0.3
P2-05	S2-05	S	S2-03	N	STORM SEWERS	A	2	15	11	0.50%	0.8
P2-07	S2-07	N	MD-02	S	STORM SEWERS	A	2	30	6	0.50%	7.6
P2-08	S2-08	W	S2-04	E	STORM SEWERS	A	2	12	54	0.50%	1.9
P2-09	S2-09	W	MD-02	E	STORM SEWERS	A	2	12	7	0.50%	0.4
P2-10	S2-10	W	S2-32	E	STORM SEWERS	A	2	12	19	0.50%	0.8
P2-11	S2-11	W	S2-07	E	STORM SEWERS	A	2	18	88	0.50%	99.9
P2-12	S2-12	S	S2-11	N	STORM SEWERS	A	2	12	8	0.50%	6.3
P2-13	S2-13	W	S2-11	E	STORM SEWERS	A	2	15	74	0.50%	87.2
P2-14	S2-14	S	S2-13	N	STORM SEWERS	A	2	15	7	0.50%	8.0
P2-15	S2-15	W	S2-13	E	STORM SEWERS	A	2	12	169	1.00%	7.2
P2-18	S2-18	E	S2-22	W	STORM SEWERS	A	2	12	133	1.00%	7.8
P2-18A	S2-18A	N	S2-18	S	STORM SEWERS	A	2	12	2	1.00%	0.3
P2-21	S2-21	E	S2-34	W	STORM SEWERS	A	2	12	124	0.50%	4.6
P2-22	S2-22	E	S2-27	W	STORM SEWERS	A	2	18	108	0.50%	10.4
P2-23	S2-23	N	S2-22	S	STORM SEWERS	A	2	12	3	1.00%	0.4
P2-25	S2-25	W	S2-23	E	STORM SEWERS	A	2	12	37	0.50%	1.9
P2-26	S2-26	E	S2-29	W	STORM SEWERS	A	2	12	51	0.50%	2.1
P2-27	S2-27	E	S3-04	W	STORM SEWERS	A	2	24	172	0.50%	117.1
P2-28	S2-28	N	S2-27	S	STORM SEWERS	A	2	12	5	0.50%	0.3
P2-28A	S2-28A	N	S2-28	S	STORM SEWERS	A	2	12	2	1.00%	0.1
P2-29	S2-29	S	S2-30	N	STORM SEWERS	A	2	15	4	1.00%	2.5
P2-30	S2-30	E	MD-03	W	STORM SEWERS	A	2	18	117	1.00%	74.8
P2-31	S2-31	E	S2-05	W	STORM SEWERS	A	2	18	117	1.00%	74.8
P2-32	S2-32	N	S2-07	S	STORM SEWERS	A	2	24	40	0.20%	12.1
P2-33	S2-33	S	S2-34	N	STORM SEWERS	A	2	12	5	0.50%	1.7
P2-34	S2-34	E	S2-30	W	STORM SEWERS	A	2	15	176	0.50%	51.6
P2-35	S2-35	E	S2-28	W	STORM SEWERS	A	2	12	29	0.50%	0.9
P2-36	S2-36	N	S2-37	S	STORM SEWERS	A	2	12	7	0.50%	3.8
P2-37	S2-37	W	S2-32	E	STORM SEWERS	A	2	15	295	1.75%	109.7
P2-38	S2-38	N	S2-39	S	STORM SEWERS	A	2	12	7	0.50%	2.4
P2-39	S2-39	W	S2-37	E	STORM SEWERS	A	2	15	72	0.53%	24.1

0 50 100

SCALE: 1"=50'

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TranSystems

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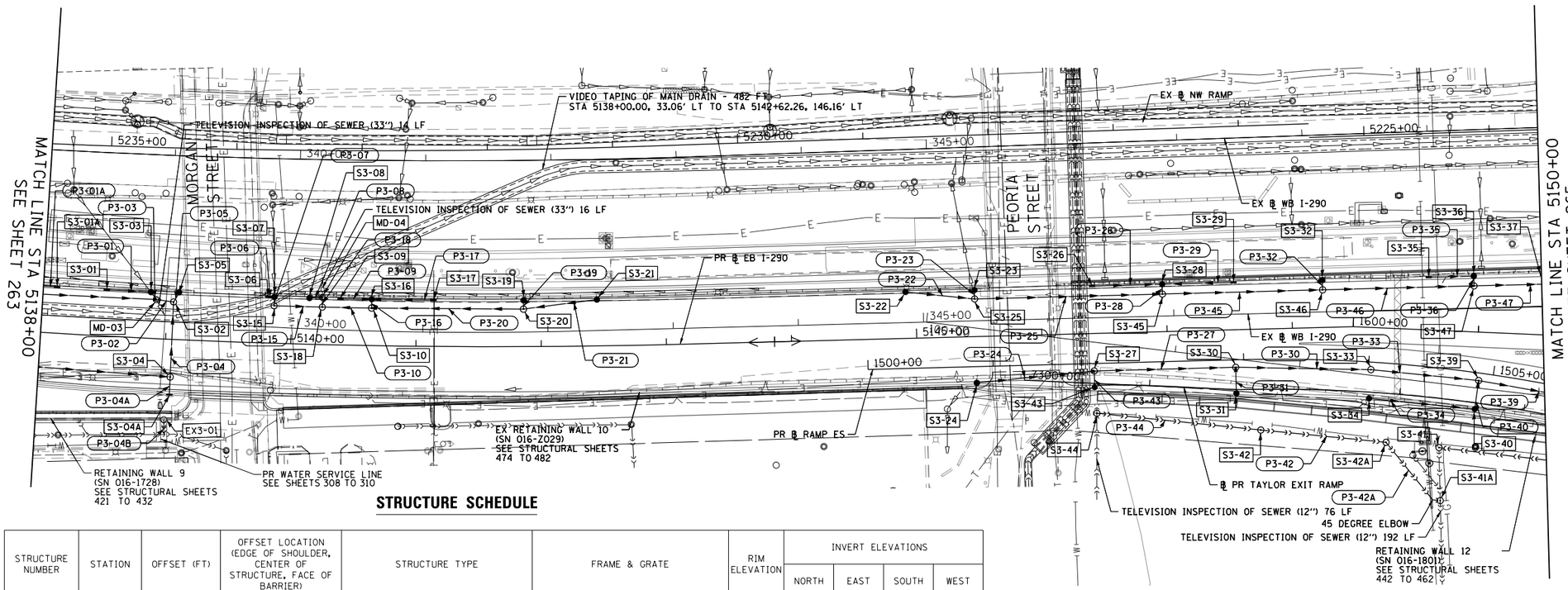
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
EASTBOUND I-290

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	263
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



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NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278.
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.

STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
S3-01	5138+51.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.83		571.30		
S3-01A	5138+11.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	581.71				571.78
* S3-02	5139+05.00	30.00' LT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.54	570.75		567.20	567.00
* S3-03	5138+86.52	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.47			570.06	570.97
S3-04	5139+05.00	30.00' RT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.77	567.48		572.27	567.68
S3-04A	5139+05.00	44.08' RT	COS	INLETS, TYPE A	TYPE 10 FRAME AND GRATE	581.71	572.32			
S3-05	5139+09.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.28			570.78	
S3-06	5139+81.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.01		570.52		
* S3-07	5139+85.79	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.01			570.34	570.50
S3-08	5140+14.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.06		570.56		
S3-09	5140+39.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.17		571.06		
* S3-10	5140+64.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.58	570.67	570.83		569.92
* S3-15	5139+85.79	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.24	570.31	570.06		
* S3-16	5140+64.00	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.35		571.23	570.70	570.95
S3-17	5141+14.00	38.00' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.87				571.47
* S3-18	5140+24.45	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.33	566.63	569.74		569.88
* S3-19	5141+86.00	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.66			572.16	
* S3-20	5141+86.00	30.00 ' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.89	572.13	572.39		571.42
* S3-21	5142+45.00	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.32				572.74
* S3-22	5144+92.00	38.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.80		573.30		
* S3-23	5145+47.00	38.13' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.57			573.07	
S3-24	5145+47.00	38.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.59		572.94		
* S3-25	5145+47.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.78	573.04	572.79		573.04
S3-26	5146+41.00	38.83' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.17		573.17		
S3-27	5146+41.00	30.00' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.40		572.33	572.50	572.49
* S3-28	5146+97.00	38.83' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.95		572.45	571.95	572.91
S3-29	5147+54.00	38.83' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	576.72				572.72
S3-30	5147+54.00	30.00' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.48		572.00	572.17	572.00
S3-31	5147+54.00	51.82' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.72	572.22			
* S3-32	5148+25.00	38.83' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.44			572.44	
S3-33	1504+02.00	6.00' RT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.90	571.70	571.69		571.69
S3-34	1504+02.00	30.00' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	574.65		570.22		
S3-35	5149+10.00	26.83' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	576.10		572.10		
* S3-36	5149+46.00	26.83' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.96			571.53	571.64
S3-37	5150+01.47	26.83' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.80		571.71		
S3-39	1504+89.00	6.00' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	575.47		569.66	569.66	571.43
S3-40	1504+89.00	30.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	574.22	569.72			569.97
S3-41	5149+14.56	110.41' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.13		582.10	EX	
S3-41A	5149+14.49	152.77' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.12	EX		EX	581.95
S3-42	5147+72.71	80.62' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.68		582.74		582.74
S3-42A	5148+61.84	103.72' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.47			582.26	582.26
S3-43	5146+41.00	43.92' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	577.04	572.54			
S3-44	5146+42.39	56.90' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	593.75		583.38	EX	
* S3-45	5146+97.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	577.18	571.94	571.81		572.06
* S3-46	5148+25.00	30.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.67	572.40	571.44		571.44
* S3-47	5149+46.00	18.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.19	571.49	571.09		571.09
MD-03	5138+91.23	31.24' LT	COS	EXISTING	EXISTING	575.63	569.98	566.95		567.12
MD-04	5140+24.45	37.71' LT	COS	EXISTING	EXISTING	575.14			566.58	570.51
EX3-01	5139+01.43	64.30' RT	COS	EXISTING	EXISTING	594.42			589.44	

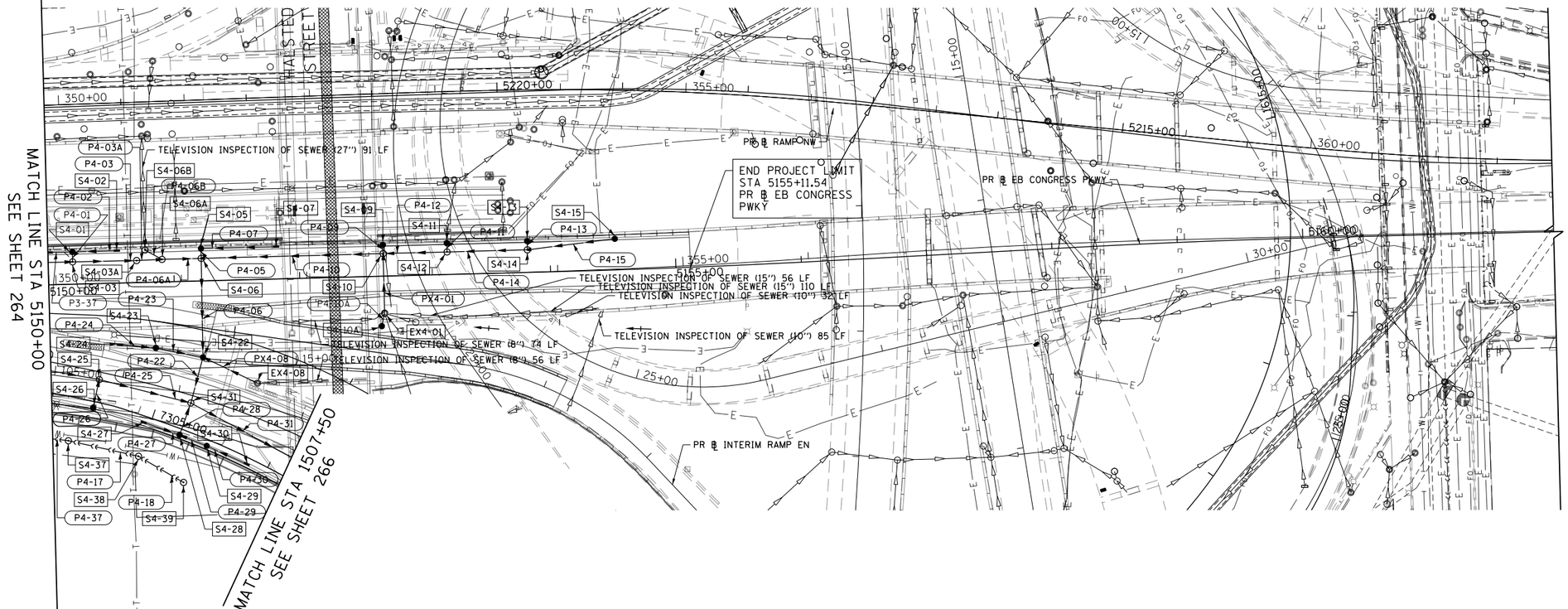
* ROTATE STRUCTURE TOWARDS ROADWAY BASELINE

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE FROM	DIR	TO	DIR	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
P3-01A	S3-01A	W	S2-29	E	STORM SEWERS	A	2	12	37	0.5%	2.1
P3-01	S3-01	E	S3-03	W	STORM SEWERS	A	2	12	33	1.0%	8.7
P3-02	S3-02	W	MD-03	E	STORM SEWERS	A	2	24	11	0.5%	6.3
P3-03	S3-03	S	MD-03	N	STORM SEWERS	A	2	18	4	2.0%	0.3
P3-04	S3-04	N	S3-02	S	STORM SEWERS	A	2	24	56	0.5%	21.9
P3-04A	S3-04A	N	S3-04	S	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	12	9	0.5%	1.4
P3-04B	EX3-01	S	EX 12"	N	COMBINED SEWER (WATER MAIN QUALITY) (CDOT)			8	12	0.5%	13.4
P3-05	S3-05	S	S3-02	N	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	12	6	0.5%	0.3
P3-06	S3-06	E	S3-07	W	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	12	2	1.0%	0.1
P3-07	S3-07	S	S3-15	N	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	12	3	1.0%	0.1
P3-08	S3-08	E	MD-04	W	STORM SEWERS	A	2	12	10	0.5%	0.4
P3-09	S3-09	E	S3-16	W	STORM SEWERS	A	2	12	22	0.5%	0.9
P3-15	S3-15	E	S3-18	W	STORM SEWERS(WATER MAIN REQUIREMENTS)	A	2	15	35	0.5%	1.8
P3-16	S3-16	S	S3-10	N	STORM SEWERS	A	2	15	3	1.0%	0.2
P3-17	S3-17	W	S3-16	E	STORM SEWERS	A	2	12	47	0.5%	1.8
P3-18	S3-18	N	MD-04	S	STORM SEWERS	A	2	18	5	1.0%	0.7
P3-19	S3-19	S	S3-20	N	STORM SEWERS	A	2	12	3	1.0%	0.2
P3-21	S3-21	W	S3-20	E	STORM SEWERS	A	2	12	69	0.5%	2.2
P3-22	S3-22	E	S3-25	W	STORM SEWERS	A	2	12	52	0.5%	7.5
P3-23	S3-23	S	S3-25	N	STORM SEWERS	A	2	12	3	1.0%	0.5
P3-24	S3-24	E	S3-27	W	STORM SEWERS	A	2	12	90	0.5%	14.5
P3-25	S3-25	E	S3-45	W	STORM SEWERS	A	2	15	146	0.5%	41.6
P3-26	S3-26	E	S3-28	W	STORM SEWERS	A	2	12	53	0.5%	4.4
P3-27	S3-27	E	S3-30	W	STORM SEWERS, EQUIVALENT ROUND SIZE	A	2	18	109	0.3%	36.9
P3-28	S3-28	S	S3-45	N	STORM SEWERS	A	2	18	4	0.3%	1.2
P3-29	S3-29	W	S3-28	E	STORM SEWERS	A	2	12	54	0.5%	5.7
P3-30	S3-30	E	S3-33	W	STORM SEWERS, EQUIVALENT ROUND SIZE	A	2	18	104	0.3%	18.8
P3-31	S3-31	N	S3-30	S	STORM SEWERS	A	2	12	17	0.3%	1.2
P3-32	S3-32	S	S3-46	N	STORM SEWERS	A	2	12	4.1	1.0%	0.4
P3-33	S3-33	E	S3-39	W	STORM SEWERS, RUBBER GASKET, EQUIVALENT ROUND SIZE	A	2	18	85	0.3%	13.0
P3-34	S3-34	N	S3-40	S	STORM SEWERS	A	2	12	19	0.5%	2.2
P3-35	S3-35	E	S3-36	W	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	12	37	1.0%	3.4
P3-36	S3-36	S	S3-47	N	STORM SEWERS	A	2	12	4	1.0%	0.6
P3-37	S3-37	E	S4-01	W	STORM SEWERS	A	2	12	15	0.5%	1.4
P3-39	S3-39	E	S4-25	W	STORM SEWERS, EQUIVALENT ROUND SIZE	A	2	18	89	0.3%	38.0
P3-40	S3-40	N	S3-39	S	STORM SEWERS	A	2	15	19	0.3%	5.8
P3-42	S3-42	E	S3-42A	W	COMBINED SEWER (WATER MAIN QUALITY) (CDOT)			12	97	0.5%	0.0
P3-42A	S3-42A	S	S3-41A	W	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) (CDOT)			12	62	0.5%	0.0
P3-43	S3-43	N	S3-27	S	STORM SEWERS	A	2	12	9	0.5%	1.4
P3-44	S3-44	E	S3-42	W	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) (CDOT)			12	128	0.5%	0.0
P3-45	S3-45	E	S3-46	W	STORM SEWERS	A	2	18	124	0.3%	39.8
P3-46	S3-46	E	S3-47	W	STORM SEWERS (WATER MAIN REQUIREMENTS)	A	2	18	118	0.3%	67.2
P3-47	S3-47	E	S4-03	W	STORM SEWERS	A	2	18	70	0.3%	39.4

0 50 100

SCALE: 1"=50'



NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278.
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.

