

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DAN RYAN EXPRESSWAY:	ADT (2010)	DESIGN SPEED	POSTED SPEED
NB I-94 (DAN RYAN)	151,800	60 MPH	55 MPH
NB 87TH STREET EXIT RAMP	11,600	45 MPH	40 MPH

MAJOR CROSS STREETS AND FRONTAGE ROADS:	ADT	POSTED SPEED
87TH STREET	21,900	30 MPH
S. STATE STREET	15,100	30 MPH

DESCRIPTION OF PROJECT

CONSTRUCTION OF FLUTED KNEE WALLS, FLUTED PARAPET ON EXISTING RETAINING WALL LOCATED WITHIN THE PROJECT LIMITS.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

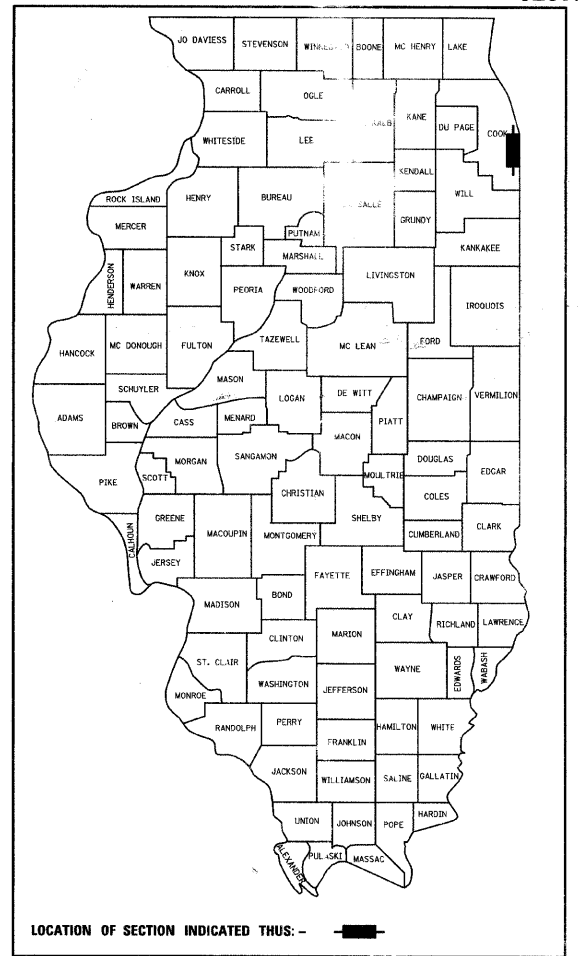
PROPOSED HIGHWAY PLANS

**F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)
SECTION (1516.1 & 1717) I-8
FLUTED KNEE WALL CONSTRUCTION
ALONG STATE STREET FROM 89TH STREET TO 87TH STREET**

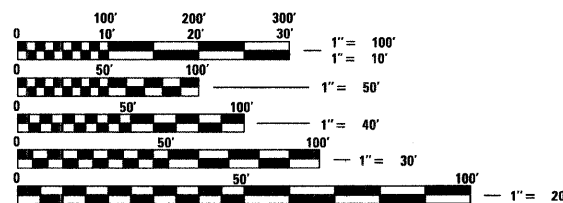
**COOK COUNTY
C-91-230-05**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717)I-8	COOK	40	1

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
D-91-230-05 62972



PROJECT LOCATED IN THE CITY OF CHICAGO

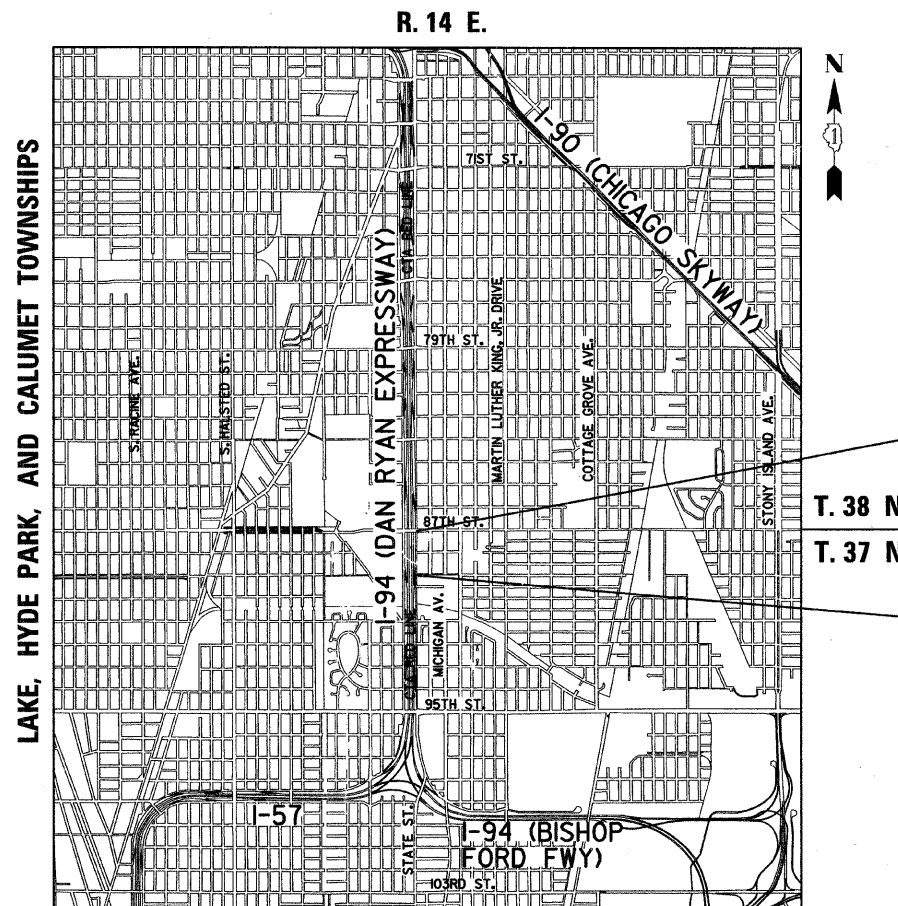


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES; REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED

DIGGER:
CHICAGO UTILITY ALERT NETWORK
(312) 744-7000

CTA CONTACT:
DAVID HEARD,
MANAGER, CONSTRUCTION
MANAGEMENT OVERSIGHT
(312) 681-3862

CONTRACT NO. 62972



F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2258 + 61.09 (NB I-94)

F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2248 + 65.17 (NB I-94)

LOCATION MAP

0 1/2 MILE 1 MILE
GROSS LENGTH OF PROJECT = 995.92 FT. = 0.19 MI.
MAP SCALE: 1" = 1/2 MILE
NET LENGTH OF PROJECT = 995.92 FT. = 0.19 MI.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED OCTOBER 9, 2008

Dina M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

CONTRACT 25C



Signed *Dean A. Klesling*
Dean A. Klesling, P.E., Ill. Lic. No. 32957
Expires 11-30-2009.
Date October 7, 2008

TYLIN INTERNATIONAL
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DISTRICT ONE DESIGN / PROJECT MANAGER:
BRIAN KUTTAB (847) 705 - 4431

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	2
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

62972

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER
2	INDEX OF SHEETS, INDEX OF STATE STANDARDS, GENERAL NOTES, AND CONTRACTOR ACCESS ASSUMPTIONS
3	SUMMARY OF QUANTITY AND SCHEDULE OF QUANTITIES
4-5	PROPOSED TYPICAL SECTIONS
6-9	ALIGNMENT PLAN
10-16	SURVEY TIES FOR CONTROL POINTS
17-20	REMOVAL AND PROPOSED PLANS
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38	TC-17 DIST 1, TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
39	TC-18 DIST 1, SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
40	TC-22 DIST 1, ARTERIAL ROAD INFORMATION SIGNING

GENERAL NOTES:

- UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO AND THOSE PRIVATELY OWNED. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL THE CHICAGO UTILITY ALERT NETWORK AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT PERMIT SECTION AT (312) 747-7893 FOR WATER AND SEWER LOCATIONS.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
- THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON IDOT PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- ALL ELEVATIONS SHOWN ARE BASED ON THE CHICAGO CITY DATUM OF 0.00, WHICH IS 579.19 FEET ABOVE MEAN TIDE NEW YORK. (NAVD 88)
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED RELOCATED FENCING OR WHERE PROPOSED RELOCATED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
- ALL EXISTING FENCE THAT IS REQUIRED TO BE REMOVED AND RE-ERECTED OR TEMPORARY FENCE SHALL BE RELOCATED OR PLACED PRIOR TO THE START OF INSTALLATION OF THE PROPOSED KNEE WALL OR AS DIRECTED BY THE ENGINEER.
- THE LOCATIONS OF VARIOUS ITEMS SUCH AS PAVEMENT, RETAINING WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION ARE BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR SHALL VERIFY AS-BUILT CONDITIONS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- THE INTENT OF THE CONTRACT DOCUMENTS IS TO CONSTRUCT THE FLUTED KNEE WALL BEHIND THE EXISTING CURB AND GUTTER. ANY DAMAGE TO THE EXISTING CURB AND GUTTER SHALL BE REPAIRED TO THE ORIGINAL CONDITION OF THE CURB AND GUTTER OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
- THE ENGINEER SHALL BE ALLOWED ACCESS TO THE FIELD OFFICE IN USE FOR CONTRACT #62973 (25D).
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES NEEDED TO COMPLETE THE WORK. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL NOT MAINTAIN A PERMANENT PARTIAL RAMP OR SHOULDER CLOSURE ALONG THE MAINLINE I-94 (DAN RYAN) FOR THE DURATION OF THIS PROJECT. ONLY TEMPORARY PARTIAL RAMP CLOSURES SHALL BE PERMITTED.
- ALL CATCH BASINS IN THE CITY OF CHICAGO SHALL MEET THE CHICAGO DEPARTMENT OF WATER MANAGEMENT'S STANDARDS.
- PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY AND COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT'S PERMIT SHALL BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR SHALL SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUANCE OF THE SEWER PERMIT TO BUREAU OF ENGINEERING SERVICES-SEWER SECTION, JARDINE PURIFICATION PLANT, EL+51, ROOM 313, 1000 E. OHIO ST., CHICAGO, IL 60611. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
- THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENT. ANY CONFLICT SHALL BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 744-0409 OR (312) 744-0408.
- PERFORATED LIDS SHALL BE PLACED ON ALL SEWER MANHOLES AND CATCH BASINS.
- NIGHT OPERATIONS SHALL NOT BE ALLOWED
- LOCATION OF THE ELECTRICAL EQUIPMENT, INSTALLED BY CONTRACT 62583, IS APPROXIMATE. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION OF ALL ELECTRICAL ITEMS WITHIN THE PROJECT LIMITS WITH THE IDOT ELECTRICAL REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION. THE COST SHALL BE INCLUDED IN THE COST OF MOBILIZATION.