STRUCTURE SCHEDULE

	STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
								NORTH	EAST	SOUTH	WEST
*	S4-01	5150+19.51	26.83' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	575.82		571.82	571.14	571.64
	S4-02	5150+55.00	26.83' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	575.98				571.98
*	S4-03	51510+19.51	17.90' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.05	571.10	570.38		570.88
*	S4-03A	5150+70.54	17.61' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.34		570.28		570.28
*	S4-05	5151+22.00	26.83' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	576.71		572.71	570.29	
*	S4-06	5151+22.00	18.00' LT	COS	MH, TYPE A, 7'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.94	570.25	569.88	568.36	570.14
*	S4-06A	5150+90.75	18.00' LT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.53	566.76	570.20		570.20
*	S4-06B	5150+77.37	26.83' LT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	576.16	EX		566.74	
	S4-07	5151+82.00	26.68' LT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	577.85				573.85
*	S4-09	5152+67.00	26.06' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	580.38			576.38	
*	S4-10	5152+67.00	18.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	580.46	576.31	576.21	570.83	570.58
	S4-10A	5152+64.52	39.72' RT	COS	CB, TYPE A, 4'-DIAMETER	TYPE 8 GRATE	577.00	573.00			
*	S4-11	5153+18.00	26.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	582.13			578.13	
*	S4-12	5153+18.00	18.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	582.33	578.09	578.08		577.39
*	S4-13	5153+82.00	26.00' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	584.69			580.69	
*	S4-14	5153+82.00	18.00' LT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	584.89	580.65	580.89		579.58
*	S4-15	5154+52.00	26.58' LT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	587.50				582.57
	S4-22	1602+80.00	22.00' RT	FOB	MH, TYPE A, 7'-DIAMETER	TYPE 1 FRAME, CLOSED LID	574.86	568.25	569.23	567.85	569.44
	S4-23	1602+80.00	22.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	574.86		569.78		570.03
	S4-24	1602+10.00	23.06' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	574.86		570.29		
	S4-25	1505+82.00	6.00' RT	COS	MH, TYPE A, 5'-DIAMETER	TYPE 1 FRAME, CLOSED LID	574.11		569.40	569.57	569.40
	S4-26	1505+82.00	30.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	572.86	569.66			
	S4-27	1506+25.00	31.87' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	572.36		567.56		
	S4-28	1506+56.50	34.00' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	571.92	566.64	566.89		567.42
	S4-29	1506+81.00	35.64' RT	FOB	CB, TYPE A, 4'-DIAMETER	TYPE 20 FRAME AND GRATE	571.85		567.24		566.99
	S4-30	1507+18.00	38.09' RT	FOB	INLETS, TYPE A	TYPE 20 FRAME AND GRATE	571.90				567.40
	S4-31	1506+57.79	6.00' RT	COS	MH, TYPE A, 9'-DIAMETER	TYPE 1 FRAME, CLOSED LID	573.55	567.80	564.54	566.54	569.14
	S4-37	5150+12.37	124.39' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.13		582.58		582.58
	S4-38	5150+67.93	138.26' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.00		582.85		582.85
	S4-39	5151+03.26	160.04' RT	COS	MH, TYPE A, 4' DIAMETER (CDOT)	TYPE 1 FRAME, CLOSED LID (CDOT)	594.08				583.04
	EX4-01	5152+67.00	29.41' RT	COS	EXISTING	EXISTING	581.41	571.05	EX	572.91	EX
	EX4-08	5151+64.26	82.56' RT	COS	EXISTING	EXISTING	575.38		EX	EX	569.25

* ROTATE STRUCTURE TOWARDS ROADWAY BASELINE

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE FROM	DIR	STRUCTURE TO	DIR	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
P4-01	S4-01	S	S4-03	N	STORM SEWERS	A	2	12	33	0.50%	2.6
P4-02	S4-02	W	S4-01	E	STORM SEWERS	A	2	12	33	0.50%	2.6
P4-03	S4-03	E	S4-03A	W	STORM SEWERS	A	2	24	48	0.20%	44.5
P4-03A	S4-03A	E	S4-06A	W	STORM SEWERS	A	S	24	17	0.50%	13.5
P4-05	S4-05	S	S4-06	N	STORM SEWERS	A	2	18	4	1.00%	2.2
P4-06A	S4-06A	E	S4-06	W	STORM SEWERS	A	2	30	27	0.05%	33.0
P4-06B	S4-06A	N	S4-06B	S	STORM SEWERS	A	2	24	11	0.50%	5.2
P4-06	S4-06	S	S4-22	N	STORM SEWERS	A	2	30	75	0.15%	79.3
P4-07	S4-07	W	S4-05	E	STORM SEWERS	A	2	12	57	2.00%	4.5
P4-09	S4-09	S	S4-10	N	STORM SEWERS	A	2	12	3	2.50%	0.3
P4-10	S4-10	W	S4-06	E	STORM SEWERS	A	2	18	141	0.50%	126.8
P4-10A	S4-10A	N	EX4-01	S	STORM SEWERS	A	2	12	9	1.00%	1.3
P4-11	S4-11	S	S4-12	N	STORM SEWERS	A	2	12	3	1.50%	0.3
P4-12	S4-12	W	S4-10	E	STORM SEWERS	A	2	15	47	2.50%	6.6
P4-13	S4-13	S	S4-14	N	STORM SEWERS	A	2	12	3	1.50%	0.3
P4-14	S4-14	W	S4-12	E	STORM SEWERS	A	2	15	60	2.50%	9.7
P4-15	S4-15	W	S4-14	E	STORM SEWERS	A	2	12	67	2.50%	8.6
PX4-01	EX4-01	N	S4-10	S	STORM SEWERS	A	2	15	79	1.00%	68.4
P4-17	S4-38	W	S4-37	E	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) (CDOT)			12	54	0.50%	0.0
P4-18	S4-39	W	S4-38	E	COMBINED SEWER (EXTRA STRENGTH VITRIFIED CLAY PIPE) (CDOT)			12	38	0.50%	0.0
P4-22	S4-22	S	S4-31	N	STORM SEWERS	A	2	30	34	0.15%	27.4
P4-23	S4-23	E	S4-22	W	STORM SEWERS	A	2	15	34	1.00%	10.1
P4-24	S4-24	E	S4-23	W	STORM SEWERS	A	2	12	26	1.00%	3.6
P4-25	S4-25	E	S4-31	W	STORM SEWERS, EQUIVALENT ROUND SIZE	A	2	18	85	0.30%	28.5
P4-26	S4-26	N	S4-25	S	STORM SEWERS	A	2	12	18	0.50%	1.2
P4-27	S4-27	E	S4-28	W	STORM SEWERS	A	2	12	28	0.50%	4.2
P4-28	S4-28	N	S4-31	S	STORM SEWERS	A	2	18	21	0.50%	11.5
P4-29	S4-29	W	S4-28	E	STORM SEWERS	A	2	15	20	0.50%	6.7
P4-30	S4-30	W	S4-29	E	STORM SEWERS	A	2	12	32	0.50%	5.8
P4-31	S4-31	E	S5-01	W	STORM SEWERS	A	2	42	171	0.08%	218.2
P4-37	S4-37	W	S3-41	E	COMBINED SEWER (WATER MAIN QUALITY) (CDOT)			12	96	0.50%	0.0
PX4-08	EX4-08	W	S4-22	E	STORM SEWERS	A	2	30	87	0.06%	48.3

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SCALE: 1"=50'

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TranSystems

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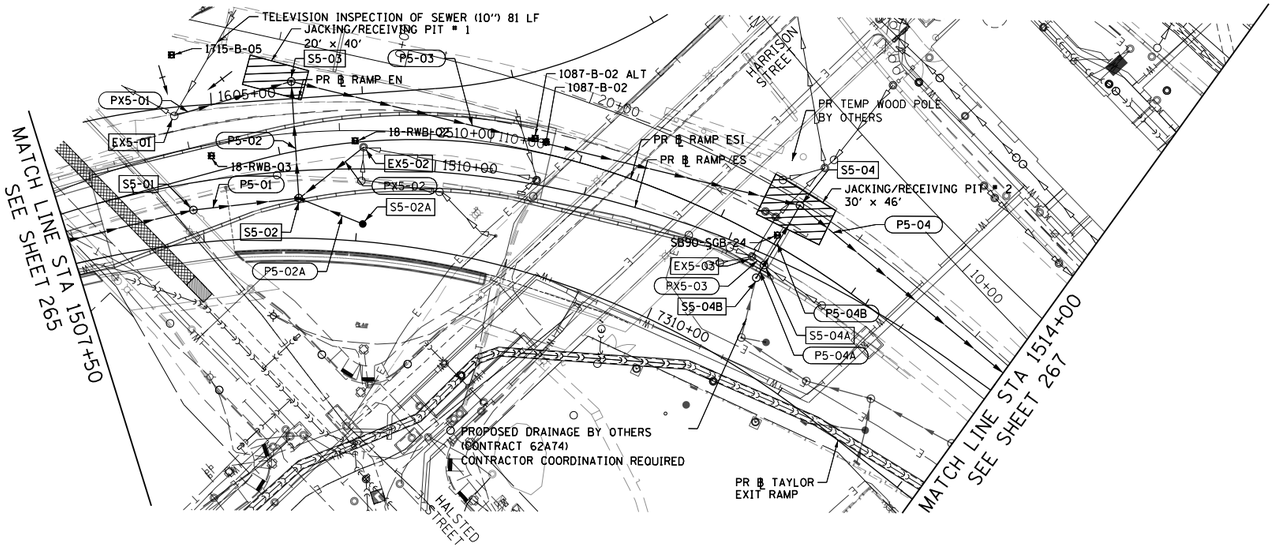
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 4 OF 13 SHEETS | STA. 5150+00 | TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	265
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278 .
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.
4. PREFERRED JACKING AND RECEIVING PIT LAYOUT. CONTRACTOR SHALL STAKE OUT PIT LOCATION IN FIELD PRIOR TO EXCAVATION FOR VERIFICATION BY THE ENGINEER.
5. SEE SHEETS 288 TO 303 FOR BORING LOGS NEAR JACKING PIT LOCATIONS.

STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
S5-01	1508+37.00	17.84' RT	COS	MH, TYPE A, 6'-DIAMETER	TYPE 1 FRAME, CLOSED LID	574.51		564.40	564.20	
S5-02	1509+09.00	19.09' RT	FOB	MH, TYPE A, 8'-DIAMETER	TYPE 1 FRAME AND OPEN LID	574.84	563.95	570.09 564.14	565.61	
S5-02A	1509+52.46	36.35' RT	COS	CB, TYPE A, 4'-DIAMETER	TYPE B GRATE	571.16	566.00			
S5-03	1509+08.79	59.10' LT	COS	MH, TYPE A, 8'-DIAMETER	TYPE 1 FRAME, CLOSED LID	579.90	569.12		556.53	563.89
S5-04	1512+33.39	38.92' LT	COS	MH, TYPE A, 8'-DIAMETER	TYPE 1 FRAME, CLOSED LID	578.99	556.26		554.76	562.34
S5-04A	1512+27.70	16.54' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	581.04	573.75		EX	573.75
S5-04B	1512+26.68	16.43' RT	COS	MH, TYPE A, 4'-DIAMETER	TYPE 1 FRAME, CLOSED LID	581.13		562.61 573.72		562.61 (BY OTHERS)
EX5-01	1508+35.10	45.59' LT	COS	EXISTING	EXISTING	574.66			569.91	
EX5-02	1509+52.83	14.73' LT	COS	EXISTING	EXISTING	575.41		EX	EX	570.61
EX5-03	1512+18.43	4.76' RT	COS	EXISTING	EXISTING	577.50			573.81	

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE FROM	DIR	STRUCTURE TO	DIR	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
P5-01	S5-01	E	S5-02	W	STORM SEWERS	A	2	42	64	0.08%	103.0
P5-02	S5-02	E	S5-03	W	STORM SEWERS	A	2	42	72	0.08%	169.1
P5-02A	S5-02A	N	S5-02	S	STORM SEWERS	A	2	12	37	0.50%	0.0
P5-03	S5-03	S	S5-04	N	STORM SEWERS JACKED IN PLACE			42	335	0.08%	0.0
P5-04	S5-04	S	S6-01	N	STORM SEWERS JACKED IN PLACE			60	429	0.05%	0.0
P5-04A	S5-04A	W	S5-04B	E	STORM SEWERS	A	2	24	5	0.50%	1.2
P5-04B	S5-04B	E	S5-04	W	STORM SEWERS	A	2	24	34	0.50%	35.8
PX5-01	EX5-01	S	S5-03	N	STORM SEWERS	A	2	15	79	1.00%	14.60
PX5-02	EX5-02	W	S5-02	E	STORM SEWERS	A	2	15	52	0.50%	8.40
PX5-03	EX5-03	S	S5-04A	N	STORM SEWERS	A	2	12	10	0.50%	1.5

PIPE JACKING /RECEIVING SCHEDULE

JACKING/RECEIVING PIT NUMBER	AGGREGATE SUBGRADE IMPROVEMENT 24"	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	SQ YD	CU YD	SQ YD
1	89	59	89
2	152	93	152

0 50 100

SCALE: 1"=50'

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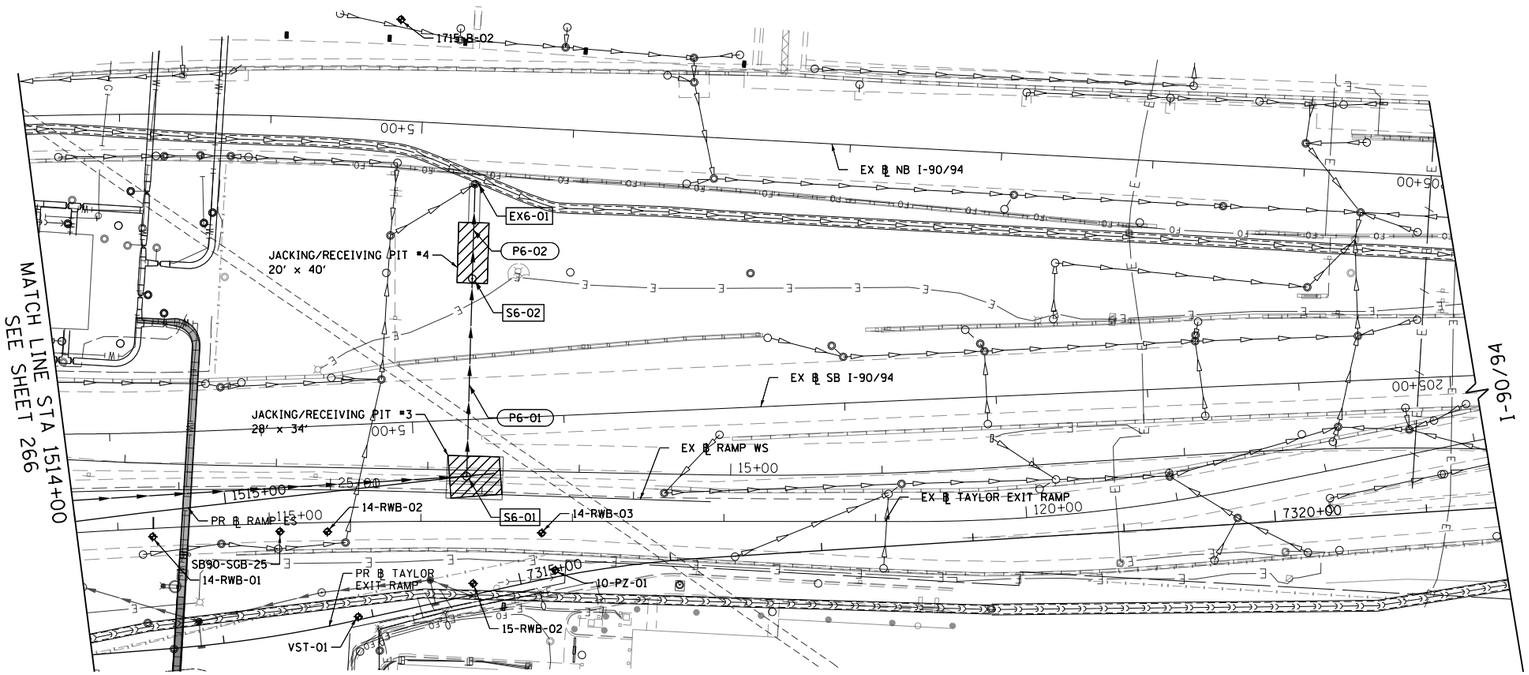
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
EASTBOUND I-290

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	266
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. FOR CTA DRAINAGE, SEE SHEETS 275 TO 278.
2. EXISTING STORM SEWER TO BE ABANDONED AND FILLED IS NOT SHOWN FOR CLARITY. SEE EXISTING DRAINAGE PLAN, SHEETS 256 TO 261 FOR DETAILS.
3. PROPOSED STRUCTURE AND PIPE NUMBERS NOT INCLUDED IN SCHEDULES ARE NOT USED.
4. PREFERRED JACKING AND RECEIVING PIT LAYOUT. CONTRACTOR SHALL STAKE OUT PIT LOCATION IN FIELD PRIOR TO EXCAVATION FOR VERIFICATION BY THE ENGINEER.
5. SEE SHEETS 288 TO 303 FOR BORING LOGS NEAR JACKING PIT LOCATIONS.

STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
S6-01	1516+60.10	0.03' LT	COS	MH, TYPE A, 8'-DIAMETER	TYPE 1 FRAME, CLOSED LID	581.73	554.54	554.54		
S6-02	4+56.35	65.83' RT	COS	MH, TYPE A, 8'-DIAMETER, RESTRICTOR PLATE	2 TYPE 1 FRAMES, CLOSED LID	581.26		554.49		554.49
EX6-01	4+51.82	155.10' RT	COS	EXISTING	EXISTING	581.71		553.62		EX

PIPE SCHEDULE

PIPE NUMBER	STRUCTURE				DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
	FROM	DIR	TO	DIR							
P6-01	S6-01	E	S6-02	W	STORM SEWERS JACKED IN PLACE			60	99	0.05%	0.0
P6-02	S6-02	E	EX6-01	W	STORM SEWERS	A	5	30	87	1.00%	479.0

PIPE JACKING /RECEIVING SCHEDULE

JACKING/RECEIVING PIT NUMBER	AGGREGATE SUBGRADE IMPROVEMENT 24"	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
	SQ YD	CU YD	SQ YD
3	99	66	99
4	89	59	89

0 50 100
SCALE: 1"=50'

TranSystems

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
EASTBOUND I-290

SCALE: | SHEET 6 OF 13 SHEETS | STA. 1514+00 | TO STA. 7321+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	267
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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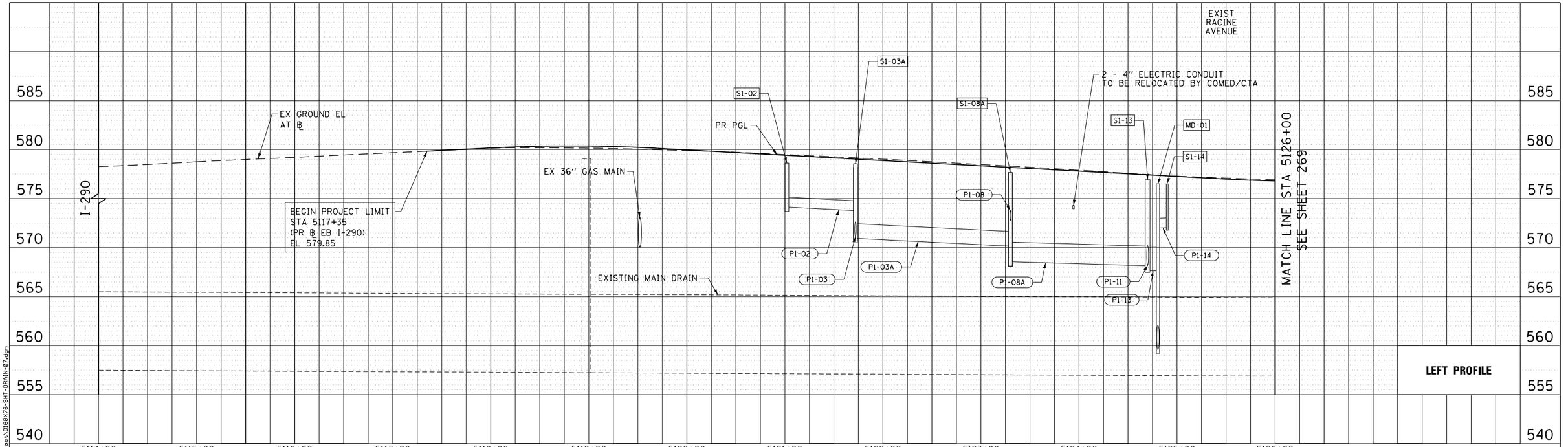

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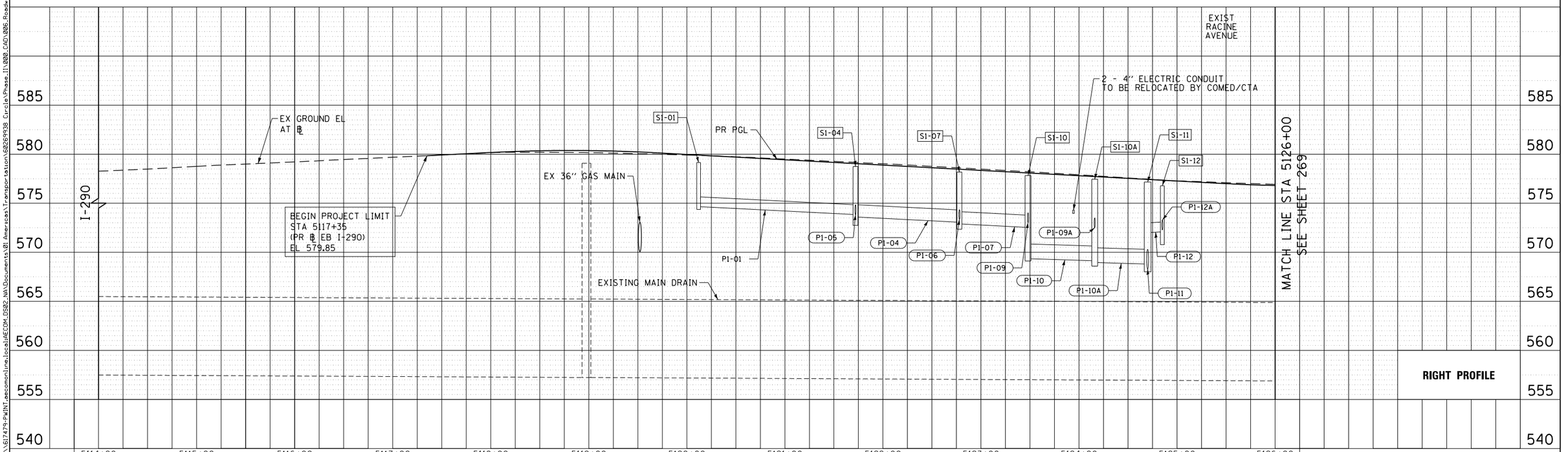

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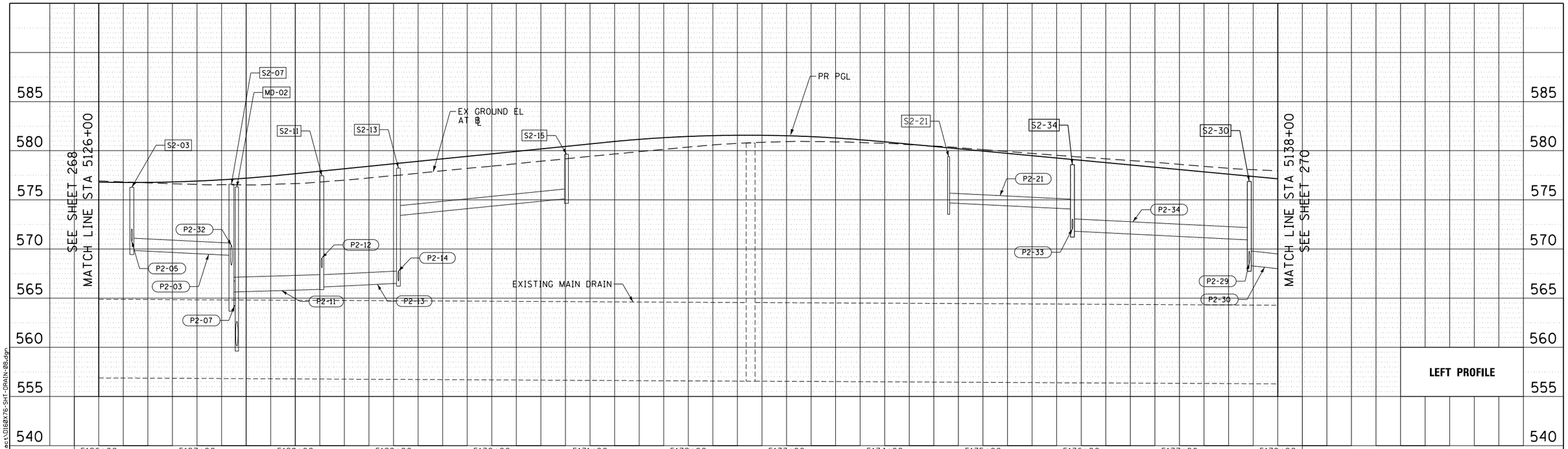
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
EASTBOUND I-290

SCALE: 1"=50' | SHEET 7 OF 13 SHEETS | STA. 5114+00 | TO STA. 5126+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-011R	COOK	814	268
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



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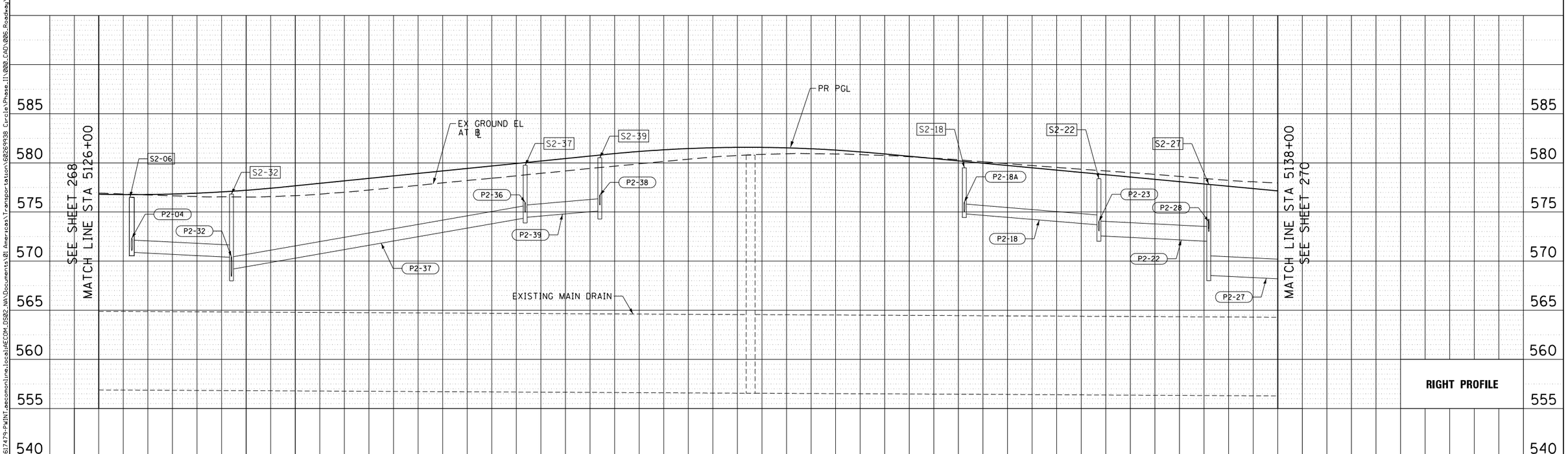

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
EASTBOUND I-290

SCALE: 1"=50' | SHEET 8 OF 13 SHEETS | STA. 5126+00 | TO STA. 5138+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-011R	COOK	814	269
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

EXIST MORGAN STREET

EXIST PEORIA STREET

END EB I-290 PROFILE
STA 5148+48.69
EL 577.11
BEGIN EB CONGRESS PARKWAY PROFILE
STA 5148+48.69
EL 576.93

SEE SHEET 269
MATCH LINE STA 5138+00

MATCH LINE STA 5150+00
SEE SHEET 271

MD-03
2" CTA WATER SERVICE TO BE RELOCATED
4" ELECTRICAL CONDUIT TO BE RELOCATED BY COMED/CTA
EX GROUND EL AT ℄
PR PGL

S3-02 S3-15 S3-18 S3-10 S3-20 S3-21 S3-22 S3-25 S3-45 S3-46 S3-47

P3-07 P3-15 P3-04 P3-02 P3-16 P3-10 P3-18 P3-19 P3-20 P3-21 P3-22 P3-23 P3-25 P3-28 P3-45 P3-32 P3-46 P3-36 P3-47

CDWM 36" WATER MAIN TO REMAIN

EX SIPHON TO REMAIN

CDWM 16" WATER MAIN TO REMAIN

585 580 575 570 565 560 555 540

5138+00 5139+00 5140+00 5141+00 5142+00 5143+00 5144+00 5145+00 5146+00 5147+00 5148+00

LEFT PROFILE

EXIST MORGAN STREET

SEE SHEET 269
MATCH LINE STA 5138+00

2" CTA WATER SERVICE TO BE RELOCATED
4" ELECTRICAL CONDUIT TO BE RELOCATED BY COMED/CTA
EX GROUND EL AT ℄

S3-04

P3-04

CDWM 36" WATER MAIN TO REMAIN

MATCH LINE STA 5144+60.53
MATCH LINE STA 1500+00 - RAMP ES
SEE SHEET 273

585 580 575 570 565 560 555 540

5138+00 5139+00 5140+00 5141+00 5142+00 5143+00 5144+00 5145+00 5146+00 5147+00 5148+00

RIGHT PROFILE

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TranSystems

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PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
EASTBOUND I-290

SCALE: 1"=50' | SHEET 9 OF 13 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-011R	COOK	814	270
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

PLAN
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.____
BY
DATE

PROFILE
SURVEYED
PLOTTED
CROSS CHECKED
BM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.____
BY
DATE

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635 630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 540

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

SEE SHEET 270
MATCH LINE STA 5150+00

EXIST RAMP NW
EXIST RAMP WS
EXIST RAMP SE
EXIST HALSTEAD STREET
END PROJECT LIMIT
STA 5155+11.54
EL 590.44
EX GROUND EL AT ℄
PR PGL
AT&T DUCT BANK TO REMAIN
CONGRESS PARKWAY

S4-03 S4-03A S4-06A S4-06 S4-10 S4-12 S4-14 S4-15

P4-01 P4-03 P4-03A P4-06B P4-06A P4-06 P4-05 P4-10 P4-12 P4-09 PX4-01 P4-11 P4-15 P4-13 P4-14

D160X76-SHT-DRAIN-09.dgn	DESIGNED - JLV	REVISED -	
USER NAME = vljanachione	DRAWN - MRC	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

TranSystems

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
EASTBOUND I-290

SCALE: 1"=50' | SHEET 10 OF 13 SHEETS | STA. 5150+00 | TO STA. 5164+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	271
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

RAMP EN / EN INTERIM

RAMP ES

EXIST RAMP EN

EXIST RAMP SE

HALSTEAD STREET

PR PGL

BEGIN RAMP EN PROFILE
STA 1601+83.52
EL 575.76

S4-24
S4-23
S4-22
EX4-08
PX4-08
P4-24
P4-23
P4-22
P4-06

PR GROUND EL AT ℄

EX GROUND EL AT ℄

630 625 620 615 610 605 600 595 590 585 580 575 570 565 560 555 550 545 540

1600+00 1601+00 1602+00 1603+00 1604+00 1605+00 1606+00 1607+00 1608+00 1609+00 1610+00 1611+00 1612+00 1613+00 1614+00

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Tran Systems

D160X76-SHT-DRAIN-10.dgn	DESIGNED - JLV	REVISED -
USER NAME = vljanachione	DRAWN - MRC	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
RAMP EN AND EN INTERIM

SCALE: 1"=50' | SHEET 11 OF 13 SHEETS | STA. 1600+00 TO STA. 1614+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	272
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

RAMP ES / ES INTERIM

PEORIA STREET

HARRISON STREET

BEGIN RAMP ES PROFILE
STA 1502+96.17
EL 576.88

MATCH LINE STA 1514+75
SEE SHEET 274

PR GROUND EL AT ℄

EX GROUND EL AT ℄

PR PGL

S3-24 S3-27 S3-30 S3-33 S3-39 S4-25 S4-31 S5-01 S5-02 S5-02A S5-04

P3-43 P3-24 P3-27 P3-31 P3-30 P3-33 P3-40 P4-26 P4-25 P3-39 P4-28 P4-22 P4-31 P5-01 P5-02 P5-02A P5-03 P5-0B P5-04

CDWM 16" WATER MAIN TO REMAIN

EX SIPHON TO REMAIN

AT&T DUCT TO REMAIN

COMED DUCT PACKAGE TO REMAIN

AT&T DUCT PACKAGE TO REMAIN

CDWM 54" WATER MAIN TO REMAIN

ABANDONED 8' DIAMETER CONCRETE TUNNEL
INVERT ELEVATION ±536.13
BULKHEADED AND FILLED (CONTRACT 60W36)
TO REMAIN

ABANDONED 7' DIAMETER CONCRETE TUNNEL
INVERT ELEVATION VARIES 536± TO 534±
TO REMAIN

615 610 605 600 595 590 585 580 575 570 565 560 555 550 545 540 535 530 525

1500+00 1501+00 1502+00 1503+00 1504+00 1505+00 1506+00 1507+00 1508+00 1509+00 1510+00 1511+00 1512+00 1513+00 1514+00

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D160X76-SHT-DRAIN-11.dgn	DESIGNED - JLV	REVISED -
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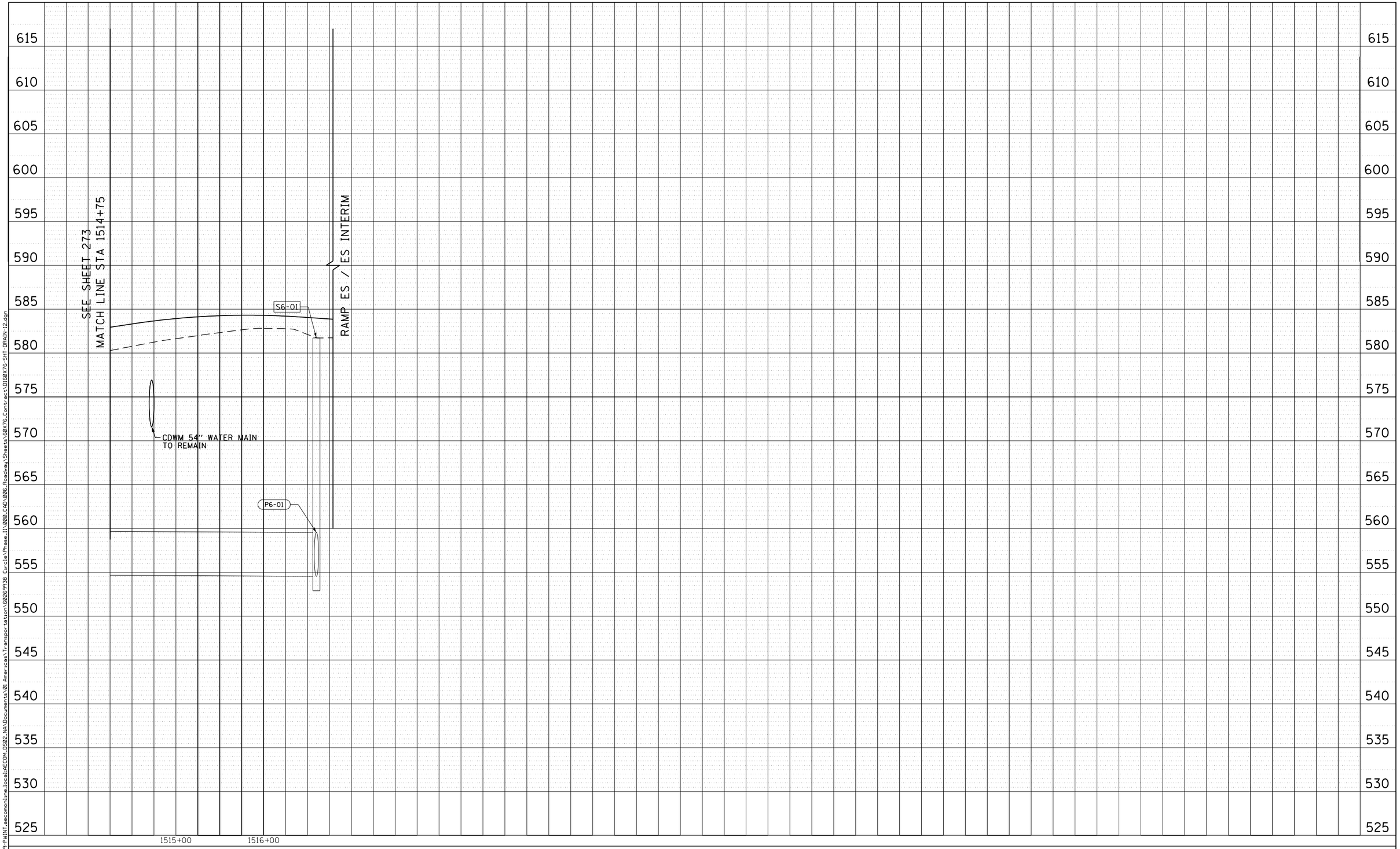
PLOT SCALE = 100.0000 ' / in.	CHECKED - MKW	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
RAMP ES AND ES INTERIM

SCALE: 1"=50' | SHEET 12 OF 13 SHEETS | STA. 1500+00 TO STA. 1514+75

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	273
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



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STRUCTURE NOTATNS CHKD
NOTE BOOK
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TranSystems

DI60X76-SHT-DRAIN-12.dgn	DESIGNED - JLV	REVISED -
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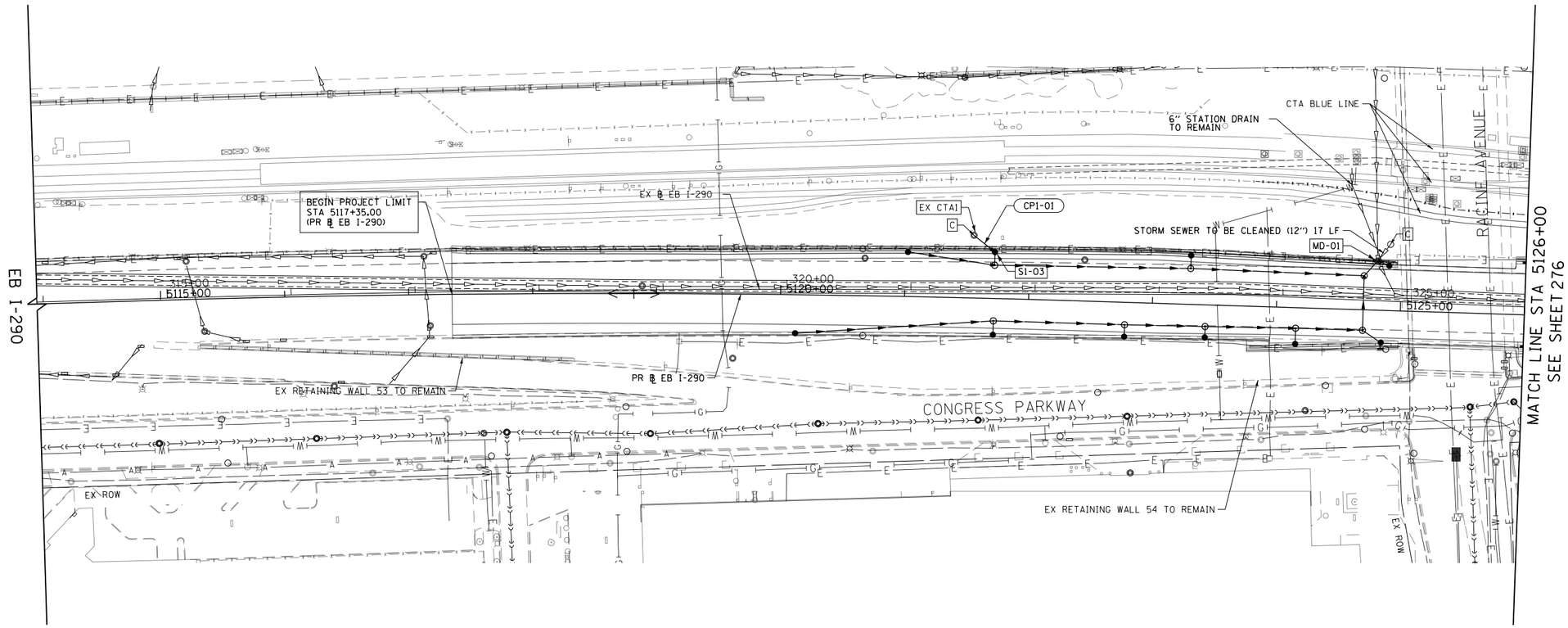
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PROFILE
RAMP ES AND ES INTERIM

SCALE: 1"=50' | SHEET 13 OF 13 SHEETS | STA. 1514+75 TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	274
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. EXISTING CHICAGO TRANSIT AUTHORITY (CTA) DRAINAGE STRUCTURES AND PIPES SHOWN ARE BASED ON RECORD DRAWINGS AND ARE APPROXIMATED. LOCATIONS SHALL BE FIELD VERIFIED PRIOR TO ANY WORK.
2. FOR ALL OTHER PROPOSED DRAINAGE, SEE SHEETS 262 TO 274.
3. FOR CATCH BASIN TYPE A, 4' DIAMETER, WITH SPECIAL FRAME AND GRATE DETAILS, SEE SHEET 286.
4. 10" PIPE UNDERDRAIN TO BE REMOVED AND REPLACED WHERE IN CONFLICT. A QUANTITY OF 3,600 FT OF PIPE UNDERDRAIN, TYPE 2, 10" HAS BEEN INCLUDED.

LEGEND

[C] CATCH BASINS TO BE CLEANED

PIPE NUMBER	STRUCTURE				DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
	FROM	DIR	TO	DIR							
CP1-01	EX CTA1	S	S1-03	N	STORM SEWERS	A	2	12	20	0.50%	15.0

PAY ITEM	UNIT	QUANTITY
CATCH BASINS TO BE CLEANED	EACH	2
STORM SEWERS TO BE CLEANED, 12"	FOOT	17

0 50 100
SCALE: 1"=50'

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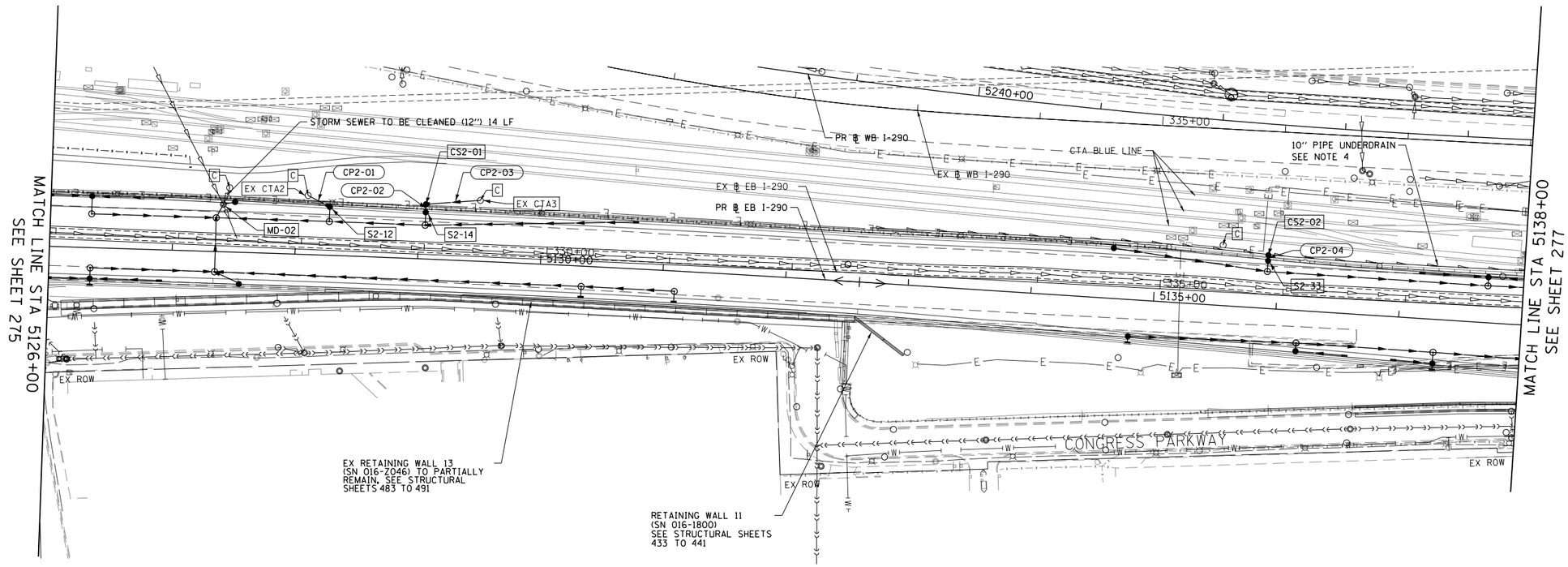
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CTA DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 1 OF 4 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	275
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



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NOTES:

1. EXISTING CHICAGO TRANSIT AUTHORITY (CTA) DRAINAGE STRUCTURES AND PIPES SHOWN ARE BASED ON RECORD DRAWINGS AND APPROXIMATED. IT SHALL BE FIELD VERIFIED PRIOR TO ANY WORK.
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3. FOR CATCH BASIN TYPE A, 4' DIAMETER, WITH SPECIAL FRAME AND GRATE DETAILS, SEE SHEET 286.
4. 10" PIPE UNDERDRAIN TO BE REMOVED AND REPLACED WHERE IN CONFLICT. A QUANTITY OF 3,600 FT OF PIPE UNDERDRAIN, TYPE 2, 10" HAS BEEN INCLUDED.