GENERAL NOTES (CONT.):

- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT PRIOR WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.
- IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- IT IS CALLED TO THE CONTRACTOR'S ATTENTION THAT HE/SHE SHALL BE REQUIRED TO OBTAIN AND PAY FOR ANY INSPECTION OR PERMIT FEES TO THE VARIOUS DEPARTMENTS OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS. THE COST FOR THESE FEES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF MOBILIZATION. PERMIT FEES SHALL BE PAID PRIOR TO COMMENCING CONSTRUCTION.
- A PERMIT SHALL BE SECURED FROM THE BUREAU OF TRAFFIC PERMIT DIVISION, ROOM 804, CITY HALL AND BE INCLUDED IN THE COST OF MOBILIZATION. ADDITIONALLY, SEVEN (7) DAYS NOTICE SHALL BE GIVEN TO THE BUREAU OF TRAFFIC (312-744-0330) PRIOR TO STARTING ANY WORK OR MAKING ANY CHANGES IN THE TRAFFIC PATTERNS. ANY LANE OR ROADWAY CLOSURE INCLUDING DETOUR SHALL BE REVIEWED AND APPROVED BY THE BUREAU OF TRAFFIC.
- A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
- THE REMOVED AND RE-ERECTED EXISTING FENCE SHALL REMAIN IN ITS POSITION, AS SHOWN ON PLANS, AT THE END OF THIS CONTRACT. FUTURE CONTRACT #60A01 SHALL INSTALL THE PERMANENT FENCING ON THE KNEE WALL AND THEN REMOVE THE FENCE LEFT IN PLACE BY THIS CONTRACT.
- THE CONTRACTOR SHALL PROTECT ALL BLUNT ENDS OF THE KNEE WALL FOR TRAFFIC SAFETY. ALL TEMPORARY PROTECTION DEVICES USED FOR THIS PURPOSE SHALL BE NCHRP 350 COMPLIANT AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

CONTRACTOR ACCESS ASSUMPTIONS:

FOR FLUTED KNEE WALL, FLUTED KNEE WALL, SPECIAL, AND PARAPET RECONSTRUCTION OPERATIONS, ACCESS IS ASSUMED TO BE FROM THE FRONTAGE ROAD OR THE 87TH STREET EXIT RAMP.

INDEX OF STATE STANDARDS

STANDARD NO.	TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-06	URBAN LANE CLOSURE, MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

INDEX OF SHEETS, INDEX OF STATE STANDARDS, GENERAL NOTES, AND CONTRACTOR ACCESS ASSUMPTIONS

SCALE: NONE DRAWN BY: AMB, MAF
 DATE: OCTOBER 17, 2008 CHECKED BY: TGB, MI

10-17-2008 10:44:04 AM

PROJECT: KNEE WALLS AND HMLT SERVICE PAD ALONG
STATE STREET FROM 89TH TO 87TH STREET
COOK COUNTY / CITY OF CHICAGO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	3
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62972

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN QUANTITY	100% STATE SFTY-4A
20200100	EARTH EXCAVATION	CU YD	5	5
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	135	135
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	294	294
21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	294	294
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6	6
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6	6
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6	6
25100630	EROSION CONTROL BLANKET	SQ YD	294	294
25200200	SUPPLEMENTAL WATERING	UNIT	9	9
28000510	INLET FILTERS	EACH	13	13
42001300	PROTECTIVE COAT	SQ YD	264	264
44003100	MEDIAN REMOVAL	SQ FT	110	110
44004250	PAVED SHOULDER REMOVAL	SQ YD	49	49
50102400	CONCRETE REMOVAL	CU YD	78	78
50200100	STRUCTURE EXCAVATION	CU YD	188	188
50300255	CONCRETE SUPERSTRUCTURE	CU YD	157	157
50300300	PROTECTIVE COAT	SQ YD	859	859
50300510	RUSTICATION FINISH	SQ FT	1353	1353
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	20810	20810
60618324	CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)	SQ FT	122	122
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	1	1
63200310	GUARDRAIL REMOVAL	FOOT	40	40
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	328	328
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	110	110

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN QUANTITY	100% STATE SFTY-4A
70400100	TEMPORARY CONCRETE BARRIER	FOOT	140	140
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	610	610
X0326143	FLUTED KNEE WALL (SPECIAL)	FOOT	6	6
X0326311	RELOCATE EXISTING SIGN PANEL (SPECIAL)	EACH	6	6
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	610	610
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
X0324640	FLUTED KNEE WALL	FOOT	201	201
X6065740	CONCRETE MEDIAN SURFACE, 5" (MODIFIED)	SQ FT	2251	2251
X6640210	TEMPORARY CHAIN LINK FENCE (PORTABLE)	FOOT	765	765
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1

* SPECIALTY ITEM

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION (CU YD)	REM. & DISP. UNSUITABLE (CU YD)
ALIGNMENT	STATION	TO STATION		
NB I-94 (DAN RYAN EXPY)	2248+65.17	2258+61.09	5.0	135.0
TOTAL =			5.0	135.0

NOTE: SUITABLE EARTH REMOVED AS PART OF THE STRUCTURAL EXCAVATION FOR THE PARAPET RECONSTRUCTION SHALL BE USED AS EMBANKMENT WHERE REQUIRED.

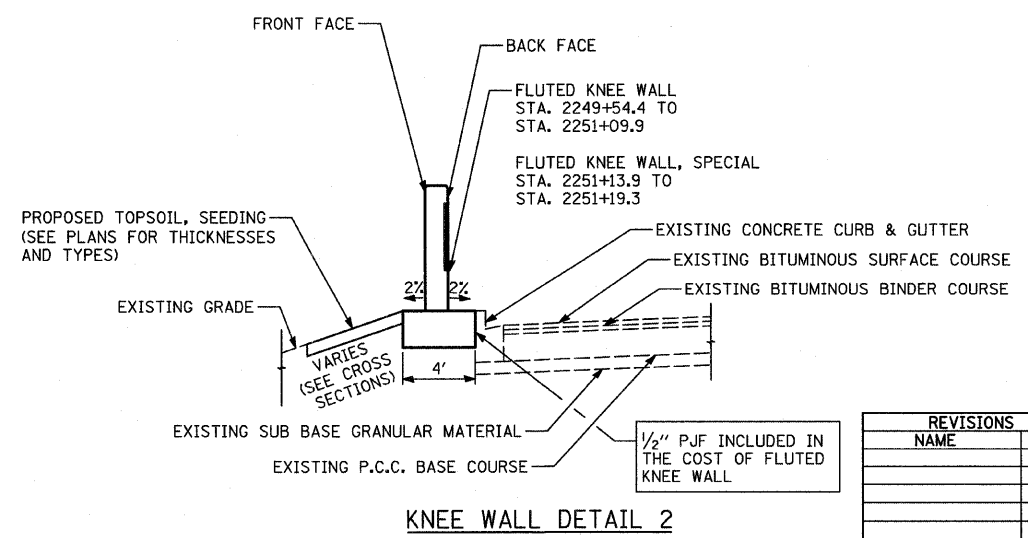
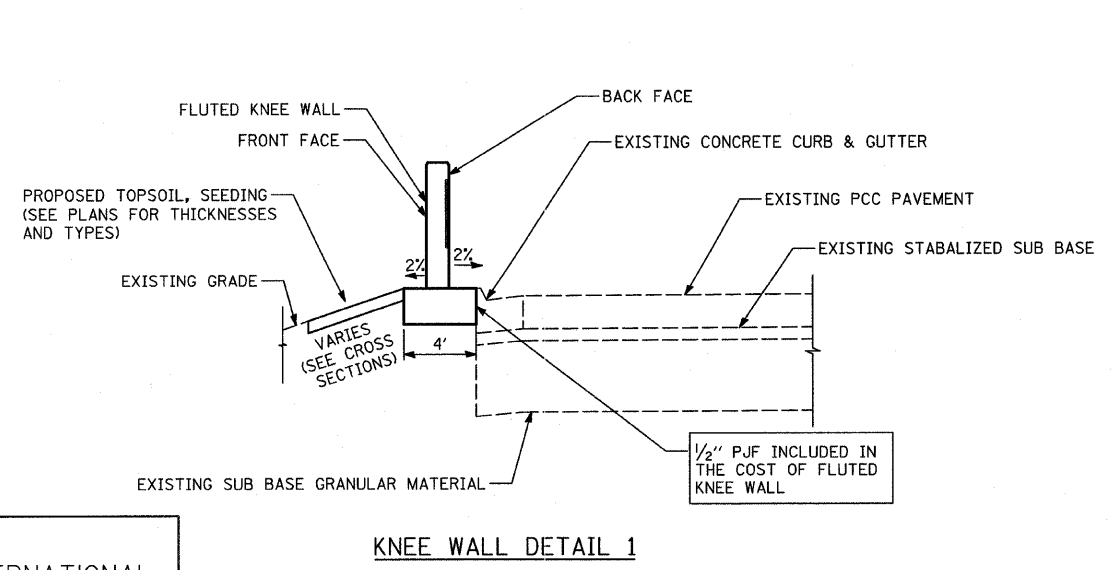
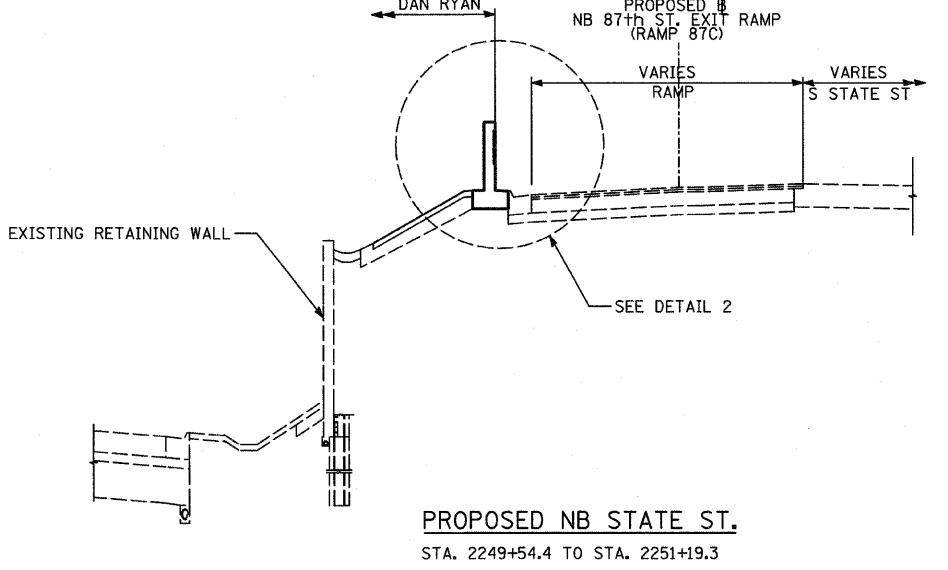
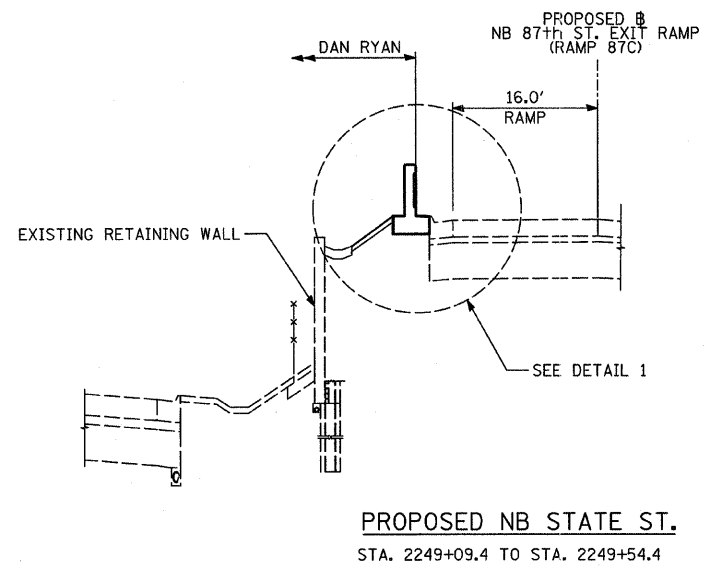
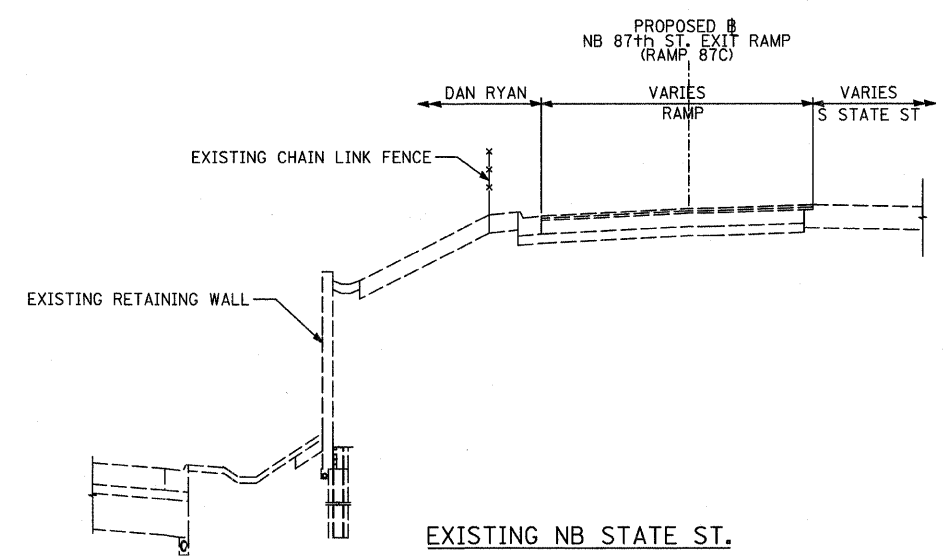
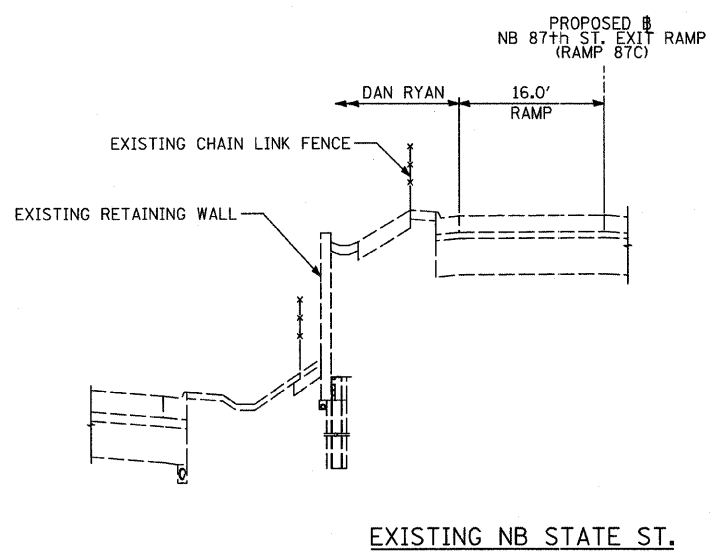
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SUMMARY OF QUANTITIES AND
SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: OCTOBER 17, 2008
DRAWN BY: AMB, MAF
CHECKED BY: TGB, MI