LEGEND

[C] CATCH BASINS TO BE CLEANED

STRUCTURE NUMBER	STATION	OFFSET (FT)	OFFSET LOCATION (EDGE OF SHOULDER, CENTER OF STRUCTURE, FACE OF BARRIER)	STRUCTURE TYPE	FRAME & GRATE	RIM ELEVATION	INVERT ELEVATIONS			
							NORTH	EAST	SOUTH	WEST
CS2-01	5129+05.00	44.58' LT	COS	CB, TYPE A, 4' DIAMETER	SPECIAL FRAME AND GRATE	576.15		567.22	567.02	
CS2-02	5135+91.00	43.38' LT	COS	CB, TYPE A, 4' DIAMETER	SPECIAL FRAME AND GRATE	578.30			572.30	

PIPE NUMBER	STRUCTURE FROM	DIR	TO	DIR	DESCRIPTION	CLASS	TYPE	SIZE (IN)	LENGTH (FT)	SLOPE (%)	TBF (CU YD)
CP2-01	EX CTA2	S	S2-12	N	STORM SEWERS	A	2	12	15	0.50%	11.1
CP2-02	CS2-01	S	S2-14	N	STORM SEWERS	A	2	12	4	0.50%	3.0
CP2-03	EX CTA3	W	CS2-01	E	STORM SEWERS	A	2	12	42	0.50%	31.1
CP2-04	CS2-02	S	S2-33	N	STORM SEWERS	A	2	12	4	0.50%	3.0

PAY ITEM	UNIT	QUANTITY
CATCH BASINS TO BE CLEANED	EACH	4
STORM SEWERS TO BE CLEANED, 12"	FOOT	14

0 50 100

SCALE: 1"=50'

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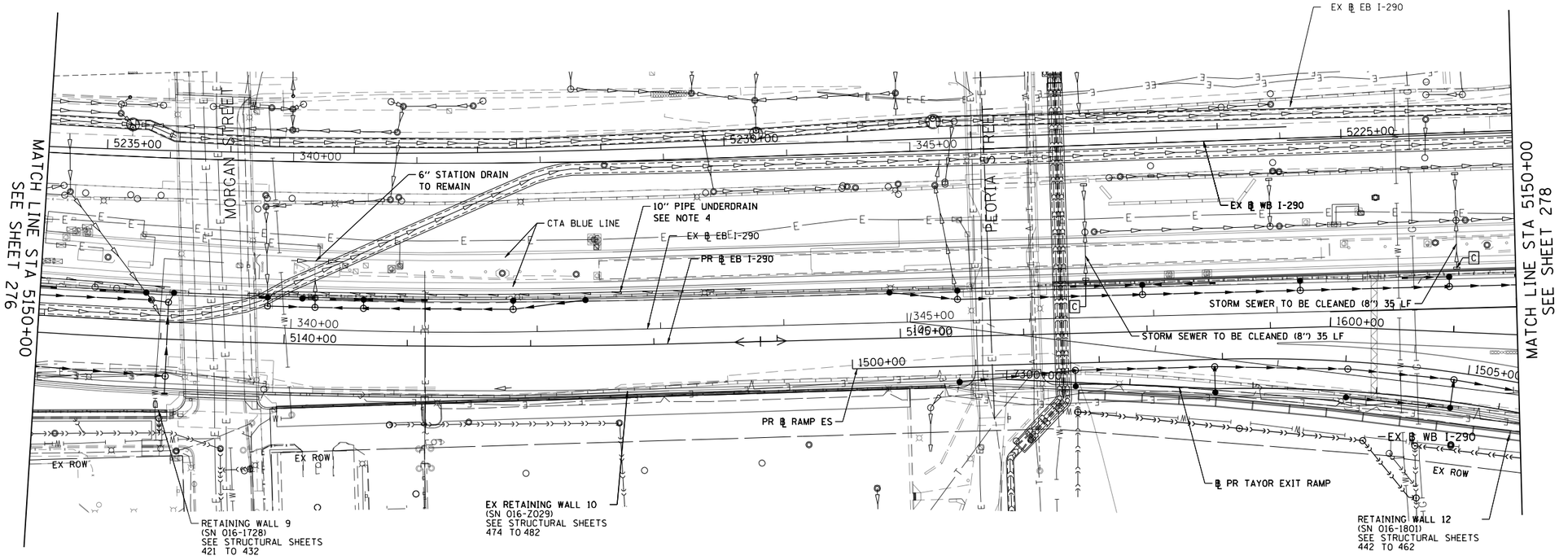
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CTA DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 2 OF 4 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	276
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. EXISTING CHICAGO TRANSIT AUTHORITY (CTA) DRAINAGE STRUCTURES AND PIPES SHOWN ARE BASED ON RECORD DRAWINGS AND APPROXIMATED. IT SHALL BE FIELD VERIFIED PRIOR TO ANY WORK.
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3. FOR CATCH BASIN TYPE A, 4' DIAMETER, WITH SPECIAL FRAME AND GRATE DETAILS, SEE SHEET 286.
4. 10" PIPE UNDERDRAIN TO BE REMOVED AND REPLACED WHERE IN CONFLICT. A QUANTITY OF 3,600 FT OF PIPE UNDERDRAIN, TYPE 2, 10" HAS BEEN INCLUDED.

LEGEND

[C] CATCH BASINS TO BE CLEANED

PAY ITEM	UNIT	QUANTITY
CATCH BASINS TO BE CLEANED	EACH	2
STORM SEWERS TO BE CLEANED, 8"	FOOT	70

0 50 100
SCALE: 1"=50'

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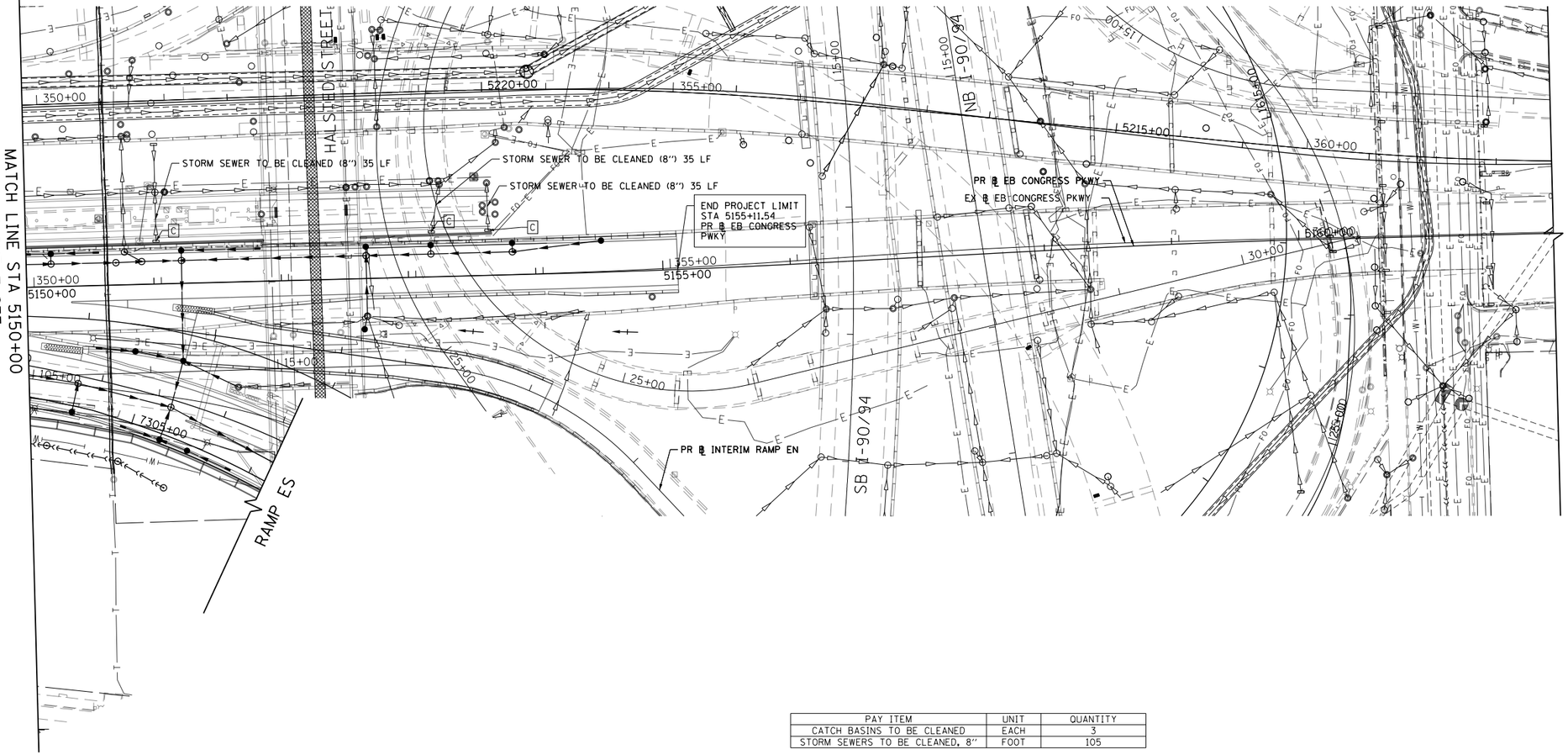
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CTA DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 3 OF 4 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	277
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. EXISTING CHICAGO TRANSIT AUTHORITY (CTA) DRAINAGE STRUCTURES AND PIPES SHOWN ARE BASED ON RECORD DRAWINGS AND APPROXIMATED. IT SHALL BE FIELD VERIFIED PRIOR TO ANY WORK.
2. FOR ALL OTHER PROPOSED DRAINAGE, SEE SHEETS 262 TO 274.
3. FOR CATCH BASIN TYPE A, 4' DIAMETER, WITH SPECIAL FRAME AND GRATE DETAILS, SEE SHEET 286.
4. 10" PIPE UNDERDRAIN TO BE REMOVED AND REPLACED WHERE IN CONFLICT. A QUANTITY OF 3,600 FT OF PIPE UNDERDRAIN, TYPE 2, 10" HAS BEEN INCLUDED.

LEGEND

C CATCH BASINS TO BE CLEANED

PAY ITEM	UNIT	QUANTITY
CATCH BASINS TO BE CLEANED	EACH	3
STORM SEWERS TO BE CLEANED, 8"	FOOT	105

0 50 100
SCALE: 1"=50'

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TranSystems

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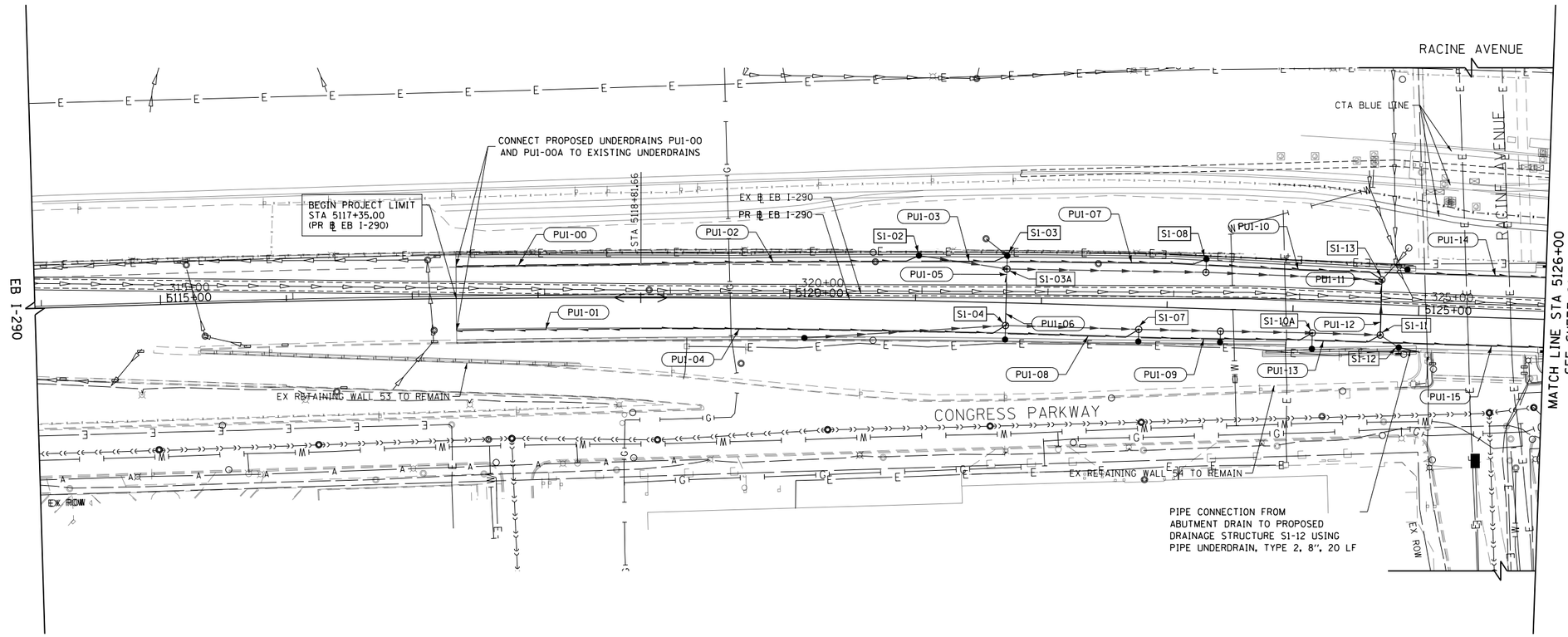
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CTA DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 4 OF 4 SHEETS | STA. 5150+00 TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	278
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE NOMINAL DEPTH IS MEASURED FROM THE BOTTOM OF AGGREGATE SUBGRADE TO THE INVERT OF THE PIPE UNDERDRAINS. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS IN THE FIELD AND CONSTRUCT THE PIPE UNDERDRAINS WITH POSITIVE DRAINAGE. MINIMUM SLOPE SHALL BE 0.5%
2. THE CONTRACTOR SHALL RECONNECT ANY UNDERDRAINS ENCOUNTERED FROM EXISTING STRUCTURES TO THE PROPOSED DRAINAGE SYSTEM. A NOMINAL QUANTITY OF 100 FEET OF PIPE UNDERDRAIN, TYPE 2, 6" HAS BEEN INCLUDED.

UNDERDRAIN SCHEDULE

PIPE NUMBER	UPSTREAM		DOWNSTREAM			NOMINAL DEPTH	PIPE UNDERDRAINS, TYPE 2, 6"
	STATION	OFFSET	STRUCTURE	STATION	OFFSET	INCH	FOOT
PU1-00	5118+81.66	26.55' LT	EX PU	5117+35.00	15.39' LT	12	147
PU1-01	5118+81.66	24.00' RT	EX PU	5117+35.00	24.76' RT	12	146
PU1-02	5118+81.66	26.55' LT	S1-02	5121+02.00	36.96' LT	12	222
PU1-03	5121+04.00	31.00' LT	S1-03	5121+72.00	38.37' LT	12	69
PU1-04	5118+81.66	24.00' RT	S1-04	5121+72.00	18.00' RT	12	292
PU1-05	5121+72.00	0.00' RT	S1-03A	5121+72.00	26.87' LT	12	27
PU1-06	5121+72.00	0.00' RT	S1-04	5121+72.00	18.00' RT	12	18
PU1-07	5121+74.00	32.41' LT	S1-08	5123+30.00	40.47' LT	12	157
PU1-08	5121+74.00	24.00' RT	S1-07	5122+78.00	18.00' RT	12	106
PU1-09	5122+80.00	24.00' RT	S1-10A	5124+16.00	16.50' RT	12	138
PU1-10	5123+32.00	34.43' LT	S1-13	5124+70.00	28.50' LT	12	140
PU1-11	5124+70.00	0.00' RT	S1-13	5124+70.00	28.50' LT	12	28
PU1-12	5124+70.00	0.00' RT	S1-11	5124+70.00	16.50' RT	12	17
PU1-13	5124+18.00	22.00' RT	S1-11	5124+70.00	16.50' RT	12	54
PU1-14	5124+72.00	33.00' LT	S2-05	5126+33.61	43.00' LT	12	164
PU1-15	5124+77.00	22.00' RT	S2-04	5126+33.61	26.00' RT	12	162

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SCALE: 1"=50'

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TranSystems

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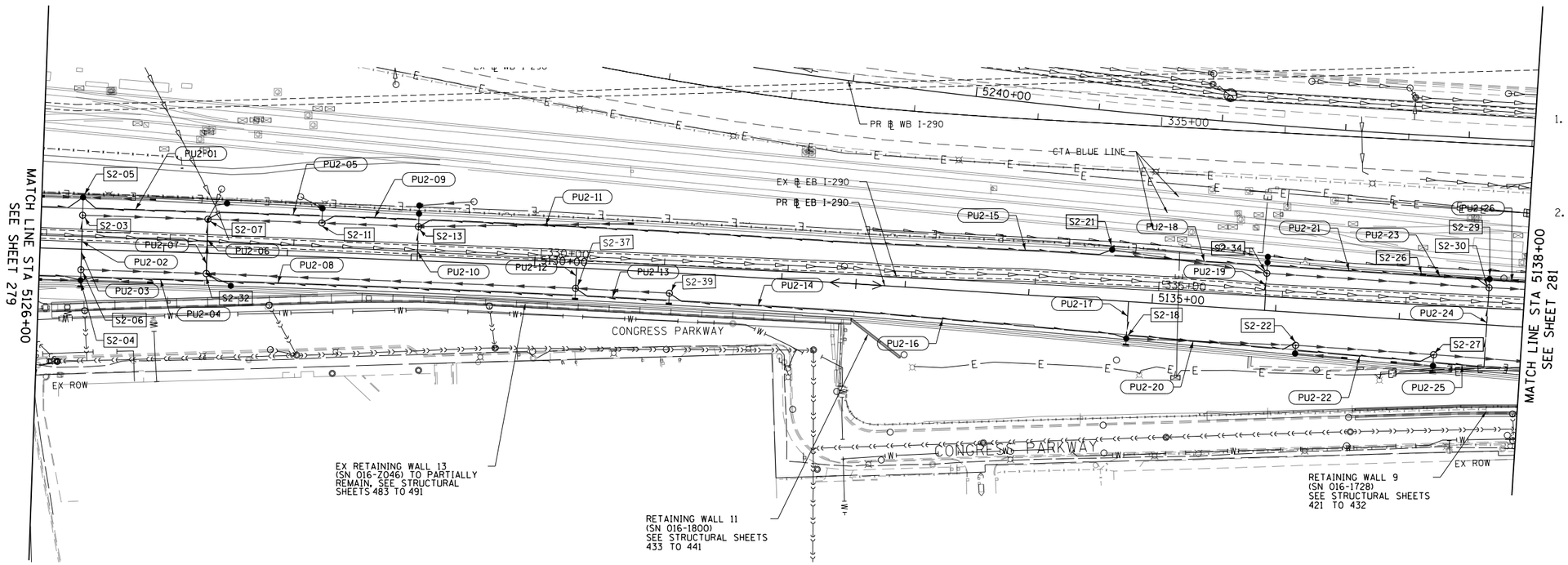
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SUBSURFACE DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 1 OF 5 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	279
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



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NOTES:

1. THE NOMINAL DEPTH IS MEASURED FROM THE BOTTOM OF AGGREGATE SUBGRADE TO THE INVERT OF THE PIPE UNDERDRAINS. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS IN THE FIELD AND CONSTRUCT THE PIPE UNDERDRAINS WITH POSITIVE DRAINAGE. MINIMUM SLOPE SHALL BE 0.5%.
2. THE CONTRACTOR SHALL RECONNECT ANY UNDERDRAINS ENCOUNTERED FROM EXISTING STRUCTURES TO THE PROPOSED DRAINAGE SYSTEM. A NOMINAL QUANTITY OF 100 FEET OF PIPE UNDERDRAIN, TYPE 2, 6" HAS BEEN INCLUDED.

UNDERDRAIN SCHEDULE

PIPE NUMBER	UPSTREAM		DOWNSTREAM			NOMINAL DEPTH	PIPE UNDERDRAINS, TYPE 2, 6"
	STATION	OFFSET	STRUCTURE	STATION	OFFSET	INCH	FOOT
PU2-01	5127+33.00	33.00' LT	S2-05	5126+33.61	43.00' LT	12	102
PU2-02	5126+33.61	0.00' RT	S2-03	5126+33.61	27.50' LT	12	28
PU2-03	5126+33.61	0.00' RT	S2-06	5126+33.61	16.50' RT	12	17
PU2-04	5127+33.00	22.00' RT	S2-04	5126+33.61	26.00' RT	12	100
PU2-05	5128+25.00	33.00' LT	S2-07	5127+35.00	27.50' LT	12	92
PU2-06	5127+35.00	00.00' RT	S2-07	5127+35.00	27.50' LT	12	28
PU2-07	5127+35.00	00.00' RT	S2-32	5127+35.00	16.50' RT	12	17
PU2-08	5130+32.00	22.00' RT	S2-32	5127+35.00	16.50' RT	12	298
PU2-09	5129+03.00	33.00' LT	S2-11	5128+27.00	27.50' LT	12	78
PU2-10	5129+05.00	0.00' RT	S2-13	5129+05.00	27.50' LT	12	28
PU2-11	5132+60.14	33.00' LT	S2-13	5129+05.00	27.50' LT	12	353
PU2-12	5130+34.00	0.00' RT	S2-37	5130+34.00	16.50' RT	12	17
PU2-13	5131+08.00	22.00' RT	S2-37	5130+34.00	16.50' RT	12	76
PU2-14	5132+60.14	22.00' RT	S2-39	5131+10.00	16.50' RT	12	150
PU2-15	5132+60.14	33.00' LT	S2-21	5134+65.00	42.00' LT	12	201
PU2-16	5132+60.14	22.00' RT	S2-18	5134+81.00	30.84' RT	12	220
PU2-17	5134+81.00	0.00' RT	S2-18	5134+81.00	30.84' RT	12	30
PU2-18	5134+67.00	36.00' LT	S2-34	5135+91.00	30.00' LT	12	126
PU2-19	5135+91.00	0.00' RT	S2-34	5135+91.00	30.00' LT	12	30
PU2-20	5134+83.00	26.88' RT	S2-22	5136+18.00	26.54' RT	12	137
PU2-21	5135+93.00	36.00' LT	S2-26	5137+17.00	38.00 LT	12	121
PU2-22	5136+20.00	30.24' RT	S2-27	5137+29.81	26.93' RT	12	112
PU2-23	5137+20.00	36.00' LT	S2-30	5137+71.00	30.00' LT	12	53
PU2-24	5137+71.00	33.94' RT	S2-30	5137+71.00	30.00' LT	12	64
PU2-25	5137+32.00	33.48' RT	PU2-24	5137+71.00	33.94' RT	12	39
PU2-26	5137+74.00	36.00' LT	S3-01A	5138+11.00	38.00' LT	12	34

0 50 100
SCALE: 1"=50'

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TranSystems

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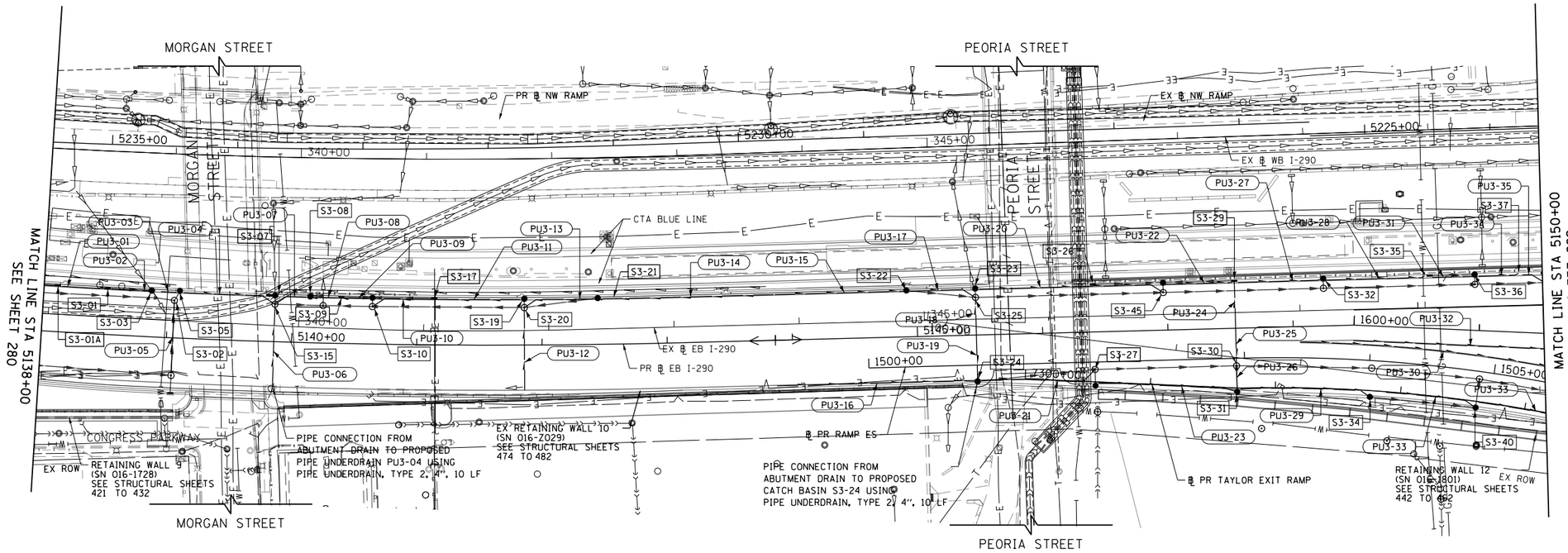
PLOT SCALE = 100.0000 ' / in.	CHECKED - JMG	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SUBSURFACE DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 2 OF 5 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	280
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE NOMINAL DEPTH IS MEASURED FROM THE BOTTOM OF AGGREGATE SUBGRADE TO THE INVERT OF THE PIPE UNDERDRAINS. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS IN THE FIELD AND CONSTRUCT THE PIPE UNDERDRAINS WITH POSITIVE DRAINAGE. MINIMUM SLOPE SHALL BE 0.5%.
2. THE CONTRACTOR SHALL RECONNECT ANY UNDERDRAINS ENCOUNTERED FROM EXISTING STRUCTURES TO THE PROPOSED DRAINAGE SYSTEM. A NOMINAL QUANTITY OF 100 FEET OF PIPE UNDERDRAIN, TYPE 2, 6" HAS BEEN INCLUDED.

UNDERDRAIN SCHEDULE

PIPE NUMBER	UPSTREAM		DOWNSTREAM			NOMINAL DEPTH	PIPE UNDERDRAINS, TYPE 2, 6"
	STATION	OFFSET	STRUCTURE	STATION	OFFSET	INCH	FOOT
PU3-01	5138+14.00	36.00' LT	S3-01	5138+51.00	38.00' LT	12	37
PU3-02	5138+54.00	36.00' LT	S3-03	5138+86.52	38.00' LT	12	32
PU3-03	5138+94.00	36.00' LT	S3-05	5139+09.00	38.00' LT	12	12
PU3-04	5139+12.00	36.00' LT	S3-15	5139+85.79	30.00' LT	12	75
PU3-05	5139+05.00	27.50' RT	S3-02	5139+05.00	30.00' LT	12	57
PU3-06	5139+85.79	36.00' RT	S3-15	5139+85.79	30.00' LT	12	66
PU3-07	5140+11.00	36.00' LT	S3-15	5139+85.79	30.00' LT	12	27
PU3-08	5140+36.00	36.00' LT	S3-08	5140+14.00	38.00' LT	12	22
PU3-09	5140+61.00	36.00' LT	S3-09	5140+39.00	38.00' LT	12	22
PU3-10	5141+11.00	36.00' LT	S3-10	5140+64.00	30.00' LT	12	49
PU3-11	5141+83.00	36.00' LT	S3-17	5141+14.00	38.00' LT	12	69
PU3-12	5141+86.00	36.00' RT	S3-20	5141+86.00	30.00 ' LT	12	66
PU3-13	5142+42.00	36.00' LT	S3-20	5141+86.00	30.00 ' LT	12	58
PU3-14	5143+86.45	0.00' RT	S3-21	5142+45.00	38.00' LT	12	141
PU3-15	5143+86.45	0.00' RT	S3-22	5144+92.00	38.00' LT	12	105
PU3-16	5143+86.45	36.00' RT	S3-24	5145+47.00	38.00' RT	12	160
PU3-17	5144+95.00	36.00' RT	S3-25	5145+47.00	30.00' LT	12	54
PU3-18	5145+47.00	0.00' RT	S3-25	5145+47.00	30.00' LT	12	30
PU3-19	5145+47.00	0.00' RT	S3-24	5145+47.00	38.00' RT	12	37
PU3-20	5145+50.00	36.00' LT	S3-45	5146+97.00	30.00' LT	12	149
PU3-21	5145+50.00	36.00' RT	S3-27	5146+41.00	30.00' RT	12	95
PU3-22	5146+99.00	36.00' LT	S3-29	5147+54.00	38.83' LT	12	55
PU3-23	5146+43.00	40.05' RT	S3-31	5147+54.00	51.82' RT	12	112
PU3-24	5147+54.00	0.00' LT	S3-29	5147+54.00	38.83' LT	12	38
PU3-25	5147+54.00	0.00' LT	S3-30	5147+54.00	30.00' RT	12	30
PU3-26	5147+54.00	32.50' RT	S3-31	5147+54.00	51.82' RT	12	18
PU3-27	5147+57.00	36.00' LT	S3-32	5148+25.00	38.83' LT	12	68
PU3-28	5148+27.00	36.00' LT	S3-35	5149+10.00	26.83' LT	12	79
PU3-29	1502+96.00	24.00' RT	S3-34	1504+02.00	30.00' RT	12	105
PU3-30	1503+45.00	12.00' LT	S4-25	1505+82.00	6.00' RT	12	240
PU3-31	5149+12.00	24.00' LT	S3-36	5149+46.00	26.83' LT	12	34
PU3-32	1600+00.00	12.0' RT	S4-23	1602+40.00	22.00' RT	12	242
PU3-33	1504+91.00	24.00' RT	S4-26	1505+82.00	30.00' RT	12	90
PU3-34	5149+49.00	24.00' LT	S3-37	5149+81.00	26.83' LT	12	32
PU3-35	5149+84.00	24.00' LT	S4-03	5150+01.47	18.00' LT	13	19

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SCALE: 1"=50'

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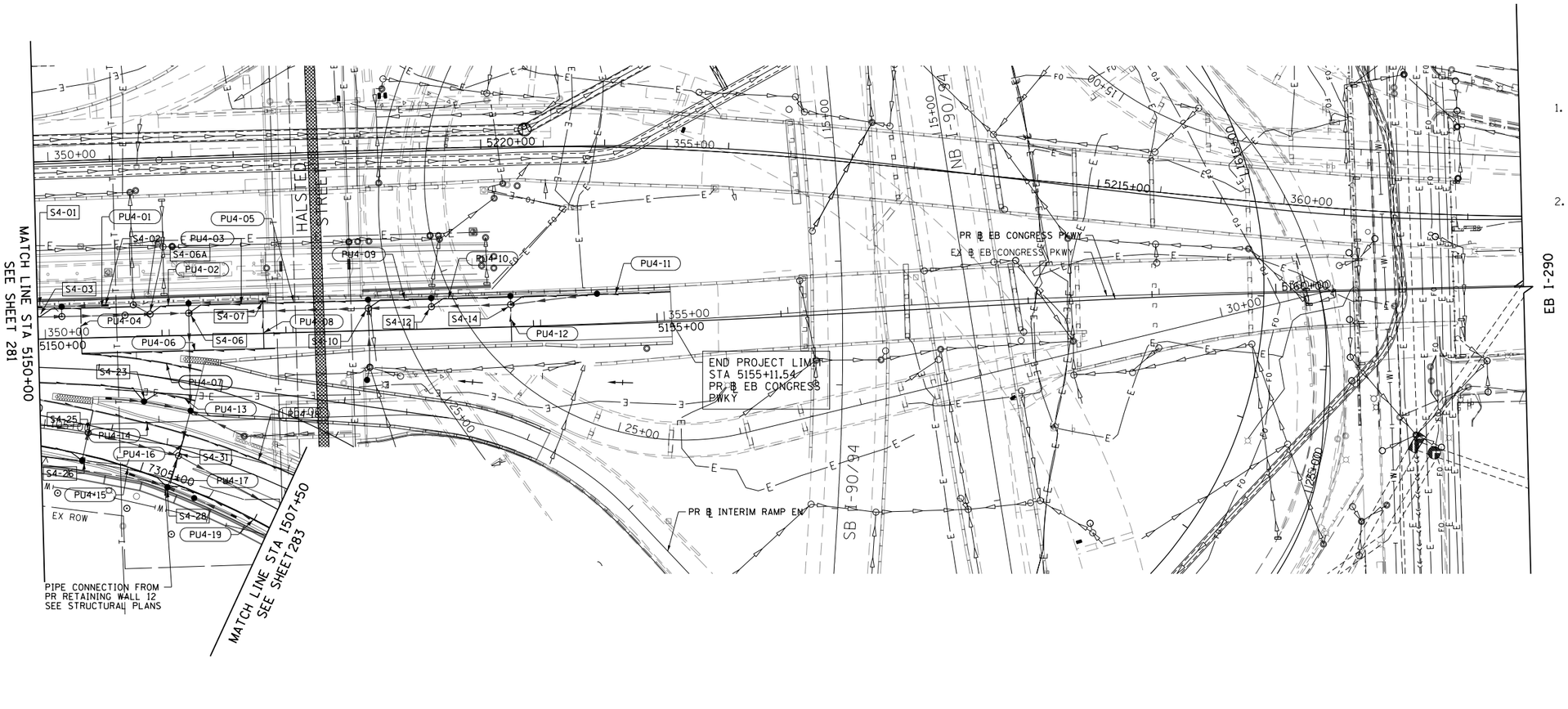
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SUBSURFACE DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 3 OF 5 SHEETS | STA. 5138+00 TO STA. 5150+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	281
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE NOMINAL DEPTH IS MEASURED FROM THE BOTTOM OF AGGREGATE SUBGRADE TO THE INVERT OF THE PIPE UNDERDRAINS. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS IN THE FIELD AND CONSTRUCT THE PIPE UNDERDRAINS WITH POSITIVE DRAINAGE. MINIMUM SLOPE SHALL BE 0.5%

2. THE CONTRACTOR SHALL RECONNECT ANY UNDERDRAINS ENCOUNTERED FROM EXISTING STRUCTURES TO THE PROPOSED DRAINAGE SYSTEM. A NOMINAL QUANTITY OF 100 FEET OF PIPE UNDERDRAIN, TYPE 2, 6" HAS BEEN INCLUDED.

UNDERDRAIN SCHEDULE

PIPE NUMBER	UPSTREAM		DOWNSTREAM			NOMINAL DEPTH	PIPE UNDERDRAINS, TYPE 2, 6"
	STATION	OFFSET	STRUCTURE	STATION	OFFSET	INCH	FOOT
PU4-01	5150+75.00	24.00' LT	S4-03	5150+01.47	18.00' LT	12	75
PU4-02	5151+20.00	24.00' LT	S4-06A	5150+90.75	18.00' LT	12	31
PU4-03	5151+80.00	24.00' LT	S4-06	5151+22.00	18.00' LT	12	60
PU4-04	5150+34.91	12.00' RT	PU4-01	5150+34.91	24.50' LT	12	37
PU4-05	5152+65.00	24.00' LT	S4-07	5151+82.00	26.68' LT	12	83
PU4-06	5151+91.00	12.00' RT	PU4-04	5150+34.91	12.00' RT	12	156
PU4-07	5151+31.00	28.64' RT	PU4-04	5150+34.91	12.00' RT	12	98
PU4-08	5151+82.00	12.00' RT	S4-07	5151+82.00	26.68' LT	12	38
PU4-09	5153+16.00	24.00' LT	S4-10	5152+67.00	18.00' LT	12	51
PU4-10	5153+80.00	24.00' LT	S4-12	5153+18.00	18.00' LT	12	64
PU4-11	5155+11.54	24.00' LT	S4-14	5153+82.00	18.00' LT	12	133
PU4-12	5153+82.00	12.00' RT	S4-14	5153+82.00	18.00' LT	12	27
PU4-13	1602+81.84	12.00' RT	S4-23	1602+40.00	22.00' RT	12	44
PU4-14	1505+84.00	12.00' LT	PU4-16	1506+57.79	12.00' LT	12	75
PU4-15	1505+84.00	24.00' RT	S4-28	1506+56.50	34.00' RT	12	72
PU4-16	1506+57.79	12.00' LT	S4-31	1506+57.79	6.00' RT	12	18
PU4-17	1506+57.79	29.52' RT	S4-28	1506+56.50	34.00' RT	12	24
PU4-18	1507+75.00	12.00' LT	PU4-16	1506+57.79	12.00' LT	12	119
PU4-19	1507+75.00	35.80 RT	S4-28	1506+56.50	34.00' RT	12	114

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SCALE: 1"=50'

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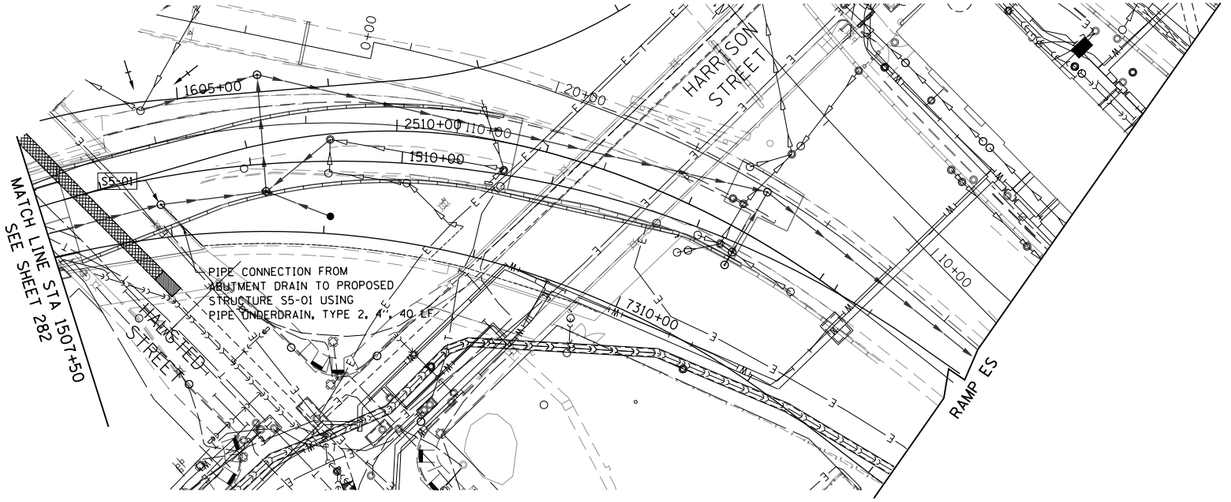
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SUBSURFACE DRAINAGE PLAN
EASTBOUND I-290

SCALE: 1"=50' | SHEET 4 OF 5 SHEETS | STA. 5150+00 TO STA. 5162+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	282
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE NOMINAL DEPTH IS MEASURED FROM THE BOTTOM OF AGGREGATE SUBGRADE TO THE INVERT OF THE PIPE UNDERDRAINS. THE CONTRACTOR SHALL VERIFY THE ELEVATIONS IN THE FIELD AND CONSTRUCT THE PIPE UNDERDRAINS WITH POSITIVE DRAINAGE. MINIMUM SLOPE SHALL BE 0.5%.
2. THE CONTRACTOR SHALL RECONNECT ANY UNDERDRAINS ENCOUNTERED FROM EXISTING STRUCTURES TO THE PROPOSED DRAINAGE SYSTEM. A NOMINAL QUANTITY OF 100 FEET OF PIPE UNDERDRAIN, TYPE 2, 6" HAS BEEN INCLUDED.