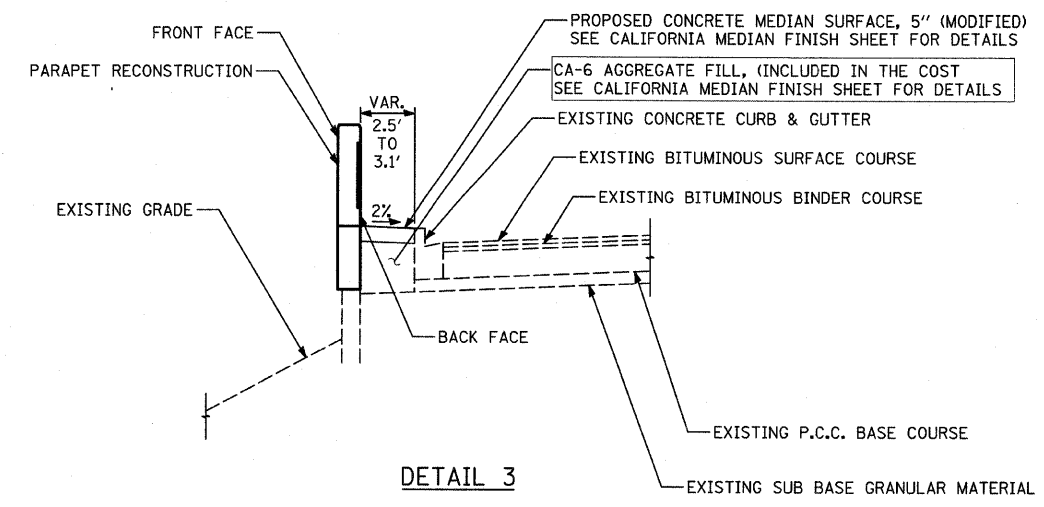
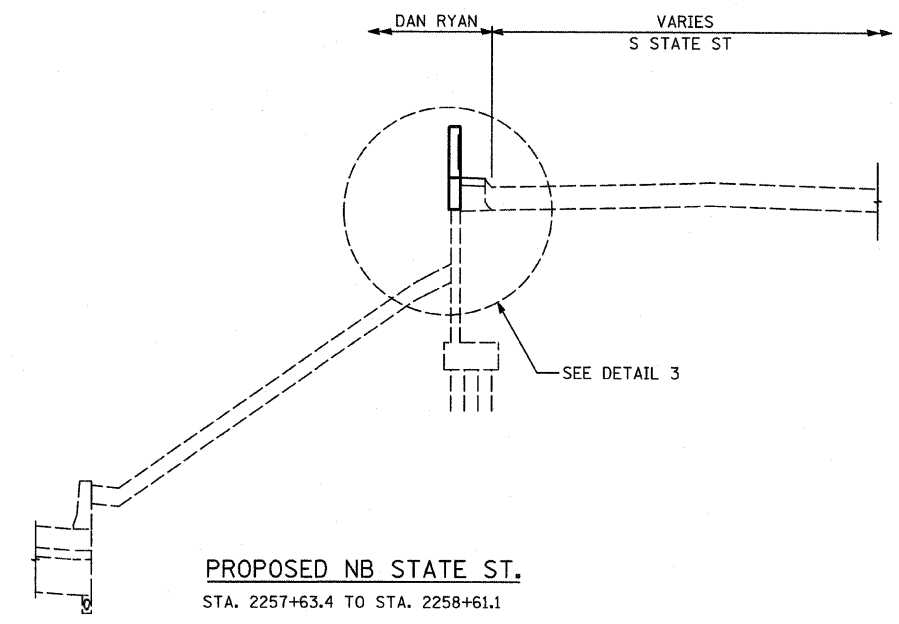
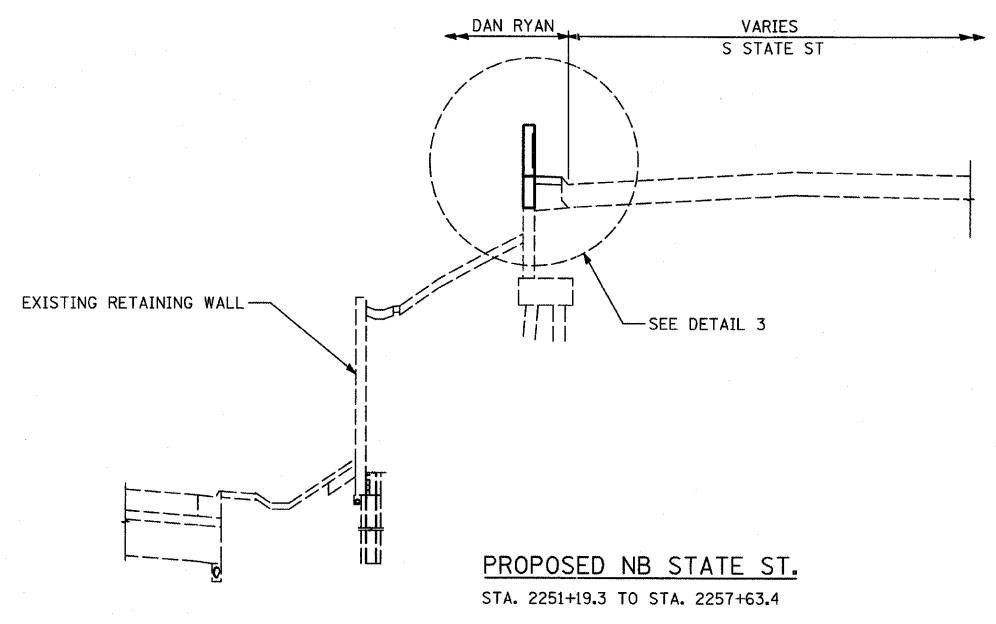
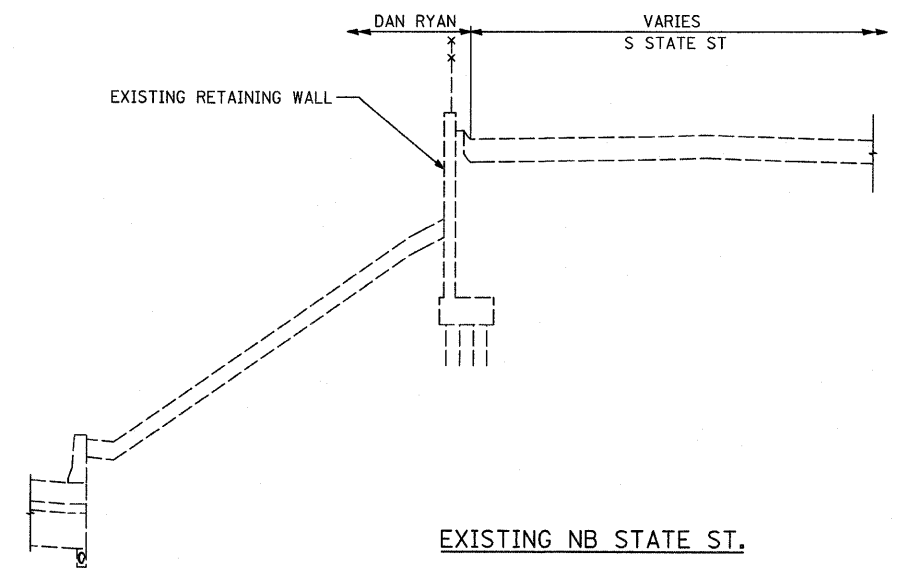
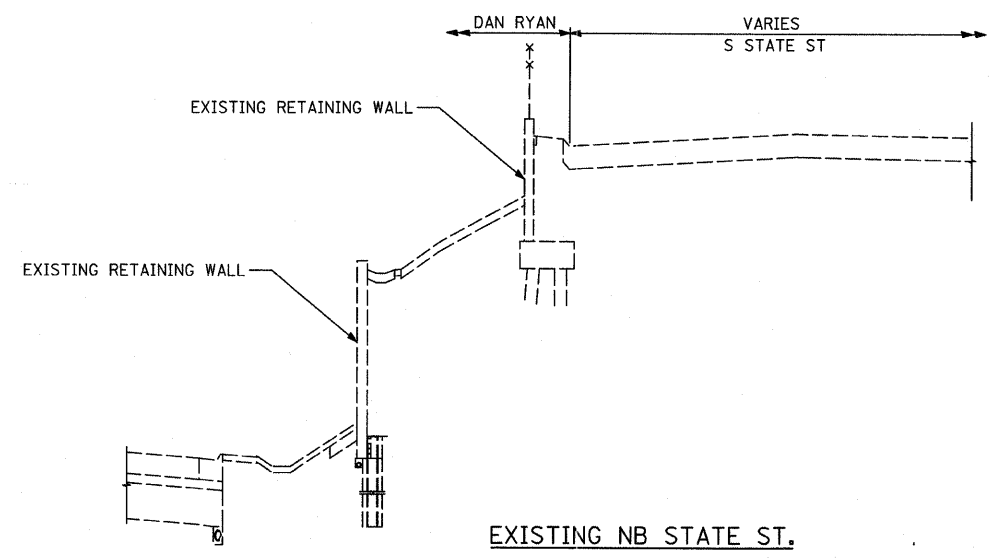