0 50 100

SCALE: 1"=50'

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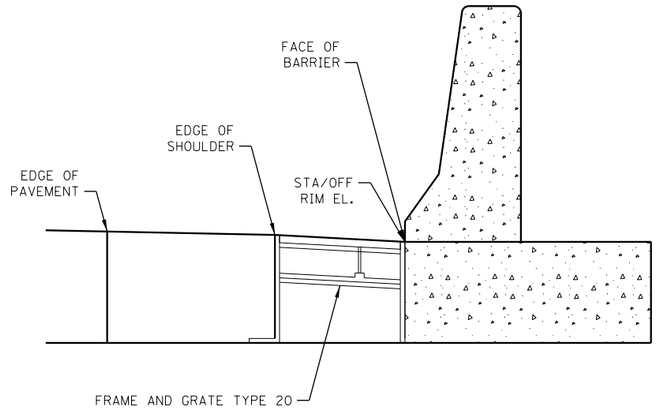
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

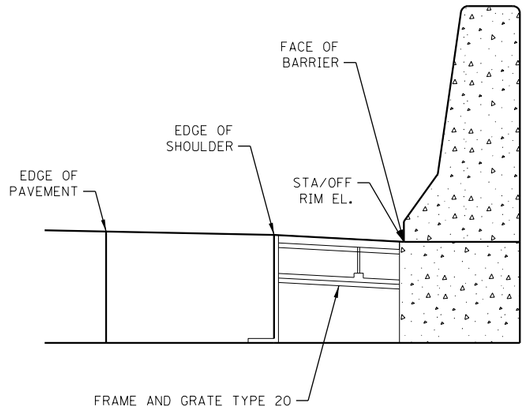
PROPOSED SUBSURFACE DRAINAGE PLAN
EASTBOUND I-290

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

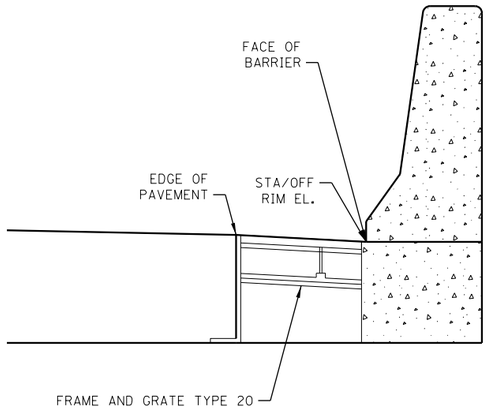
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	283
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



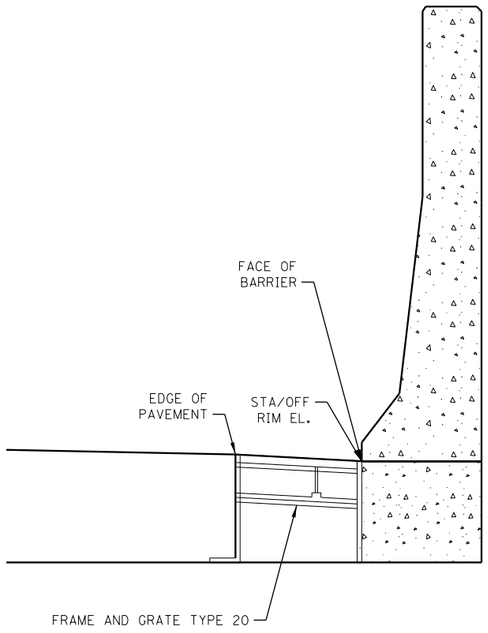
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE



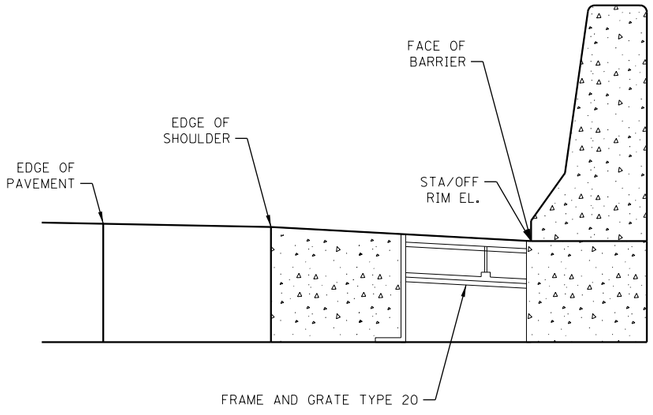
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE (SPECIAL)



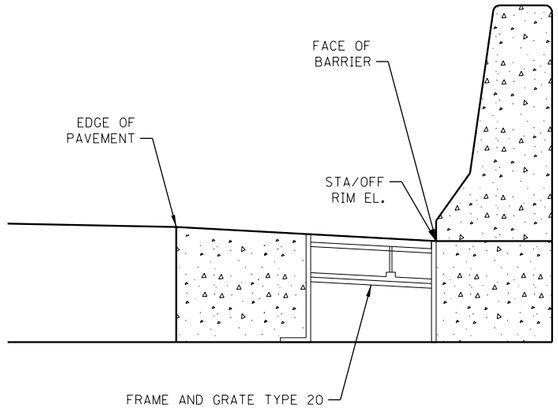
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE (SPECIAL)



CONCRETE BARRIER WALL (SPECIAL)
CONCRETE BARRIER BASE (SPECIAL)



CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE (SPECIAL)



CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE (SPECIAL)

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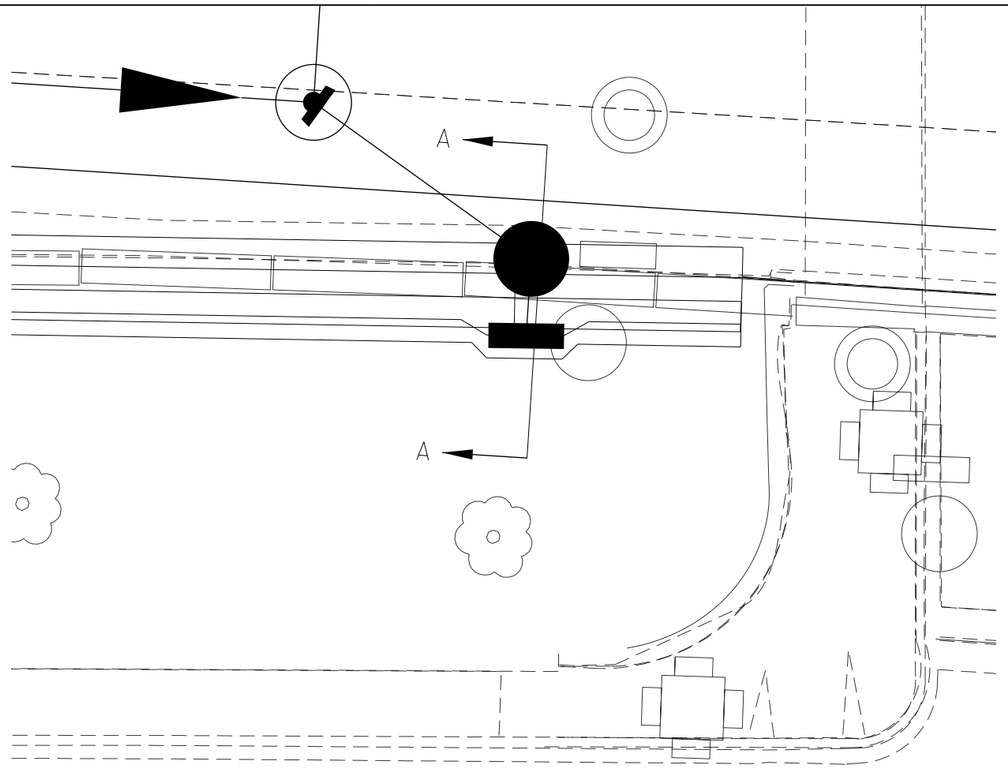
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

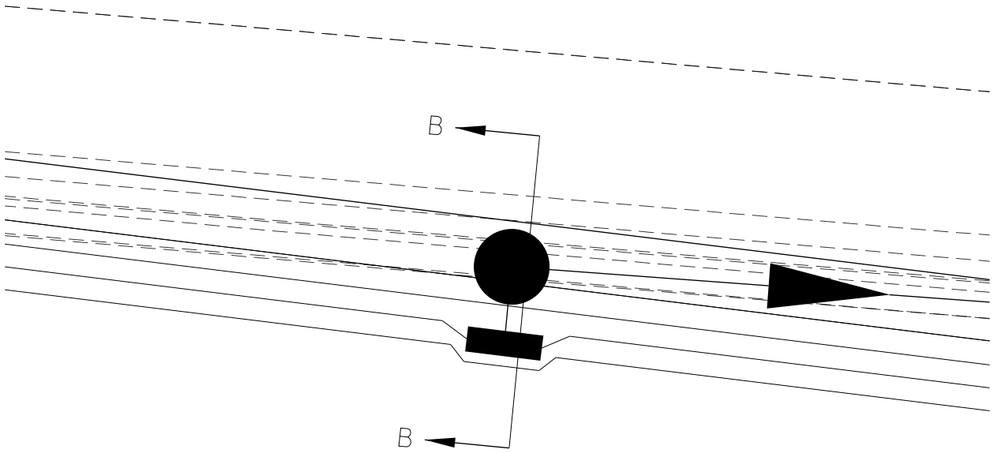
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

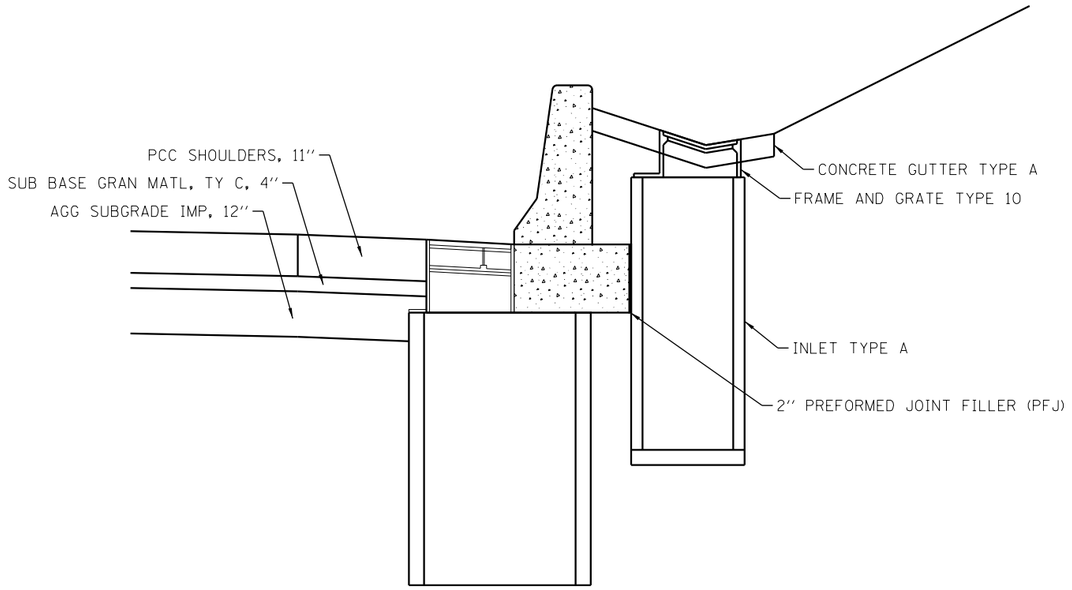
DRAINAGE DETAILS
STATION AND OFFSET CALLOUT LOCATIONS

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	284
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

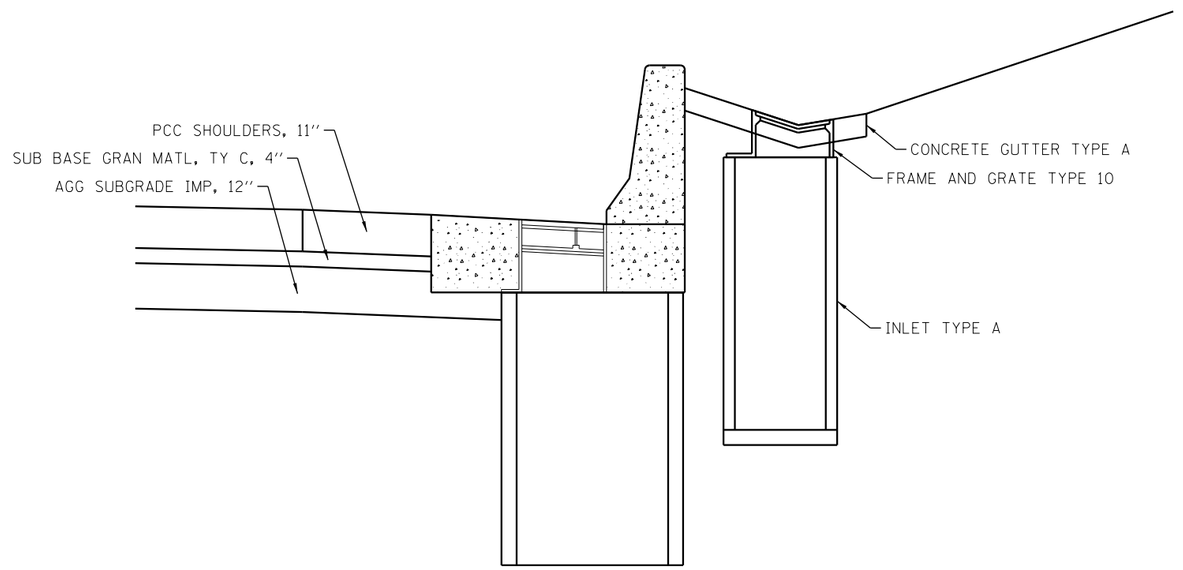






SECTION A–A
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE

S1–12A



SECTION B–B
CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT
CONCRETE BARRIER BASE (SPECIAL NO. 2)

S2–04A, S2–18A, S2–28A, S3–04A

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TranSystems

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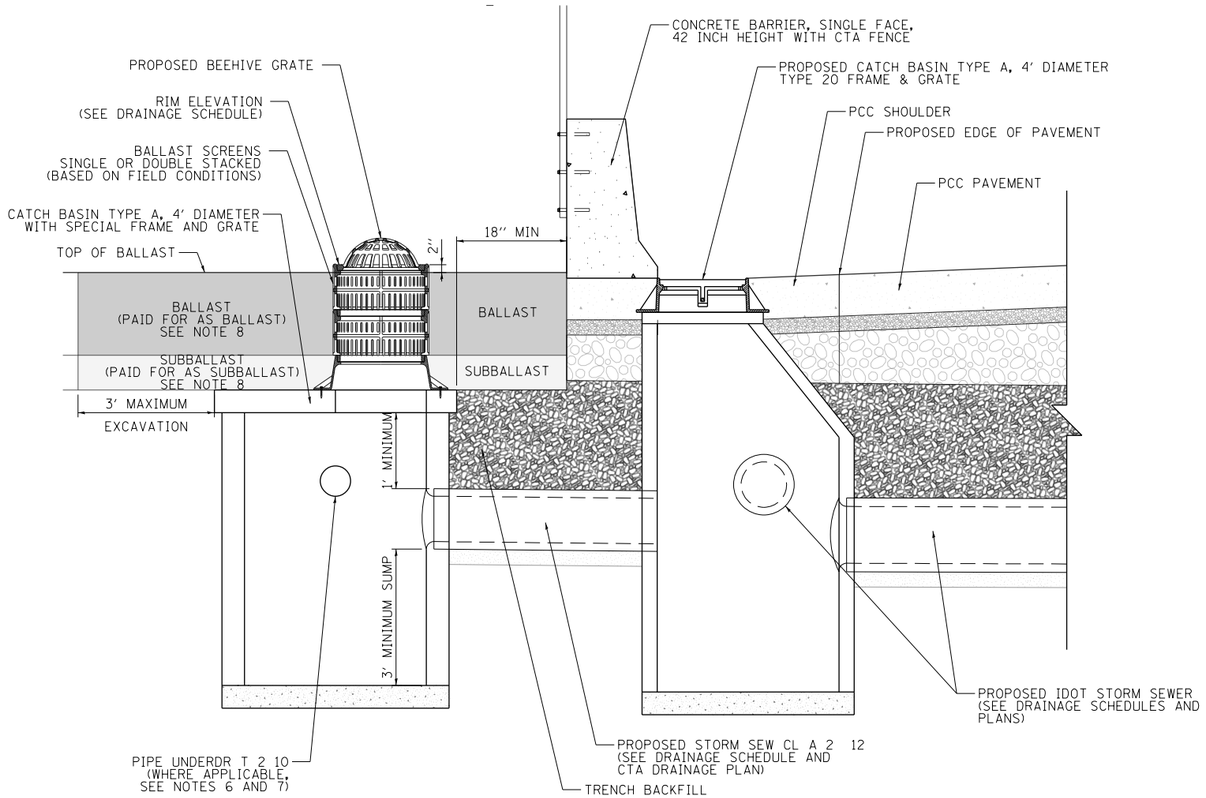
PLOT SCALE = 10.0000 '/ in.	CHECKED -	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
GUTTER INLET

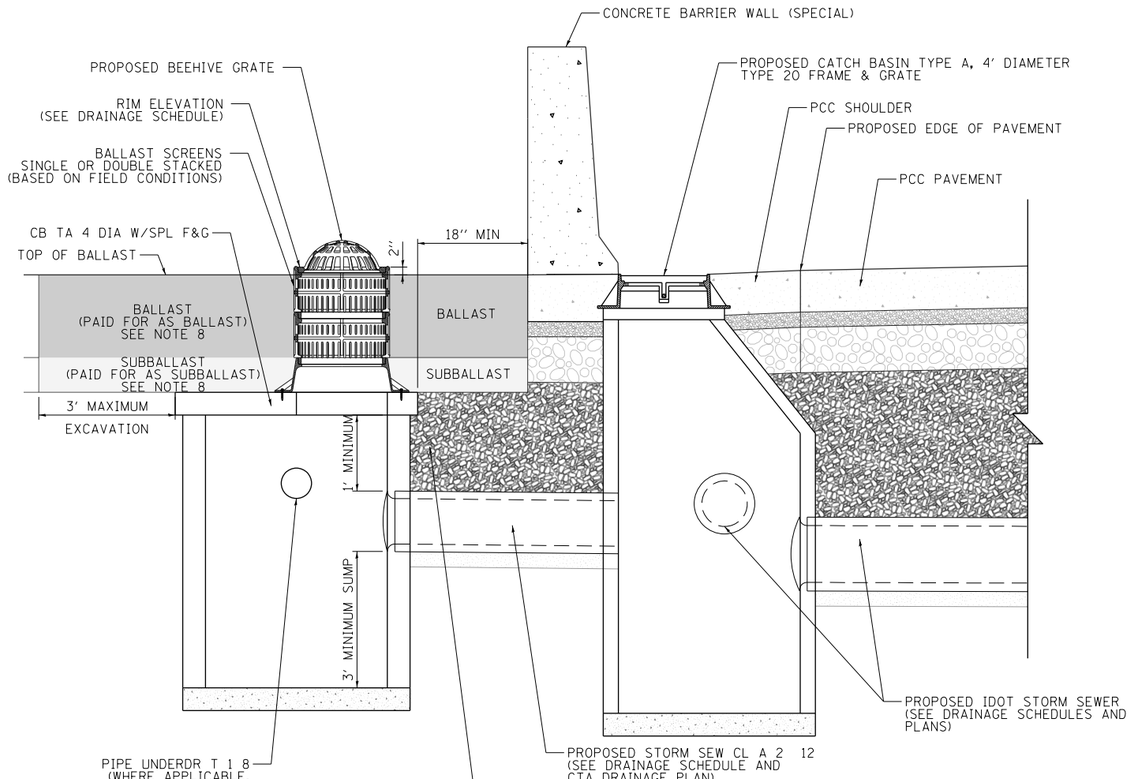
SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	285
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		



TYPICAL CONNECTION TO IDOT DRAINAGE SYSTEM

CS2-01
N.T.S.

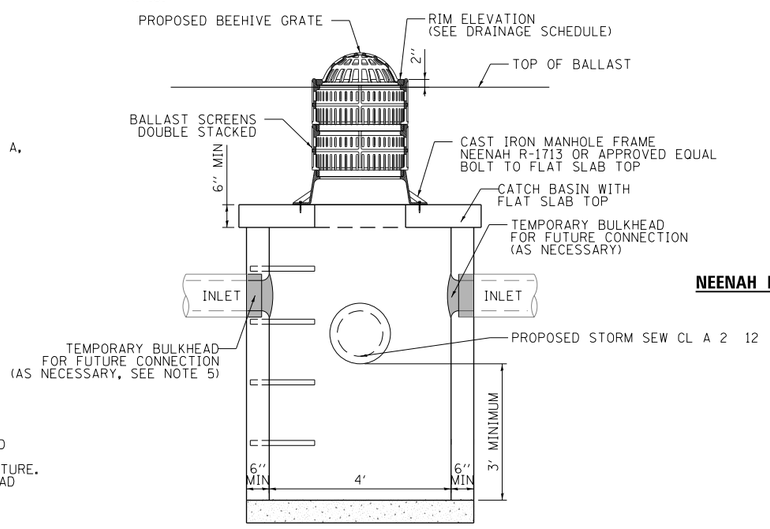


TYPICAL CONNECTION TO IDOT DRAINAGE SYSTEM

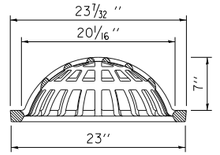
CS2-02
N.T.S.

NOTES:

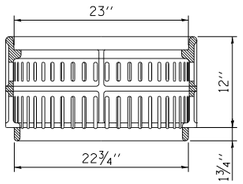
1. ALL CATCH BASINS WALLS SHALL BE A MINIMUM OF 6-INCH THICKNESS.
2. FLAT SLAB TOPS SHALL BE USED FOR CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE.
3. ADJUSTMENT RINGS SHALL BE PROVIDED WHERE NECESSARY.
4. BOTTOM SLABS MAY BE CONNECTED TO THE RISER AS DETERMINED BY THE FABRICATOR.
5. THE PROPOSED BEEHIVE GRATE, BALLAST SCREENS AND CAST IRON MANHOLE FRAME ARE ALL INCLUDED IN THE COST OF CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE.
6. THE CONTRACTOR SHALL VERIFY IF EXISTING PIPE UNDERDRAINS ARE LOCATED WITHIN THE AREA BEING EXCAVATED FOR THE INSTALLATION OF THE PROPOSED CATCH BASIN. IF IT IS DETERMINED THERE ARE UNDERDRAINS LOCATED WITHIN THE AREA, THE CONTRACTOR SHALL COORDINATE WITH CHICAGO TRANSIT AUTHORITY (CTA). A QUANTITY OF 3,600 FEET OF PIPE UNDERDRAINS, TYPE 2, 10" HAS BEEN INCLUDED IN THE PLANS ASSUMING CTA UNDERDRAINS WILL BE IMPACTED THE ENTIRE LENGTH OF THE PROJECT.
7. THE CONTRACTOR SHALL COORDINATE THE FUTURE PROPOSED PIPE UNDERDRAIN WITH THE CHICAGO TRANSIT AUTHORITY (CTA) PRIOR TO ANY FABRICATION OF THE DRAINAGE STRUCTURE. THE PRE-FABRICATED HOLE SHALL BE TEMPORARILY BULKHEAD FOR THE FUTURE CONNECTIONS. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.
8. DEPTH OF BALLAST ASSUMED TO BE 2 FEET AND DEPTH OF SUBBALLAST ASSUMED TO BE 1 FOOT. ACTUAL DEPTH SHALL MATCH EXISTING CONDITION.
9. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



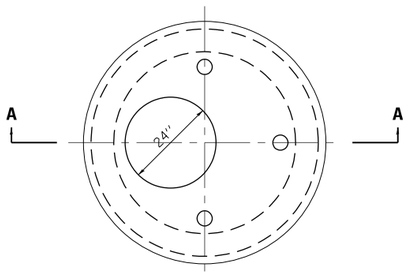
CATCH BASIN DETAIL (WITH FLAT SLAB TOP)
ELEVATION VIEW



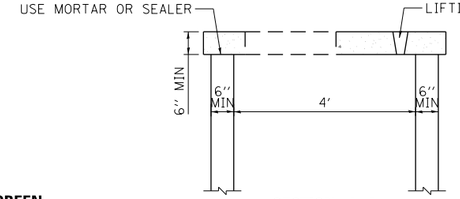
NEENAH FOUNDRY OR EQUAL BEEHIVE GRATE



NEENAH FOUNDRY OR EQUAL BALLAST SCREEN

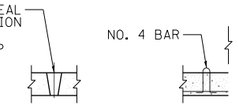


PLAN VIEW



SECTION A–A

PRECAST REINFORCED CONCRETE FLAT SLAB TOP



LIFTING HOLE OR LIFTING LOOP
(TYPICAL)
3 REQUIRED PER SLAB

PAID FOR AS CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE
N.T.S.

FILE PATH = pw:\\617479-PWINT.aecomonline.local:AECOM_DS02_NA\Documents\01 Americas\Transportation\60269938 Circle\Phase I\000 CAD\006 Roadway\Sheets\60X76 Contract\D160X76-SHT-DRN-DETAIL-03.dgn

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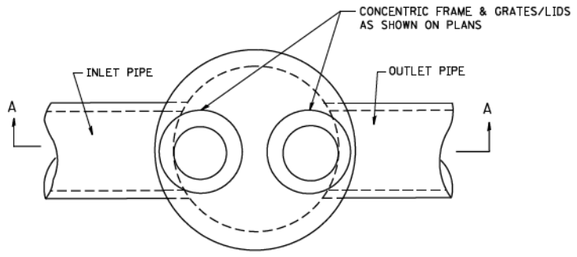
USER NAME = vljanachione	DRAWN - MRC	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JLV	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

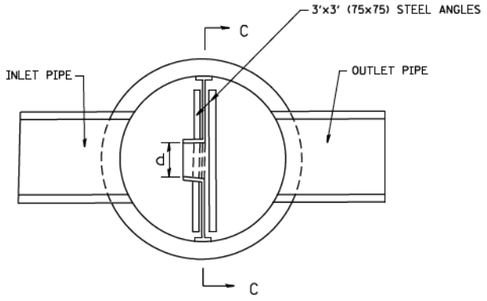
DRAINAGE DETAILS
CATCH BASINS, TYPE A, 4'–DIAMETER, WITH SPECIAL FRAME AND GRATE

SCALE: 1" = 10' | SHEET 3 OF 4 SHEETS | STA. | TO STA.

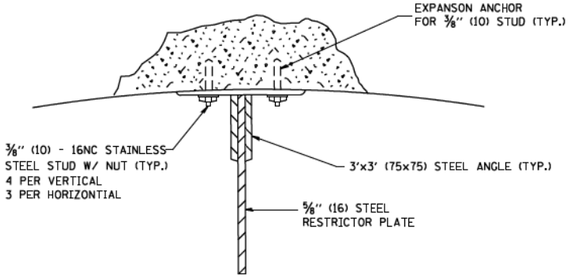
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	286
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			



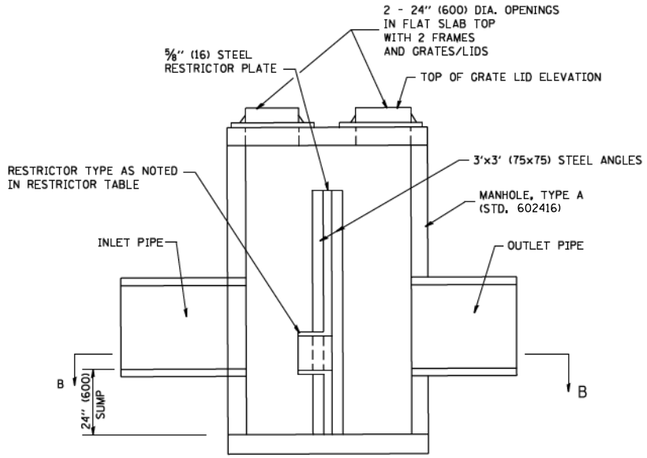
PLAN



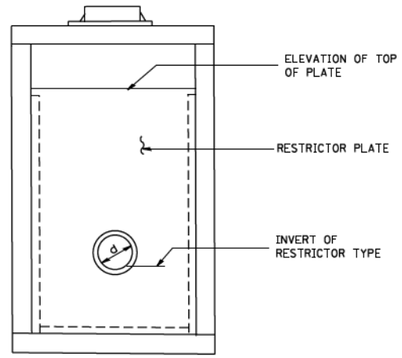
SECTION B-B



ANGLE FASTENER DETAIL



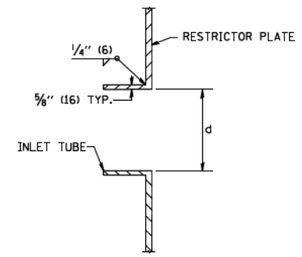
SECTION A-A



SECTION C-C

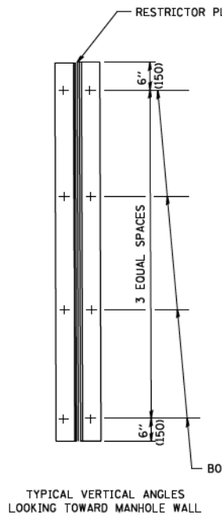
NOTES:

1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 8'-DIAMETER, WITH 2 TYPE 1 FRAMES, CLOSED LID, RESTRICTOR PLATE" EACH

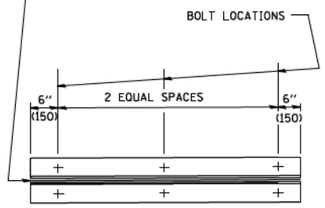


INLET TUBE DETAIL

STRUCTURE NUMBER	MANHOLE DIAMETER (FT)	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER (IN)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
S6-02	8	2 TYPE 1 FRAME, CLOSED LID	SHARP EDGED	26.5	554.49	564.00



TYPICAL VERTICAL ANGLES LOOKING TOWARD MANHOLE WALL



TYPICAL HORIZONTIAL ANGLES LOOKING TOWARD BOTTOM OF MANHOLE

TOTAL BOLTS REQUIRED: 22

NOTE:

1. ANGLES SHOULD BE 3x3x⅜ (75x75x75)
2. VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
3. HORIZONTIAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

STEEL ANGLE BOLTING DETAILS

RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: ½ TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-½ DIA.	LENGTH: 2-½ DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

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TranSystems

D160X76-SHT-DRN-DETAIL-08.dgn	DESIGNED -	REVISED -
USER NAME = vljanachione	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
MANHOLE WITH RESTRICTOR PLATE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	287
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

Wang Engineering
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Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG 1715-B-05

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.87 ft
North: 1897826.42 ft
East: 1171228.58 ft
Station: 1223+01.26
Offset: 21.8060 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	576.9	Dark brown SILTY LOAM, trace gravel						
		--TOPSOIL--						
		Stiff to hard, brown and gray SILTY CLAY LOAM, trace gravel and roots			1	6 8 7	4.50 P	14
		--FILL--			2	1 3 2	1.00 P	28
	572.4	Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	5		3	1 2 3	0.25 B	20
			10		4	1 2 2	0.25 B	25
					5	1 1 2	0.25 B	28
			15		6	1 2 1	0.16 B	28
					7	1 2 2	0.25 B	27
			20		8	1 2 2	0.16 B	27
	546.1	Stiff to hard, gray SILTY CLAY LOAM, trace gravel	25		9	1 2 3	0.25 B	27
					10	2 2 3	0.33 B	26
			30		11	3 3 4	0.49 B	26
					12	2 2 3	0.57 B	27
			35		13	4 5 8	2.17 N/6	21
			40		14	4 5 10	1.75 P	24

GENERAL NOTES

Begin Drilling: 04-14-2014 Complete Drilling: 04-17-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-25 ATV [93%]
Driller: N&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG 1715-B-05

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.87 ft
North: 1897826.42 ft
East: 1171228.58 ft
Station: 1223+01.26
Offset: 21.8060 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	521.1	Medium stiff, gray CLAY, trace gravel	45		15	8 10 14	4.10 B	15
	516.1	Loose, gray SILT	50		16	10 12 16	4.67 B	14
	511.1	Hard, gray SILTY CLAY LOAM, trace gravel	55		17	8 9 14	2.95 B	21
	506.1	Very dense, gray SILTY LOAM, some gravel	60		18	4 3 5	0.66 B	38
		--HARD DRILLING-- --Possible Cobbles--	65		19	4 4 4	NP	29
			70		20	10 16 22	6.07 B	20
			75		21	7 36 50/5	NA	
			80		22	60/5	NP	13

GENERAL NOTES

Begin Drilling: 04-14-2014 Complete Drilling: 04-17-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-25 ATV [93%]
Driller: N&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

D160X76-Sht-Boring Log-01.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 1 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	288
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 1715-B-05

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.87 ft
North: 1897826.42 ft
East: 1171228.58 ft
Station: 1223+01.26
Offset: 21.8060 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--HARD DRILLING--			23	50/0		
		--Possible Cobbles--	85					
	491.1	--DIFFICULT DRILLING--						
		--WEATHERED BEDROCK--						
	489.9	Strong, light gray, fair rock quality, bedded DOLOSTONE, beds up to 10 inch, 6 inch joint spacing, joints with more than 0.2 inch or no infilling, vuggy, and with stylolitic surfaces.	90			C O R E		
		--Run 1 -RECOVERY= 91%--			1			
		--RQD= 66%--	95					
	479.9	Boring terminated at 98.00 ft	100					

GENERAL NOTES

Begin Drilling: 04-14-2014 Complete Drilling: 04-17-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-25 ATV [93%]
Driller: N&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG 18-RWB-03

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 573.93 ft
North: 1897759.34 ft
East: 1171203.61 ft
Station: 1604+97.68
Offset: 33.9208 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	573.6	4-inch thick ASPHALT --PAVEMENT--						
	572.9	8-inch thick CONCRETE --PAVEMENT--			1	12 14 12	NP	7
		Medium dense, brown SANDY GRAVEL and CRUSHED STONE						
		--FILL--			2	4 5 6	NP	11
	568.4	Very soft to soft, gray CLAY to SILTY CLAY, trace gravel	5		3	2 1 1	0.25 B	22
			10		4	0 1 1	0.33 B	26
		--L_L(%)=33, P_L(%)=19--			5	0 0 0	0.16 B	27
		--%Gravel=2.2--			6	0 0 0	0.16 B	27
		--%Sand=9.4--	15					
		--%Silt=51.7--			7	0 0 0	0.16 B	24
		--%Clay=36.7--						
		--A-6 (10)--	20		8	0 1 1	0.25 B	27
	542.2	Stiff to hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel	25		9	0 0 2	0.25 B	26
					10	0 1 2	0.33 B	25
			30		11	0 1 2	0.33 B	25
					12	0 0 0	0.25 B	29
			35		13	3 5 10	3.85 B	15
		--L_L(%)=24, P_L(%)=15--			14	8 12 14	4.35 B	14
		--%Gravel=8.4--						
		--%Sand=24.5--	40					

GENERAL NOTES

Begin Drilling: 10-14-2013 Complete Drilling: 10-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&N Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: 3.50 ft
At Completion of Drilling: 40.00 ft
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 2 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	289
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 18-RWB-03

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 573.93 ft
North: 1897759.34 ft
East: 1171203.61 ft
Station: 1604+97.68
Offset: 33.9208 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--%Silt=49.1--						
		--%Clay=18.1--						
		--A-4 (3)--						
			45		15	5 8 12	3.03 B	22
	523.9		50		16	5 8 10	1.97 B	23
		Boring terminated at 50.00 ft						
			55					
			60					

GENERAL NOTES

Begin Drilling: 10-14-2013 Complete Drilling: 10-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&N Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 3.50 ft
At Completion of Drilling: ▼ 40.00 ft
Time After Drilling: NA
Depth to Water: ▼ NA

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

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BORING LOG 18-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 575.58 ft
North: 1897703.15 ft
East: 1171280.67 ft
Station: 1605+93.00
Offset: 30.6655 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	575.3	3-inch thick ASPHALT --PAVEMENT--						
	574.8	9-inch thick CONCRETE --PAVEMENT--			1	11 10 6	NP	14
		Medium dense, brown SANDY GRAVEL						
	572.6	--FILL--						
		Soft to medium stiff, gray SILTY CLAY LOAM, trace gravel			2	2 2 3	0.83 N/6	
		--L_L(%)=30, P_L(%)=14--	5					
		--%Gravel=3.5--						
		--%Sand=15.1--			3	1 1 2	0.25 B	23
		--%Silt=56.3--						
		--%Clay=25.2--						
		--A-6 (10)--						
	567.6							
		Very soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel			4	1 1 2	0.25 B	26
			10					
					5	0 0 2	0.03 B	28
			15		6	0 1 1	0.25 B	26
					7	0 1 2	0.25 B	26
					8	0 0 0	0.16 B	27
			20					
			25		9	0 0 0	0.16 B	27
					10	0 0 2	0.33 B	25
					11	0 2 2	0.33 B	25
		--L_L(%)=37, P_L(%)=18--						
		--%Gravel=3.2--						
		--%Sand=10.5--			12	0 0 1	0.33 B	27
		--%Silt=47.4--	30					
		--%Clay=38.9--						
		--A-6 (16)--						
			35		13	1 2 3	0.49 B	19
	538.8							
		Very stiff, gray SILTY CLAY, trace gravel						
			40		14	4 9 10	3.12 B	17

GENERAL NOTES

Begin Drilling: 10-14-2013 Complete Drilling: 10-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&N Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ Rotary wash
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▼ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

FILE PATH = pw:\\617479-PWINT.aecomonline.local:AECOM_DS02_NA\Documents\01 Americas\Transportation\60269938 Circle\Phase II\000_CAD\006-Roadway\Sheets\60X76-Contract\D160X76-Sht-Boring Log-03.dgn

D160X76-Sht-Boring Log-03.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 3 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

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

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Fax: 630 953-9938

BORING LOG 18-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 575.58 ft
North: 1897703.15 ft
East: 1171280.67 ft
Station: 1605+93.00
Offset: 30.6655 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--L_L(%)=35, P_L(%)=17-- --%Gravel=2.2-- --%Sand=9.4-- --%Silt=51.7-- --%Clay=36.7-- --A-6 (15)-	45		15	4 8 10	2.95 B	19
	525.6	Boring terminated at 50.00 ft	50		16	6 17 14	3.20 B	17

GENERAL NOTES

Begin Drilling: 10-14-2013 Complete Drilling: 10-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&N Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 3.25" HSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ Rotary wash
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▼ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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BORING LOG 1087-B-02 Alt

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.78 ft
North: 1897624.78 ft
East: 1171370.00 ft
Station: 7808+73.00
Offset: 82.2711 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--DRILLED WITHOUT SAMPLING--	5–40					

GENERAL NOTES

Begin Drilling: 03-14-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: N. Boddy Checked by: C. Marin
Drilling Method: 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ Rotary wash
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▼ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

FILE PATH = pw:\\617479-PWNT.aecomonline.local\AECOM_DS02_NA\Documents\01 Americas\Transportation\60269938 Circle\Phase I\000.CAD\006.Roadway\Sheets\60X76.Contract\D160X76-Sht-Boring Log-04.dgn

D160X76-Sht-Boring Log-04.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE | SHEET 4 OF 16 SHEETS | STA. | TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	291
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 1087-B-02 Alt

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.78 ft
North: 1897624.78 ft
East: 1171370.00 ft
Station: 7808+73.00
Offset: 82.2711 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--DRILLED WITHOUT SAMPLING--	45					
			50					
		--DRILLED WITHOUT SAMPLING--	55					
			60					
			65					
			70					
			75					
			80					

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

GENERAL NOTES

Begin Drilling: 03-14-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: N. Boddy Checked by: C. Marin
Drilling Method: 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ Rotary wash
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

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BORING LOG 1087-B-02 Alt

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.78 ft
North: 1897624.78 ft
East: 1171370.00 ft
Station: 7808+73.00
Offset: 82.2711 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	494.3							
		--HARD DRILLING--	85	O	23	50/3	NR	
	488.8	Strong, good rock quality, light gray, fresh, slightly fractured, joint breaks with little to no infill, slightly vuggy DOLOSTONE Run#1: 89 to 99 feet --RECOVERY=100%-- --RQD=84%--	90	CORE				
			95	CORE				
	478.8	Boring terminated at 99.00 ft	100	CORE				

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

GENERAL NOTES

Begin Drilling: 03-14-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: N. Boddy Checked by: C. Marin
Drilling Method: 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ Rotary wash
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

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D160X76-Sht-Boring Log-05.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 5 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	292
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 1087-B-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.83 ft
North: 1897618.19 ft
East: 1171373.71 ft
Station: 7808+76.55
Offset: 75.5906 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	577.5	4-inch thick ASPHALT --PAVEMENT--						
	576.2	15-inch thick CONCRETE --PAVEMENT--						
		Medium dense CRUSHED STONE --FILL--			1	10 9 12	NP	
			5		2	4 2 3	NP	7
	572.3	Medium stiff, gray SILTY CLAY, trace gravel			3	2 3 2	0.74 B	20
	569.8	Soft to medium stiff, gray CLAY, trace gravel			4	2 2 3	0.33 B	21
			10					
		--L_L(%)=32, P_L(%)=17-- --%Gravel=1.9-- --%Sand=15.6-- --%Silt=52.2-- --%Clay=30.3-- --A-6 (11)--			5	2 1 2	0.25 B	24
			15		6	1 2 1	0.16 B	27
					7	1 2 1	0.25 B	27
			20		8	1 2 2	0.25 P	28
	541.1	Hard, gray SILTY LOAM, trace gravel and sand lenses						
			25		9	0 2 1	0.25 B	27
					10	0 0 3	0.41 B	26
					11	1 1 2	0.41 B	25
			30		12	1 2 2	0.57 B	26
					13	0 1 1	0.49 B	29
			35					
					14	9 10 13	7.79 B	18
			40					

GENERAL NOTES

Begin Drilling: 03-06-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 2.25" SSA to 20', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 3.50 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