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROPOSED TYPICAL SECTIONS
 NB STATE ST.
 SCALE: NONE
 DATE: OCTOBER 17, 2008
 DRAWN BY: TB
 CHECKED BY: TGB, MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717)	I-8	COOK	40	5
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62972



DETAIL 3

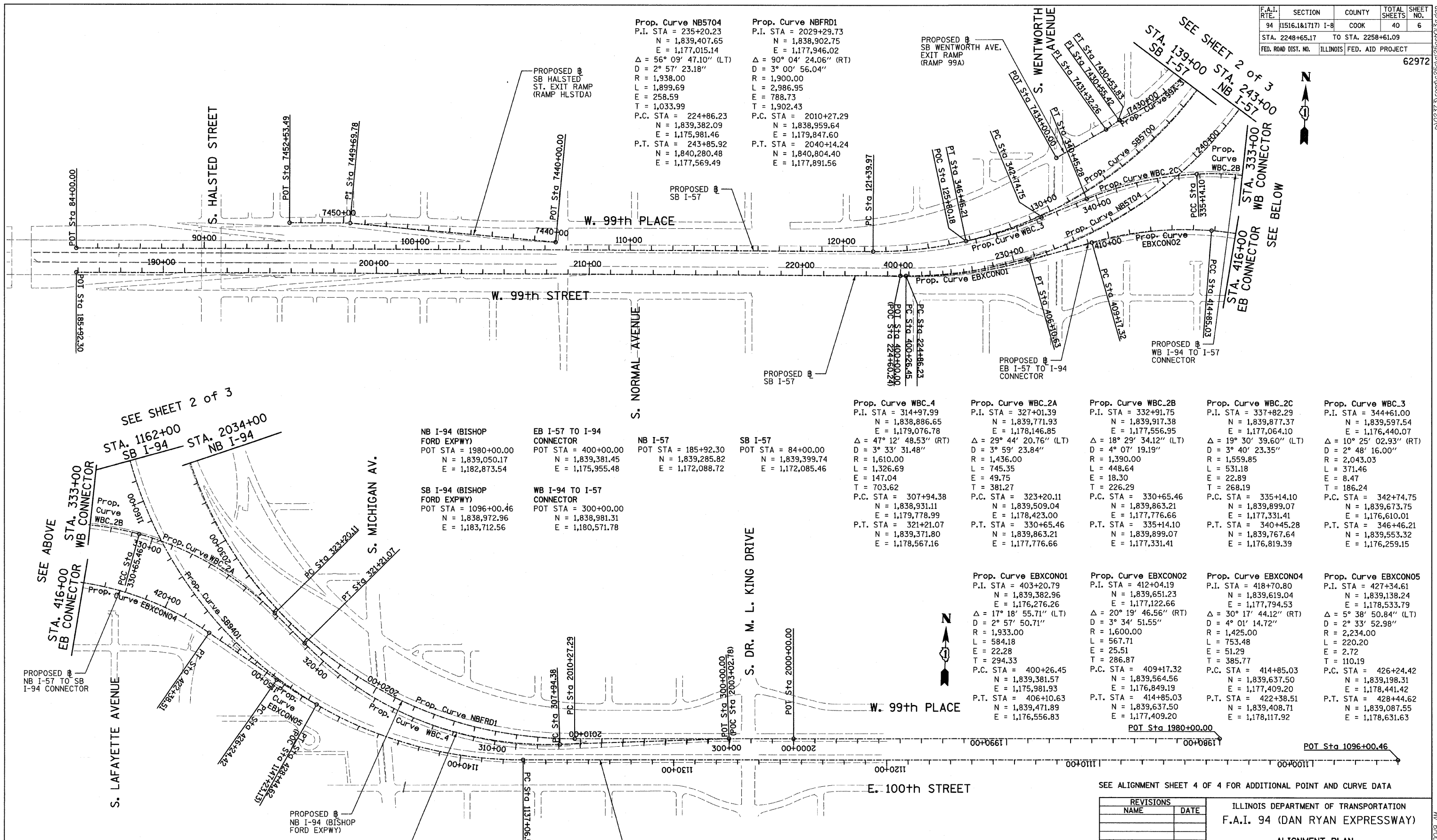
TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROPOSED TYPICAL SECTIONS
 NB STATE ST.
 SCALE: NONE
 DATE: OCTOBER 17, 2008
 DRAWN BY: TB
 CHECKED BY: TGB, MI

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	6
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62972



Prop. Curve NB5704
P.I. STA = 235+20.23
N = 1,839,407.65
E = 1,177,015.14
Δ = 56° 09' 47.10" (LT)
D = 2° 57' 23.18"
R = 1,938.00
L = 1,899.69
E = 258.59
T = 1,033.99
P.C. STA = 224+86.23
N = 1,839,382.09
E = 1,175,981.46
P.T. STA = 243+85.92
N = 1,840,280.48
E = 1,177,569.49

Prop. Curve NBFDR1
P.I. STA = 2029+29.73
N = 1,838,902.75
E = 1,177,946.02
Δ = 90° 04' 24.06" (RT)
D = 3° 00' 56.04"
R = 1,900.00
L = 2,986.95
E = 788.73
T = 1,902.43
P.C. STA = 2010+27.29
N = 1,838,959.64
E = 1,179,847.60
P.T. STA = 2040+14.24
N = 1,840,804.40
E = 1,177,891.56

NB I-94 (BISHOP FORD EXPWY)
POT STA = 1980+00.00
N = 1,839,050.17
E = 1,182,873.54

EB I-57 TO I-94 CONNECTOR
POT STA = 400+00.00
N = 1,839,381.45
E = 1,175,955.48

NB I-57
POT STA = 185+92.30
N = 1,839,285.82
E = 1,172,088.72

SB I-57
POT STA = 84+00.00
N = 1,839,399.74
E = 1,172,085.46

SB I-94 (BISHOP FORD EXPWY)
POT STA = 1096+00.46
N = 1,838,972.96
E = 1,183,712.56

WB I-94 TO I-57 CONNECTOR
POT STA = 300+00.00
N = 1,838,981.31
E = 1,180,571.78

Prop. Curve WBC_4
P.I. STA = 314+97.99
N = 1,838,886.65
E = 1,179,076.78
Δ = 47° 12' 48.53" (RT)
D = 3° 33' 31.48"
R = 1,610.00
L = 1,326.69
E = 147.04
T = 703.62
P.C. STA = 307+94.38
N = 1,838,931.11
E = 1,179,778.99
P.T. STA = 321+21.07
N = 1,839,371.80
E = 1,178,567.16

Prop. Curve WBC_2A
P.I. STA = 327+01.39
N = 1,839,771.93
E = 1,178,146.85
Δ = 29° 44' 20.76" (LT)
D = 3° 59' 23.84"
R = 1,436.00
L = 745.35
E = 49.75
T = 381.27
P.C. STA = 323+20.11
N = 1,839,509.04
E = 1,178,423.00
P.T. STA = 330+65.46
N = 1,839,863.21
E = 1,177,776.66

Prop. Curve WBC_2B
P.I. STA = 332+91.75
N = 1,839,917.38
E = 1,177,556.95
Δ = 18° 29' 34.12" (LT)
D = 4° 07' 19.19"
R = 1,390.00
L = 448.64
E = 18.30
T = 226.29
P.C. STA = 330+65.46
N = 1,839,863.21
E = 1,177,776.66
P.T. STA = 335+14.10
N = 1,839,899.07
E = 1,177,331.41

Prop. Curve WBC_2C
P.I. STA = 337+82.29
N = 1,839,877.37
E = 1,177,064.10
Δ = 19° 30' 39.60" (LT)
D = 3° 40' 23.35"
R = 1,559.85
L = 531.18
E = 22.89
T = 268.19
P.C. STA = 335+14.10
N = 1,839,899.07
E = 1,177,331.41
P.T. STA = 340+45.28
N = 1,839,767.64
E = 1,176,819.39

Prop. Curve WBC_3
P.I. STA = 344+61.00
N = 1,839,597.54
E = 1,176,440.07
Δ = 10° 25' 02.93" (RT)
D = 2° 48' 16.00"
R = 2,043.03
L = 371.46
E = 8.47
T = 186.24
P.C. STA = 342+74.75
N = 1,839,673.75
E = 1,176,610.01
P.T. STA = 346+46.21
N = 1,839,553.32
E = 1,176,259.15

Prop. Curve EBXCNO1
P.I. STA = 403+20.79
N = 1,839,382.96
E = 1,176,276.26
Δ = 17° 18' 55.71" (LT)
D = 2° 57' 50.71"
R = 1,933.00
L = 584.18
E = 22.28
T = 294.33
P.C. STA = 400+26.45
N = 1,839,381.57
E = 1,175,981.93
P.T. STA = 406+10.63
N = 1,839,471.89
E = 1,176,556.83

Prop. Curve EBXCNO2
P.I. STA = 412+04.19
N = 1,839,651.23
E = 1,177,122.66
Δ = 20° 19' 46.56" (RT)
D = 3° 34' 51.55"
R = 1,600.00
L = 567.71
E = 25.51
T = 286.87
P.C. STA = 409+17.32
N = 1,839,564.56
E = 1,176,849.19
P.T. STA = 414+85.03
N = 1,839,637.50
E = 1,177,409.20

Prop. Curve EBXCNO4
P.I. STA = 418+70.80
N = 1,839,619.04
E = 1,177,794.53
Δ = 30° 17' 44.12" (RT)
D = 4° 01' 14.72"
R = 1,425.00
L = 753.48
E = 51.29
T = 385.77
P.C. STA = 414+85.03
N = 1,839,637.50
E = 1,177,409.20
P.T. STA = 422+38.51
N = 1,839,408.71
E = 1,178,117.92

Prop. Curve EBXCNO5
P.I. STA = 427+34.61
N = 1,839,138.24
E = 1,178,533.79
Δ = 5° 38' 50.84" (LT)
D = 2° 33' 52.98"
R = 2,234.00
L = 220.20
E = 2.72
T = 110.19
P.C. STA = 426+24.42
N = 1,839,198.31
E = 1,178,441.42
P.T. STA = 428+44.62
N = 1,839,087.55
E = 1,178,631.63

SEE SHEET 2 of 3
STA. 1162+00
SB I-94

STA. 2034+00
NB I-94

SEE ABOVE
STA. 333+00
WB CONNECTOR

STA. 416+00
EB CONNECTOR

SEE ALIGNMENT SHEET 4 OF 4 FOR ADDITIONAL POINT AND CURVE DATA

REVISIONS	
NAME	DATE

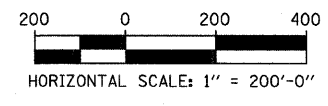
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

ALIGNMENT PLAN
SHEET 1 OF 4

SCALE: 1"=200'-0"
DATE: OCTOBER 17, 2008

DRAWN BY: JPM
CHECKED BY: DAK

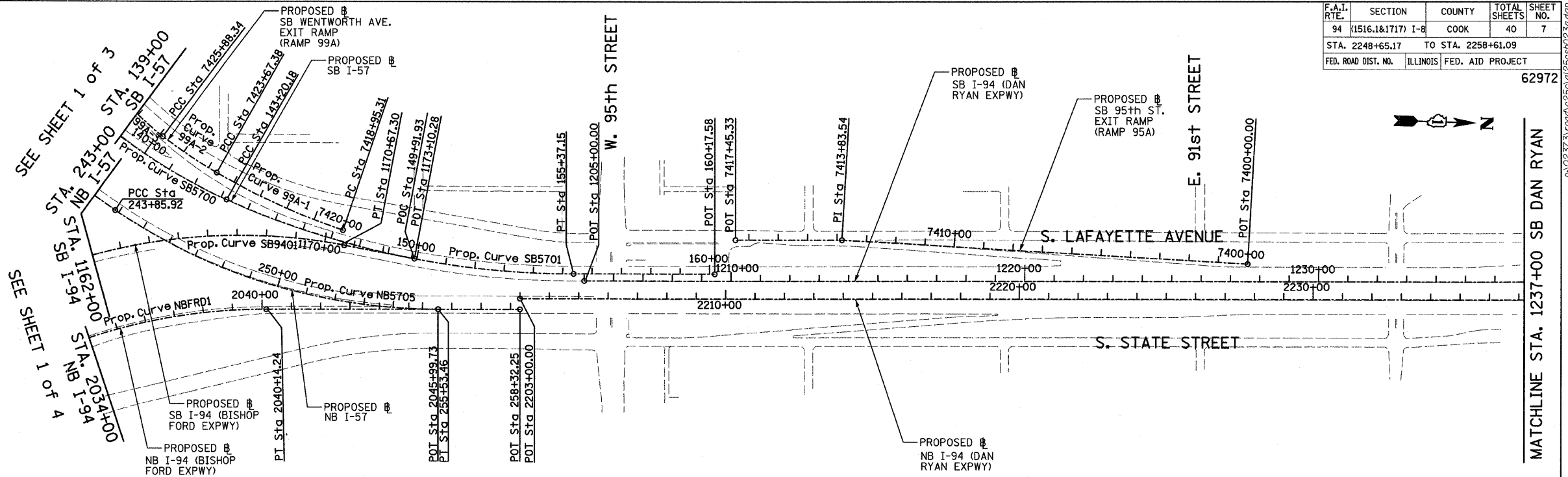
TYLIN INTERNATIONAL



0:17/2008 16:09 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717) I-8		COOK	40	7
STA. 2248+65.17 TO STA. 2258+61.09				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

62972



Prop. Curve SB5700
P.I. STA = 133+70.06
N = 1,839,521.70
E = 1,177,054.03
 $\Delta = 66^\circ 11' 55.15''$ (LT)
D = $3^\circ 02' 10.83''$
R = 1,887.00
L = 2,180.21
E = 365.53
T = 1,230.09
P.C. STA = 121+39.97
N = 1,839,491.52
E = 1,175,824.31
P.T. STA = 143+20.18
N = 1,840,659.02
E = 1,177,522.68

Prop. Curve SB5701
P.I. STA = 149+37.75
N = 1,841,230.00
E = 1,177,757.97
 $\Delta = 24^\circ 02' 07.49''$ (LT)
D = $1^\circ 58' 30.13''$
R = 2,901.00
L = 1,216.96
E = 65.01
T = 617.56
P.C. STA = 143+20.18
N = 1,840,659.02
E = 1,177,522.68
P.T. STA = 155+37.15
N = 1,841,847.31
E = 1,177,740.29

Prop. Curve NB5705
P.I. STA = 249+87.51
N = 1,840,788.31
E = 1,177,892.02
 $\Delta = 34^\circ 03' 37.98''$ (LT)
D = $2^\circ 55' 02.28''$
R = 1,964.00
L = 1,167.54
E = 90.07
T = 601.59
P.C. STA = 243+85.92
N = 1,840,280.48
E = 1,177,569.49
P.T. STA = 255+53.46
N = 1,841,389.65
E = 1,177,874.80

Prop. Curve SB9401
P.I. STA = 1160+15.97
N = 1,838,783.95
E = 1,177,299.83
 $\Delta = 100^\circ 48' 58.07''$ (RT)
D = $2^\circ 59' 59.20''$
R = 1,910.00
L = 3,360.79
E = 1,086.95
T = 2,309.46
P.C. STA = 1137+06.52
N = 1,838,851.99
E = 1,179,608.28
P.T. STA = 1170+67.30
N = 1,841,064.16
E = 1,177,666.20

SB I-94 (DAN RYAN EXPWY)
POT STA = 1205+00.00
N = 1,841,884.04
E = 1,177,763.25

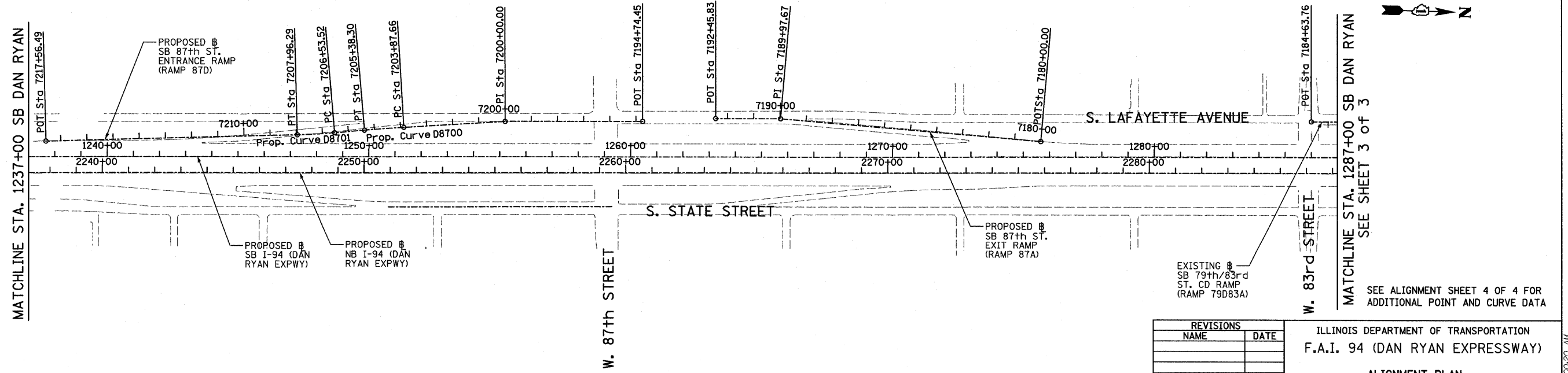
SB I-57
POT STA = 160+17.58
N = 1,842,327.55
E = 1,177,726.54

SB I-94 (BISHOP FORD EXPWY)
POT STA = 1173+10.28
N = 1,841,304.06
E = 1,177,704.74

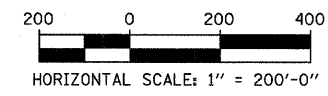
NB I-57
POT STA = 258+32.25
N = 1,841,668.33
E = 1,177,866.82

NB I-94 (BISHOP FORD EXPWY)
POT STA = 2045+99.73
N = 1,841,389.65
E = 1,177,874.80

NB I-94 (DAN RYAN EXPWY)
POT STA = 2203+00.00
N = 1,841,667.31
E = 1,177,830.83



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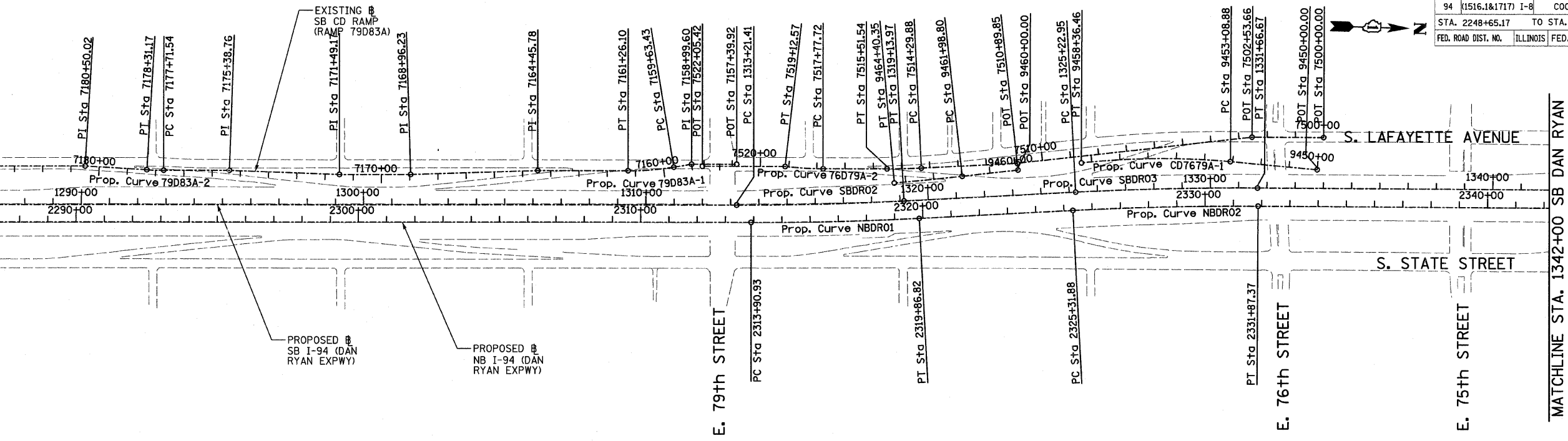


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
ALIGNMENT PLAN
SHEET 2 OF 4
SCALE: 1"=200'
DATE: OCTOBER 17, 2008
DRAWN BY: JPM
CHECKED BY: DAK