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BORING LOG 1087-B-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.83 ft
North: 1897618.19 ft
East: 1171373.71 ft
Station: 7808+76.55
Offset: 75.5906 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--L_L(%)=24, P_L(%)=13-- --%Gravel=3.5-- --%Sand=28.1-- --%Silt=52.4-- --%Clay=16.0-- --A-6 (5)--	45		15	7 10 18	6.47 B	13
	530.8	Very stiff to hard, gray SILTY CLAY, trace gravel						
			50		16	7 12 20	6.72 B	20
		--L_L(%)=40, P_L(%)=15-- --%Gravel=0.4-- --%Sand=3.8-- --%Silt=49.8-- --%Clay=46.1-- --A-6 (24)--	55		17	6 6 7	2.05 S	24
	520.8	Medium dense, gray, SANDY LOAM						
		--%Gravel=0.0-- --%Sand=74.0-- --%Silt=25.1--	60		18	5 7 10	NP	23
		--%Clay=0.9-- --A-2-4 (0)--						
	515.8	Hard, gray SILTY LOAM, trace gravel						
			65		19	12 20 25	10.25 B	13
		--L_L(%)=22, P_L(%)=12-- --%Gravel=4.6-- --%Sand=19.7-- --%Silt=61.8-- --%Clay=13.9-- --A-4 (5)--	70		20	19 30 34	5.00 S	13
			75		21	27 34 47	> 4.50 P	18
	500.8	Very dense, gray GRAVELLY SANDY LOAM, some dolostone fragments						
			80		22	50/3"	NP	15

GENERAL NOTES

Begin Drilling: 03-06-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 2.25" SSA to 20', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 3.50 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

FILE PATH = per\617479-PWINT.aecomonline.local#AECOM_DS02_NA\Documents\01 Americas\Transportation\60269938 Circle\Phase II\000_CAD\006_Roadway\Sheets\60X76-Contract\D160X76-Sht-Boring Log-06.dgn

D160X76-Sht-Boring Log-06.dgn	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
USER NAME = vljanachione	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

BORING LOGS

SCALE: NONE | SHEET 6 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	293
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 1087-B-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 577.83 ft
North: 1897618.19 ft
East: 1171373.71 ft
Station: 7808+76.55
Offset: 75.5906 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--HARD DRILLING--	85	O	23	50/5	NR	
	488.8	Strong, good rock quality, light gray, fresh, slightly fractured, joint breaks with little to no infill, slightly vuggy DOLOSTONE Run#1: 89 to 99 feet --RECOVERY=100%-- --RQD=84%-- ROCK MASS RATING: Strength of rock material = 12 Drill core quality RQD = 17 Spacing of joints = 20 Condition of joints =20 Groundwater condition =10	90 95	CORE 24				
	478.8	Boring terminated at 99.00 ft	100					

GENERAL NOTES

Begin Drilling: 03-06-2013 Complete Drilling: 03-14-2013
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: R&J Logger: D. Kolpacki Checked by: C. Marin
Drilling Method: 2.25" SSA to 20', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 3.50 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

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BORING LOG SB90-SGB-24

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 578.24 ft
North: 1897470.25 ft
East: 1171446.01 ft
Station: 1512+28.05
Offset: 14.8803 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		15-inch thick, CONCRETE --PAVEMENT--						
	577.0	Medium dense, gray SANDY GRAVEL, crushed stone --BASE COURSE--			1	13 14 13 6	NP	5
	574.5	Soft to medium stiff, gray CLAY to CLAY LOAM, trace gravel --L_L(%)=28, P_L(%)=16-- --%Gravel=2.8-- --%Sand=13.3-- --%Silt=64.3-- --%Clay=19.6-- --A-6 (8)--	5		2	2 2 2 3	0.74 B	23
					3	1 1 2 2	0.66 B	19
			10		4	1 1 2 2	0.41 B	20
	566.7	Boring terminated at 11.50 ft			5	0 1 2 2	0.25 B	24
			15					
			20					

GENERAL NOTES

Begin Drilling: 10-26-2014 Complete Drilling: 10-26-2014
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: P&P Logger: F. Bozga Checked by: C. Marin
Drilling Method: 2.25" SSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ DRY
At Completion of Drilling: ▼ DRY
Time After Drilling: NA
Depth to Water: ▽ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

FILE PATH = per\617479-PWINT.eecomonline.local#ECOM_DS02.NA\Documents\01 Americas\Transportation\60269938 Circle\Phase_II\000_CAD\006_Roadway\Sheets\60X76_Contract\D160X76-Sht-Boring Log-07.dgn

D160X76-Sht-Boring Log-07.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 7 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	294
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 14-RWB-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 580.85 ft
North: 1897238.90 ft
East: 1171475.76 ft
Station: 6232+11.89
Offset: 63.2525 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	579.6	15-inch thick CONCRETE --PAVEMENT--						
	579.3	3-inch thick ASPHALT						
		Medium dense, brownish white CRUSHED STONE --BASE COURSE--			1	15 17 9	NP	15
	577.6	Soft, gray CLAY to SILTY CLAY, trace gravel						
			5		2	3 2 3	0.49 B	22
					3	1 2 2	0.57 B	28
			10		4	1 2 1	0.41 B	27
					5	2 1 2	0.41 B	23
			15		6	2 2 2	0.25 B	27
					7	2 1 3	0.25 B	26
			20		8	1 1 1	0.25 B	28
	544.1	Very stiff to hard, gray SILTY CLAY, trace gravel						
			25		9	1 2 1	0.16 B	23
					10	1 2 1	0.25 B	25
			30		11	0 2 2	0.33 B	26
					12	2 3 3	0.49 B	25
			35		13	2 3 4	0.25 B	21
			40		14	3 4 5	3.00 P	19

GENERAL NOTES

Begin Drilling: 07-28-2014 Complete Drilling: 07-29-2014
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR [85%]
Driller: R&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 52.00 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▼ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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BORING LOG 14-RWB-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 580.85 ft
North: 1897238.90 ft
East: 1171475.76 ft
Station: 6232+11.89
Offset: 63.2525 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	534.1	Very stiff, gray SILTY LOAM to SILTY CLAY LOAM, trace gravel						
			45		15	12 18 47	5.17 B	17
			50		16	33 45 32/4	3.28 S	15
	529.1	Very dense, gray SAND to SANDY LOAM, trace gravel						
			55		17	17 23 36	NP	18
			60		18	13 30 22	NP	19
	515.8	Boring terminated at 65.00 ft	65		19	14 23 33	NP	17
			70					
			75					
			80					

GENERAL NOTES

Begin Drilling: 07-28-2014 Complete Drilling: 07-29-2014
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR [85%]
Driller: R&J Logger: A. Happel Checked by: C. Marin
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 52.00 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▼ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

FILE PATH = pw:\\617479-PWINT.aecomonline.local:AECOM_DS02_NA\Documents\01 Americas\Transportation\60269938 Circle\Phase II\002.CAD\006.Roadway\Sheets\60X76-Contract\D160X76-Sht-Boring Log-08.dgn

D160X76-Sht-Boring Log-08.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 8 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	295
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 14-RWB-01alt

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 580.56 ft
North: 1897248.15 ft
East: 1171476.60 ft
Station: 1514+49.75
Offset: 16.3127 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	579.6	12-inch thick CONCRETE --PAVEMENT--						
		Medium dense, grayish white CRUSHED STONE --FILL--			1	28 11 11	NP	3
	576.7	Soft, gray CLAY to SILTY CLAY, trace gravel	5		2	2 2 3	0.49 B	21
					3	0 1 1	0.25 B	29
					4	1 2 2	0.33 B	27
	570.6	Boring terminated at 10.00 ft	10					
			15					
			20					

GENERAL NOTES

Begin Drilling: 07-20-2014 Complete Drilling: 07-20-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&J Logger: S. Woods Checked by: C. Marin
Drilling Method: 2.25" HSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: DRY
At Completion of Drilling: DRY
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG SB90-SGB-25

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 581.55 ft
North: 1897164.83 ft
East: 1171487.22 ft
Station: 1515+33.53
Offset: 22.3627 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	580.5	13-inch thick, CONCRETE --PAVEMENT--						
	578.8	Dense, gray SANDY GRAVEL, crushed stone --BASE COURSE--			1	17 18 13 13	NP	7
		Very soft to medium stiff, gray SILTY CLAY LOAM, trace gravel	5		2	2 2 2 2	0.98 B	25
					3	1 2 2 3	0.57 B	30
					4	0 2 1 2	0.33 B	28
	570.5	Boring terminated at 11.00 ft	10		5	1 1 2 2	< 0.25 P	25
			15					
			20					

GENERAL NOTES

Begin Drilling: 10-26-2014 Complete Drilling: 10-26-2014
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: P&P Logger: F. Bozga Checked by: RKC
Drilling Method: 2.25" SSA, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: DRY
At Completion of Drilling: DRY
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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D160X76-Sht-Boring Log-09.dgn	DESIGNED -	REVISED -	
USER NAME = vljanachione	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SCALE: NONE | SHEET 9 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	296
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG VST-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 593.55 ft
North: 1897108.36 ft
East: 1171435.63 ft
Station: 7313+90.29
Offset: 3.222 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		Very stiff, brown SILTY CLAY LOAM, trace gravel --FILL--			1	3 5 7	2.75 P	14
	590.5	Medium dense, fine SAND	5		2	5 5 6	NP	7
	586.8	Medium stiff to stiff, gray SILTY CLAY	10		3	2 2 3	1.31 B	26
			15		4	2 2 3	0.98 B	28
	578.0	Soft, gray SILTY CLAY			5	1 2 2	0.25 P	29
	575.3							
		--In-Situ Vane Shear, 19.5 feet--	20		1			
		--$S_{u\,undis}$ = 786.3 psf-- --$S_{u\,remold}$ = 371.3 psf-- --Sensitivity = 2.1--			VS			
		--In-Situ Vane Shear, 22.0 feet-- --$S_{u\,undis}$ = 742.6 psf-- --$S_{u\,remold}$ = 305.8 psf-- --Sensitivity = 2.4--			2	VS		
		--In-Situ Vane Shear, 24.5 feet-- --$S_{u\,undis}$ = 578.8 psf-- --$S_{u\,remold}$ = 382.2 psf-- --Sensitivity = 1.5--	25		3	VS		
		--In-Situ Vane Shear, 27.0 feet-- --$S_{u\,undis}$ = 742.6 psf-- --$S_{u\,remold}$ = 415.0 psf-- --Sensitivity = 1.8--			4	VS		
		--In-Situ Vane Shear, 29.5 feet-- --$S_{u\,undis}$ = 589.7 psf-- --$S_{u\,remold}$ = 283.9 psf-- --Sensitivity = 2.1--	30		5	VS		
		--In-Situ Vane Shear, 32.0 feet-- --$S_{u\,undis}$ = 1026.6 psf-- --$S_{u\,remold}$ = 447.8 psf-- --Sensitivity = 2.3--			6	VS		
		--In-Situ Vane Shear, 34.5 feet-- --$S_{u\,undis}$ = 764.5 psf-- --$S_{u\,remold}$ = 480.5 psf-- --Sensitivity = 1.6--	35		7	VS		
		--In-Situ Vane Shear, 37.0 feet-- --$S_{u\,undis}$ = 1026.6 psf-- --$S_{u\,remold}$ = 589.7 psf-- --Sensitivity = 1.7--			8	VS		
			40					

GENERAL NOTES

Begin Drilling: 12-01-2015 Complete Drilling: 12-01-2015
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR [85%]
Driller: R&N Logger: F. Bozga Checked by: A. Kurnia
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/10/17

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BORING LOG VST-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 593.55 ft
North: 1897108.36 ft
East: 1171435.63 ft
Station: 7313+90.29
Offset: 3.222 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--Equipment Slipped--	45		9	VS		
		--In-Situ Vane Shear, 46.5 feet-- --$S_{u\,undis}$ = 1070.2 psf-- --$S_{u\,remold}$ = 633.4 psf-- --Sensitivity = 1.7--			10	VS		
	544.0	--In-Situ Vane Shear, 49.0 feet-- --$S_{u\,undis}$ = 1157.6 psf-- --$S_{u\,remold}$ = 611.6 psf-- --Sensitivity = 2.3--	50		11	VS		
		Boring terminated at 49.50 ft						
			55					
			60					

GENERAL NOTES

Begin Drilling: 12-01-2015 Complete Drilling: 12-01-2015
Drilling Contractor: Wang Testing Services Drill Rig: CME-55 TMR [85%]
Driller: R&N Logger: F. Bozga Checked by: A. Kurnia
Drilling Method: 2.25" HSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/10/17

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D160X76-Sht-Boring Log-10.dgn	DESIGNED -	REVISED -
USER NAME = vljanachione	DRAWN -	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS

SCALE: NONE | SHEET 10 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	297
		CONTRACT NO. 60X76		
	ILLINOIS FED. AID PROJECT			

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BORING LOG 14-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 582.26 ft
North: 1897133.58 ft
East: 1171489.78 ft
Station: 6233+15.05
Offset: 62.0541 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	581.9	4-inch thick, ASPHALT --PAVEMENT--						
	580.8	14-inch thick, CONCRETE --PAVEMENT--						
		Dense, grayish white CRUSHED STONE --FILL--			1	37 30 18	NP	5
	578.3	Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel	5		2	1 2 3	0.41 B	24
					3	0 1 1	0.41 B	25
			10		4	0 0 1	0.25 B	27
					5	0 0 0	0.16 B	26
			15		6	0 0 2	0.49 B	24
					7	0 0 0	0.41 B	26
			20		8	0 0 0	0.25 B	20
			25		9	0 0 1	0.08 B	27
					10	0 0 1	0.57 B	25
					11	0 1 2	0.57 B	24
			30		12	0 0 2	0.41 B	25
			35		13	0 1 2	0.66 B	26
			40		14	0 0 1	0.25 B	37

GENERAL NOTES

Begin Drilling: 07-30-2014 Complete Drilling: 07-30-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&J Logger: S. Woods Checked by: C. Marin
Drilling Method: 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

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BORING LOG 14-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 582.26 ft
North: 1897133.58 ft
East: 1171489.78 ft
Station: 6233+15.05
Offset: 62.0541 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	540.5	Hard, gray SILTY CLAY, trace gravel						
			45		15	6 11 19	7.13 B	19
	535.5	Gray SILTY LOAM, trace gravel						
	533.1	Medium dense, brown, fine SAND --Moist--	50		16	14 23 18	NP	17
			55		17	12 14 14	NP	27
	525.5	Dense, gray SILT --Moist--						
			60		18	11 17 19	NP	22
	520.5	Medium dense, brown fine SAND --Moist--						
			65		19	9 11 13	NP	21
	517.3	Boring terminated at 65.00 ft						
			70					
			75					
			80					

GENERAL NOTES

Begin Drilling: 07-30-2014 Complete Drilling: 07-30-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&J Logger: S. Woods Checked by: C. Marin
Drilling Method: 2.25" SSA to 10', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: Rotary wash
At Completion of Drilling: mud in the borehole
Time After Drilling: NA
Depth to Water: NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 11 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	298
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG 15-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 592.37 ft
North: 1897034.79 ft
East: 1171464.06 ft
Station: 7314+68.92
Offset: 10.2077' LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		12-inch thick, brown SANDY LOAM						
	591.4	--FILL--						
		Very stiff, gray SILTY CLAY LOAM, trace gravel and roots			1	3 6 7	2.05 S	17
		--FILL--						
	589.4	Medium dense, SILTY LOAM to SILTY CLAY LOAM, trace gravel, sand and brick			2	6 5 5	NP	17
		--FILL--	5					
	586.9	Very loose to loose, brown, fine SAND			3	3 4 4	NP	18
		--Wet--						
	582.9	Stiff, brown and gray SILTY CLAY, trace gravel	10		4	2 3 2	NP	17
					5	2 2 3	1.00 P	29
			15		6	0 2 2	1.23 B	24
	576.9	Soft to medium stiff, gray CLAY to SILTY CLAY, trace gravel			7	0 2 2	0.82 B	24
			20		8	0 1 2	0.57 B	24
			25		9	0 0 2	0.41 B	24
					10	0 0 0	0.74 B	30
			30		11	1 1 1	0.74 B	22
					12	0 2 2	0.57 B	23
			35		13	0 0 1	0.41 B	25
					14	0 1 2	0.41 B	25
			40					

GENERAL NOTES

Begin Drilling: 04-03-2014 Complete Drilling: 04-03-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&J Logger: M. de los Reyes Checked by: C. Marin
Drilling Method: 2.25" SSA to 11', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 5.50 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

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BORING LOG 15-RWB-02

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 592.37 ft
North: 1897034.79 ft
East: 1171464.06 ft
Station: 7314+68.92
Offset: 10.2077' LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
	530.6	Very dense, gray SILT			19	65/5	NP	
		--Wet--						
	527.4	Boring terminated at 65.00 ft	65					
			45		15	0 2 3	0.82 B	25
	540.6	Very stiff to hard, gray SILTY CLAY LOAM to SILTY LOAM, trace gravel						
			50		16	0 1 2	0.41 B	28
		--HARD DRILLING--						
		--Possible Cobbles--	55		17	7 7 14	4.10 B	20
			60		18	10 25 50/5	3.28 S	14
			70					
			75					
			80					

GENERAL NOTES

Begin Drilling: 04-03-2014 Complete Drilling: 04-03-2014
Drilling Contractor: Wang Testing Services Drill Rig: D-50 TMR [78%]
Driller: R&J Logger: M. de los Reyes Checked by: C. Marin
Drilling Method: 2.25" SSA to 11', mud rotary thereafter, boring backfilled upon completion

WATER LEVEL DATA

While Drilling: ▽ 5.50 ft
At Completion of Drilling: ▼ mud in the borehole
Time After Drilling: NA
Depth to Water: ▽ NA

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

WANGENGINC 1100401.GPJ WANGENG.GDT 4/14/17

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USER NAME = vljanachione	DRAWN -	REVISED -	BORING LOGS
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	SCALE: NONE SHEET 12 OF 16 SHEETS STA. TO STA.
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	299
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		

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BORING LOG 10-PZ-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 592.93 ft
North: 1897019.14 ft
East: 1171462.69 ft
Station: 7315+23.78
Offset: 8.25157 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--Drilled without sampling--	5					
			10					
			15					
			20					
		Piezometer Data: *--Installed in Dec. 11, 2014* *--Bentonite Seal 66 to 71 feet* *--Top of Sand Pack at 71 feet* *--Top of Screen at 73 feet* *--Screen Length 20 feet* *--Bottom of Screen at 93 feet*	25					
			30					
			35					
			40					

GENERAL NOTES

Begin Drilling: 12-10-2014 Complete Drilling: 12-11-2014
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: P&P Logger: A. Happel Checked by: C. Marin
Drilling Method: 4.25" HSA, monitoring water well; pizometer installed on 12/11/2014

WATER LEVEL DATA

While Drilling: ▽ 68.00 ft
At Completion of Drilling: ▼ 74.00 ft
Time After Drilling: 24 hours
Depth to Water: ▼ 45.04 ft

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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BORING LOG 10-PZ-01

WEI Job No.: 1100-04-01

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

Datum: NAVD 88
Elevation: 592.93 ft
North: 1897019.14 ft
East: 1171462.69 ft
Station: 7315+23.78
Offset: 8.25157 RT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type / recovery	Sample No.	SPT Values (blw/6 in)	Qu (tsf)	Moisture Content (%)
		--piezometer stabilized water level reading -- --reading during well development (12/15/2014) = 43.85 feet bgs-- --reading date: 12/26/2014 = 43.72 feet bgs--	45 ▽					
			50					
			55					
			60					
		Piezometer Data: *--Installed in Dec. 11, 2014* *--Bentonite Seal 66 to 71 feet* *--Top of Sand Pack at 71 feet* *--Top of Screen at 73 feet* *--Screen Length 20 feet* *--Bottom of Screen at 93 feet*	65					
			70					
	521.2	Very dense, gray SILTY LOAM --Wet--	75 ▼	1		18 27 24	1.00 P	18
	516.2	Very dense, gray SANDY LOAM, trace to little gravel --Saturated--	80	2		7 14 16	NP	20

GENERAL NOTES

Begin Drilling: 12-10-2014 Complete Drilling: 12-11-2014
Drilling Contractor: Wang Testing Services Drill Rig: B-57 TMR [100%]
Driller: P&P Logger: A. Happel Checked by: C. Marin
Drilling Method: 4.25" HSA, monitoring water well; pizometer installed on 12/11/2014

WATER LEVEL DATA

While Drilling: ▽ 68.00 ft
At Completion of Drilling: ▼ 74.00 ft
Time After Drilling: 24 hours
Depth to Water: ▼ 45.04 ft

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

WANGENGINC 1100401.GPJ WANGENG.GDT 3/15/17

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USER NAME = vljanachione	DRAWN -	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/11/2017	DATE - 5/10/17	REVISED -	

BORING LOGS

SCALE: NONE | SHEET 13 OF 16 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2014-002R&B	COOK	814	300
		CONTRACT NO. 60X76		
	ILLINOIS	FED. AID PROJECT		