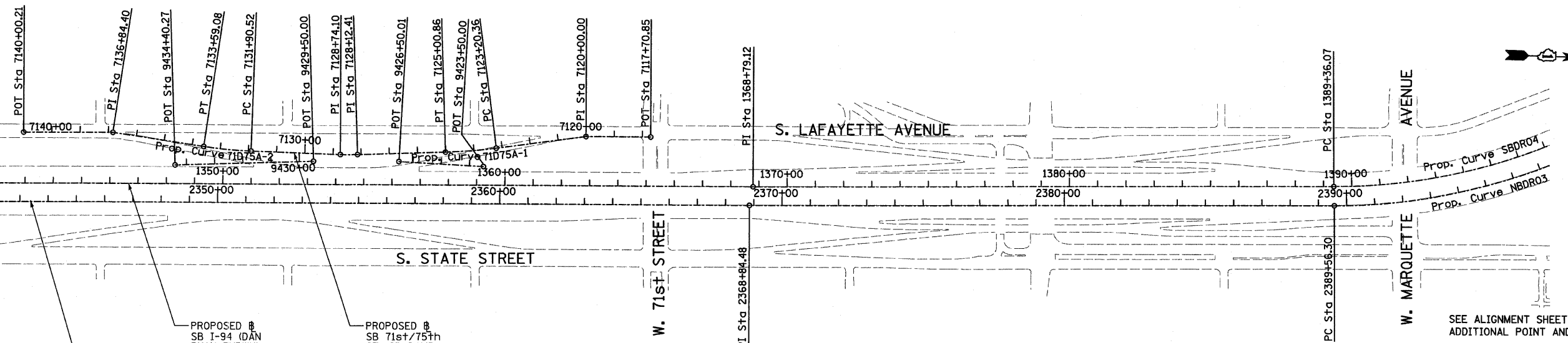
10/17/2008 1:00:30 AM

SEE SHEET 2 of 3
MATCHLINE STA. 1287+00 SB DAN RYAN



Prop. Curve NBDR01	Prop. Curve NBDR02	Prop. Curve NBDR03	Prop. Curve SBDR02	Prop. Curve SBDR03	Prop. Curve SBDR04
P.I. STA = 2316+88.94	P.I. STA = 2328+59.71	P.I. STA = 2398+13.58	P.I. STA = 1316+17.76	P.I. STA = 1328+44.90	P.I. STA = 1397+75.78
N = 1,853,051.58	N = 1,854,218.69	N = 1,861,170.38	N = 1,852,997.25	N = 1,854,220.54	N = 1,861,149.16
E = 1,177,504.84	E = 1,177,410.58	E = 1,177,231.19	E = 1,177,445.02	E = 1,177,346.22	E = 1,177,163.97
$\Delta = 2^\circ 58' 38.60''$ (LT)	$\Delta = 3^\circ 16' 48.34''$ (RT)	$\Delta = 44^\circ 36' 17.12''$ (LT)	$\Delta = 2^\circ 58' 38.60''$ (LT)	$\Delta = 3^\circ 16' 11.04''$ (RT)	$\Delta = 44^\circ 32' 58.56''$ (LT)
D = $0^\circ 29' 58.77''$	D = $0^\circ 30' 01.44''$	D = $2^\circ 44' 29.13''$	D = $0^\circ 30' 08.86''$	D = $0^\circ 30' 28.59''$	D = $2^\circ 47' 41.70''$
R = 11,467.00	R = 11,450.00	R = 2,090.00	R = 11,403.00	R = 11,280.00	R = 2,050.00
L = 595.89	L = 655.49	L = 1,627.06	L = 592.56	L = 643.72	L = 1,593.95
E = 3.87	E = 4.69	E = 168.99	E = 3.85	E = 4.59	E = 165.31
T = 298.01	T = 327.84	T = 857.27	T = 296.35	T = 321.95	T = 839.71
P.C. STA = 2313+90.93	P.C. STA = 2325+31.88	P.C. STA = 2389+56.30	P.C. STA = 1313+21.41	P.C. STA = 1325+22.95	P.C. STA = 1389+36.07
N = 1,852,753.69	N = 1,853,891.91	N = 1,860,313.48	N = 1,852,701.02	N = 1,853,899.63	N = 1,860,309.83
E = 1,177,513.37	E = 1,177,436.97	E = 1,177,256.19	E = 1,177,453.50	E = 1,177,372.14	E = 1,177,189.29
P.T. STA = 2319+86.82	P.T. STA = 2331+87.37	P.T. STA = 2405+83.37	P.T. STA = 1319+13.97	P.T. STA = 1331+66.67	P.T. STA = 1405+30.02
N = 1,853,348.62	N = 1,854,546.43	N = 1,861,762.92	N = 1,853,292.63	N = 1,854,542.40	N = 1,861,729.54
E = 1,177,480.85	E = 1,177,402.92	E = 1,176,611.65	E = 1,177,421.16	E = 1,177,338.64	E = 1,176,557.11

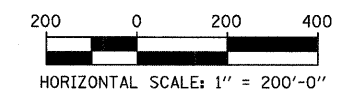
MATCHLINE STA. 1342+00 SB DAN RYAN



PROPOSED SB I-94 (DAN RYAN EXPWY)
PROPOSED SB I-94 (DAN RYAN EXPWY)
PROPOSED SB 71st/75th ST. CD RAMP (RAMP 71D75A)

SEE ALIGNMENT SHEET 4 OF 4 FOR ADDITIONAL POINT AND CURVE DATA

TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
ALIGNMENT PLAN
SHEET 3 OF 4
SCALE: 1"=200'
DATE: OCTOBER 17, 2008
DRAWN BY: JPM
CHECKED BY: DAK

10/17/2008 11:00:20 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717) I-8		COOK	40	9
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62972

SB HALSTED ST.
EXIT RAMP
(RAMP HLSTDA)
POT STA = 7440+00.00
N = 1,839,490.94
E = 1,174,333.70
P.I. STA = 7449+69.78
N = 1,839,551.73
E = 1,173,365.83
POT STA = 7452+53.49
N = 1,839,544.76
E = 1,173,082.20

SB WENTWORTH AVE.
EXIT RAMP
(RAMP 99A)
POT STA = 7430+55.42
N = 1,840,141.17
E = 1,176,961.02
POT STA = 7431+32.26
N = 1,840,094.48
E = 1,176,899.99
POT STA = 7434+00.00
N = 1,839,955.89
E = 1,176,670.92

SB 95th ST. EXIT RAMP
(RAMP 95A)
POT STA = 7400+00.00
N = 1,844,139.73
E = 1,177,638.63
P.I. STA = 7413+83.54
N = 1,842,756.77
E = 1,177,598.60
POT STA = 7417+45.33
N = 1,842,395.13
E = 1,177,608.95

SB 87th ST. ENTRANCE RAMP
(RAMP 87D)
POT STA = 7194+74.45
N = 1,847,424.06
E = 1,177,468.58
P.I. STA = 7200+00.00
N = 1,846,898.74
E = 1,177,484.09
POT STA = 7217+56.49
N = 1,845,147.17
E = 1,177,609.78

SB 87th ST. EXIT RAMP
(RAMP 87A)
POT STA = 7180+00.00
N = 1,848,946.30
E = 1,177,501.00
P.I. STA = 7189+97.67
N = 1,847,950.35
E = 1,177,442.53
POT STA = 7192+45.83
N = 1,847,702.29
E = 1,177,449.63

Prop. Curve 99A-1
P.I. STA = 7421+32.05
N = 1,840,832.05
E = 1,177,544.75
 $\Delta = 10^\circ 49' 08.53''$ (RT)
D = 2° 17' 30.59"
R = 2,500.00
L = 472.07
E = 11.18
T = 236.74
P.C. STA = 7418+95.31
N = 1,841,058.12
E = 1,177,615.03
P.T. STA = 7423+67.38
N = 1,840,623.20
E = 1,177,433.29

Prop. Curve 99A-2
P.I. STA = 7424+78.02
N = 1,840,525.59
E = 1,177,381.20
 $\Delta = 7^\circ 26' 49.68''$ (RT)
D = 3° 22' 13.22"
R = 1,700.00
L = 220.96
E = 3.60
T = 110.64
P.C. STA = 7423+67.38
N = 1,840,623.20
E = 1,177,433.29
P.T. STA = 7425+88.34
N = 1,840,435.56
E = 1,177,316.90

Prop. Curve 99A-3
P.I. STA = 7428+26.42
N = 1,840,241.82
E = 1,177,178.53
 $\Delta = 29^\circ 38' 02.27''$ (RT)
D = 6° 21' 58.31"
R = 900.00
L = 465.49
E = 30.96
T = 238.08
P.C. STA = 7425+88.34
N = 1,840,435.56
E = 1,177,316.90
P.T. STA = 7430+53.83
N = 1,840,141.84
E = 1,176,962.46

Prop. Curve D8700
P.I. STA = 7204+62.99
N = 1,846,437.54
E = 1,177,524.69
 $\Delta = 1^\circ 30' 03.72''$ (LT)
D = 0° 59' 47.21"
R = 5,750.00
L = 150.64
E = 0.49
T = 75.32
P.C. STA = 7203+87.66
N = 1,846,512.58
E = 1,177,518.09
P.T. STA = 7205+38.30
N = 1,846,362.71
E = 1,177,533.26

Prop. Curve D8701
P.I. STA = 7207+24.93
N = 1,846,177.29
E = 1,177,554.49
 $\Delta = 3^\circ 27' 36.43''$ (RT)
D = 2° 25' 25.25"
R = 2,364.00
L = 142.76
E = 1.08
T = 71.40
P.C. STA = 7206+53.52
N = 1,846,248.23
E = 1,177,546.37
P.T. STA = 7207+96.29
N = 1,846,105.99
E = 1,177,558.32

Prop. Curve 79D83A-1
P.I. STA = 7160+44.94
N = 1,852,394.55
E = 1,177,340.32
 $\Delta = 9^\circ 19' 12.90''$ (RT)
D = 5° 43' 46.48"
R = 1,000.00
L = 162.67
E = 3.32
T = 81.51
P.C. STA = 7159+63.43
N = 1,852,474.58
E = 1,177,324.82
P.T. STA = 7161+26.10
N = 1,852,313.07
E = 1,177,342.65

Prop. Curve 79D83A-2
P.I. STA = 7178+01.36
N = 1,850,638.94
E = 1,177,390.59
 $\Delta = 3^\circ 24' 57.69''$ (RT)
D = 5° 43' 46.48"
R = 1,000.00
L = 59.62
E = 0.44
T = 29.82
P.C. STA = 7177+71.54
N = 1,850,668.74
E = 1,177,389.73
P.T. STA = 7178+31.17
N = 1,850,609.13
E = 1,177,389.66

SB C-D RAMP
(RAMP 79D83A)
POT STA = 7157+39.92
N = 1,852,696.86
E = 1,177,308.11
P.I. STA = 7158+99.60
N = 1,852,537.24
E = 1,177,312.68
P.I. STA = 7164+45.78
N = 1,851,993.52
E = 1,177,351.80
P.I. STA = 7168+96.23
N = 1,851,543.85
E = 1,177,378.34
P.I. STA = 7171+49.17
N = 1,851,291.02
E = 1,177,385.58
P.I. STA = 7175+38.76
N = 1,850,901.43
E = 1,177,383.07
P.I. STA = 7180+50.02
N = 1,850,390.38
E = 1,177,382.88
POT STA = 7184+63.76
N = 1,849,976.81
E = 1,177,394.72

SB 76th/79th ST.
CD RAMP
(RAMP 76D79A)
POT STA = 7500+00.00
N = 1,854,771.42
E = 1,177,153.21
P.I. STA = 7502+53.66
N = 1,854,517.84
E = 1,177,159.17
P.I. STA = 7510+89.85
N = 1,853,689.73
E = 1,177,275.17
POT STA = 7522+05.42
N = 1,852,575.71
E = 1,177,319.03

Prop. Curve 76D79A-1
P.I. STA = 7514+90.72
N = 1,853,290.06
E = 1,177,306.25
 $\Delta = 2^\circ 48' 22.72''$ (RT)
D = 2° 18' 23.74"
R = 2,484.00
L = 121.66
E = 0.75
T = 60.84
P.C. STA = 7514+29.88
N = 1,853,350.72
E = 1,177,301.54
P.T. STA = 7515+51.54
N = 1,853,229.24
E = 1,177,307.99

Prop. Curve 76D79A-2
P.I. STA = 7518+45.22
N = 1,852,935.69
E = 1,177,316.40
 $\Delta = 6^\circ 31' 33.29''$ (RT)
D = 4° 50' 21.01"
R = 1,184.00
L = 134.86
E = 1.92
T = 67.50
P.C. STA = 7517+77.72
N = 1,853,003.16
E = 1,177,314.47
P.T. STA = 7519+12.57
N = 1,852,868.44
E = 1,177,310.65

SB 76th/79th ST.
CD EXIT CONNECTOR
(CD7679A)
POT STA = 9450+00.00
N = 1,854,751.70
E = 1,177,267.37
Prop. Curve CD7679A-1
P.I. STA = 9455+73.58
N = 1,854,179.28
E = 1,177,230.83
 $\Delta = 11^\circ 37' 34.33''$ (LT)
D = 2° 12' 13.26"
R = 2,600.00
L = 527.58
E = 13.44
T = 264.70
P.C. STA = 9453+08.88
N = 1,854,443.44
E = 1,177,247.69
P.T. STA = 9458+36.46
N = 1,853,917.14
E = 1,177,267.55

SB 76th/79th ST.
CD ENTRANCE CONNECTOR
(CD7679B)
POT STA = 9460+00.00
N = 1,853,693.06
E = 1,177,298.94
Prop. Curve CD7679B-1
P.I. STA = 9463+19.58
N = 1,853,376.57
E = 1,177,343.27
 $\Delta = 1^\circ 13' 13.54''$ (RT)
D = 0° 30' 18.91"
R = 11,340.00
L = 241.55
E = 0.64
T = 120.78
P.C. STA = 9461+98.80
N = 1,853,496.18
E = 1,177,326.52
P.T. STA = 9464+40.35
N = 1,853,256.63
E = 1,177,357.48

SB 71st/75th ST.
CD RAMP
(RAMP 71D75A)
POT STA = 7117+70.85
N = 1,857,886.40
E = 1,177,086.26
P.I. STA = 7120+00.00
N = 1,857,657.31
E = 1,177,091.65
P.I. STA = 7128+12.41
N = 1,856,850.29
E = 1,177,177.64
P.I. STA = 7128+74.10
N = 1,856,788.62
E = 1,177,179.10
P.I. STA = 7136+84.40
N = 1,855,981.27
E = 1,177,124.75
POT = 7140+00.21
N = 1,855,665.56
E = 1,177,132.18

Prop. Curve 71D75A-1
P.I. STA = 7124+10.68
N = 1,857,251.52
E = 1,177,154.81
 $\Delta = 5^\circ 35' 23.99''$ (RT)
D = 3° 05' 49.45"
R = 1,850.00
L = 180.49
E = 2.20
T = 90.32
P.C. STA = 7123+20.36
N = 1,857,340.76
E = 1,177,140.92
P.T. STA = 7125+00.86
N = 1,857,161.34
E = 1,177,159.94

Prop. Curve 71D75A-2
P.I. STA = 7132+74.89
N = 1,856,387.85
E = 1,177,175.17
 $\Delta = 6^\circ 30' 28.18''$ (RT)
D = 3° 51' 39.25"
R = 1,484.00
L = 168.56
E = 2.40
T = 84.37
P.C. STA = 7131+90.52
N = 1,856,472.22
E = 1,177,176.00
P.T. STA = 7133+59.08
N = 1,856,304.13
E = 1,177,164.79

SB 71st/75th ST.
CD EXIT CONNECTOR
(RAMP CD7175A)
POT STA = 9423+50.00
N = 1,857,297.2866
E = 1,177,207.4713
POT STA = 9426+50.01
N = 1,856,997.4225
E = 1,177,198.1891
CD ENTRANCE CONNECTOR
(RAMP CD7175B)
POT STA = 9429+50.00
N = 1,856,694.2083
E = 1,177,205.3235
POT STA = 9434+40.27
N = 1,856,204.7281
E = 1,177,233.1786

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

ALIGNMENT PLAN
SHEET 4 OF 4

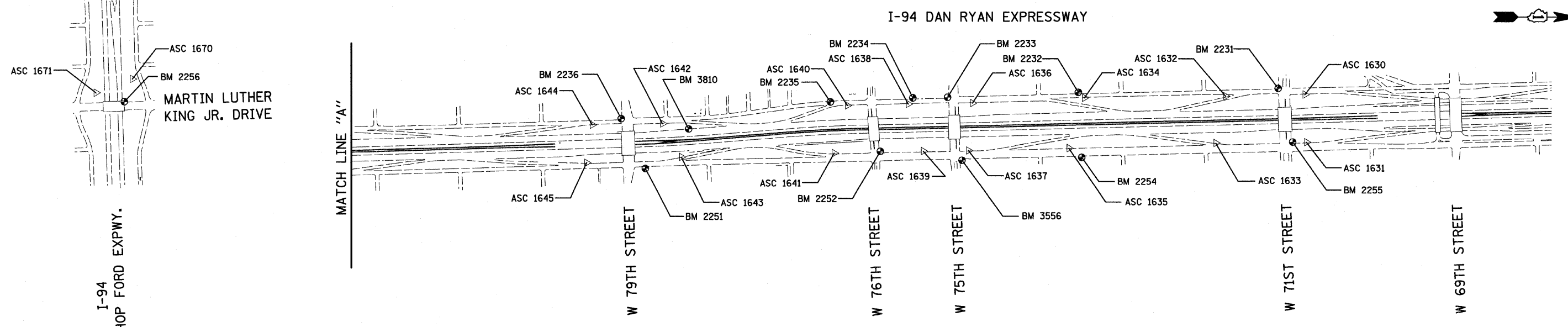
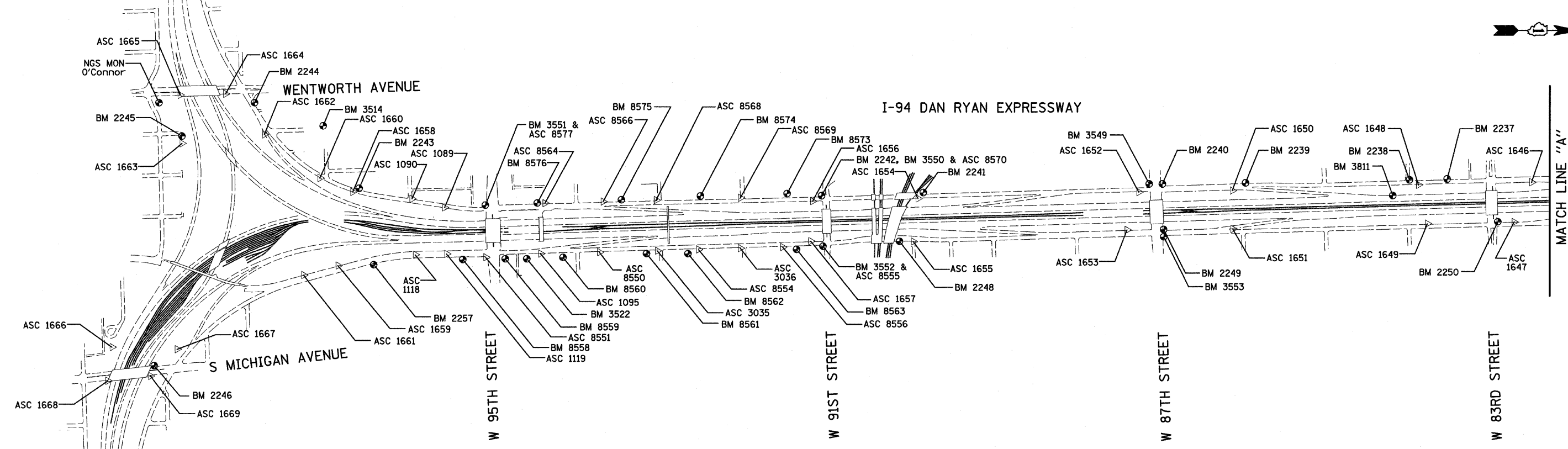
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717) I-8		COOK	40	10
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62972

I-57 EXPWY
SEE SHEET 2 OF 7
MATCH LINE "B"



American Surveying Consultants, P.C.
SURVEYING-ENGINEERING-GEODESY-MAPPING-SCIENTISTS
1837 Piquette Ave., Chicago, IL 60601 800 N. Northwold, Chicago, IL 60601
312-467-8231 312-467-8232

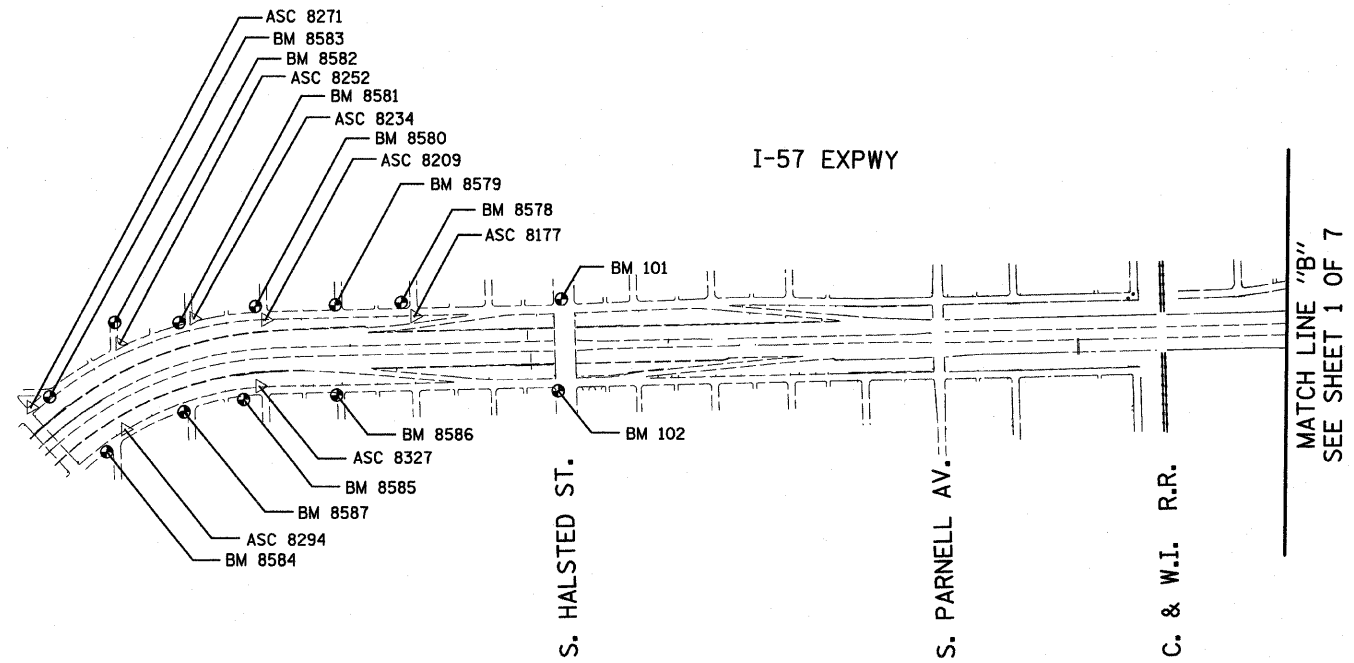
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SURVEY TIES FOR CONTROL POINTS
SHEET 1 OF 7
SCALE: 1"=400'
DATE: OCTOBER 17, 2008
DRAWN BY: GSP
CHECKED BY: MMW

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717)	I-8	COOK	40	11
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

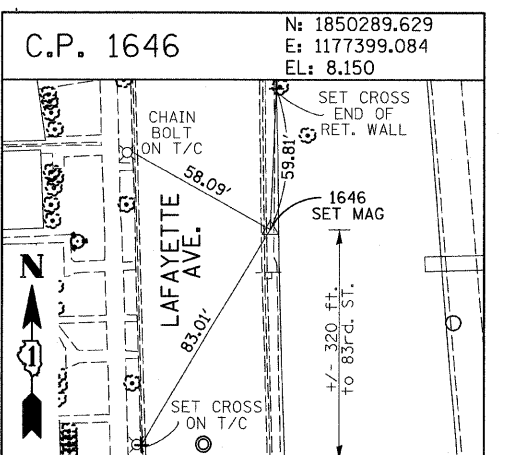
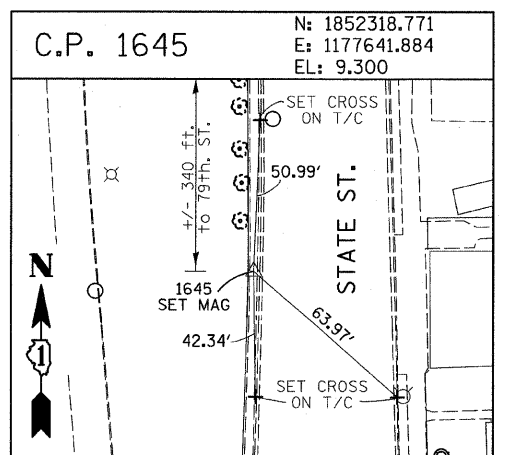
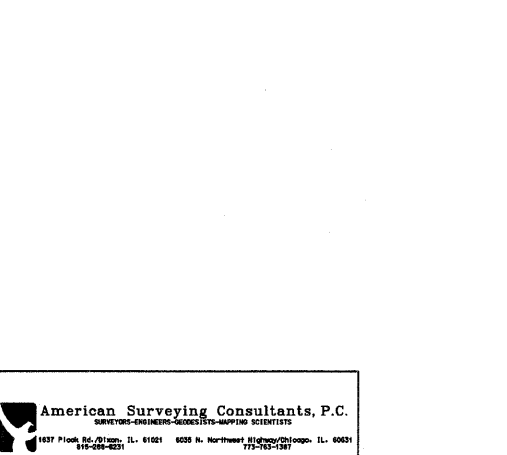
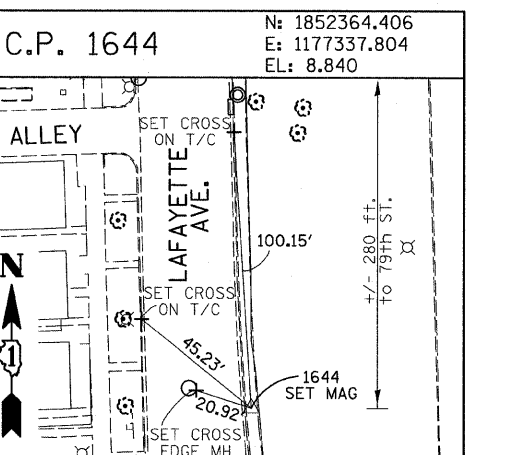
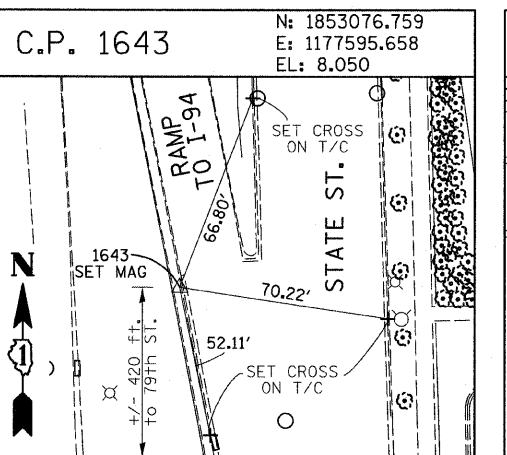
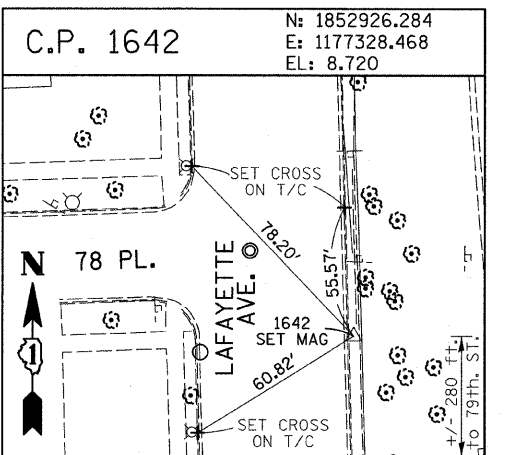
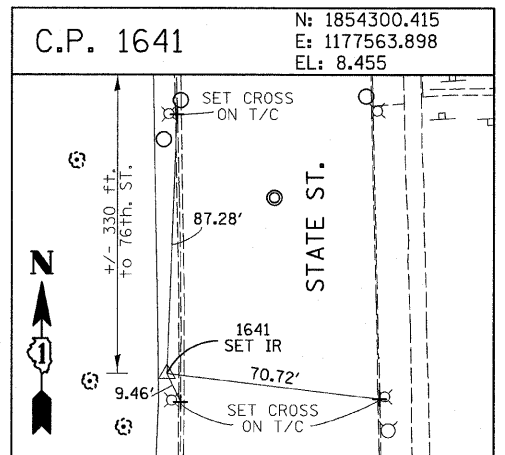
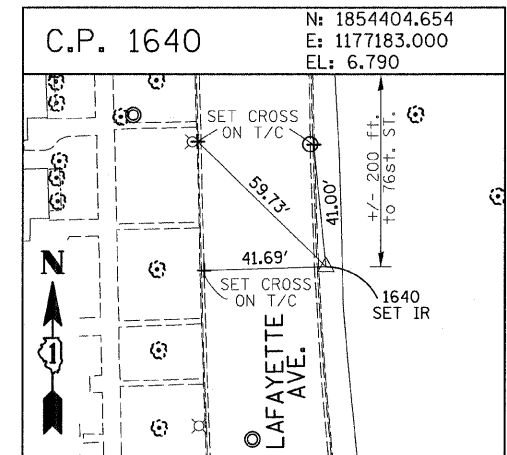
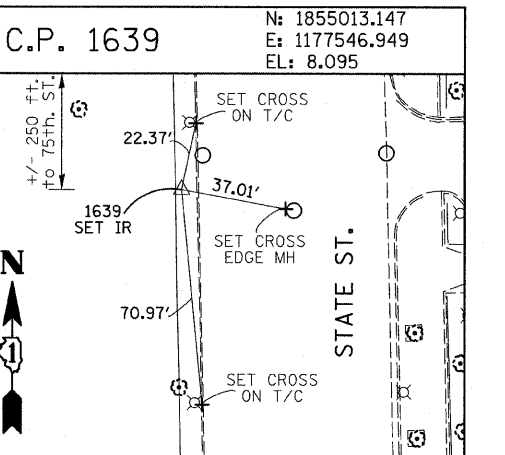
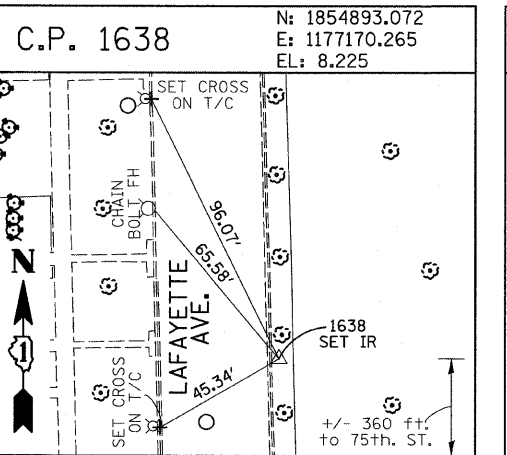
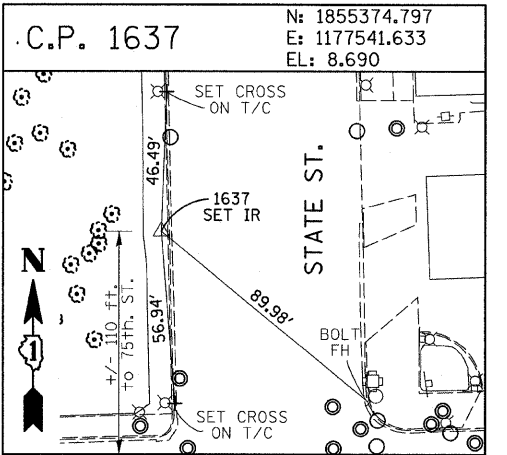
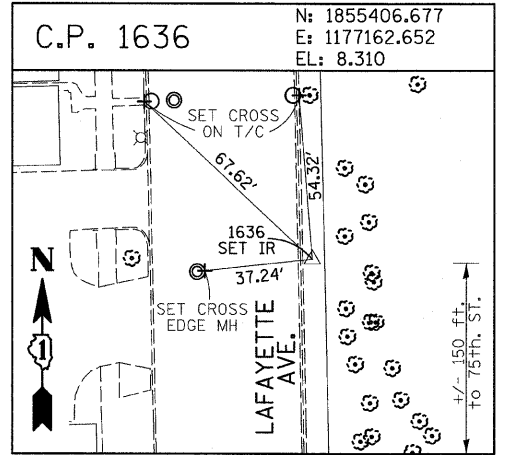
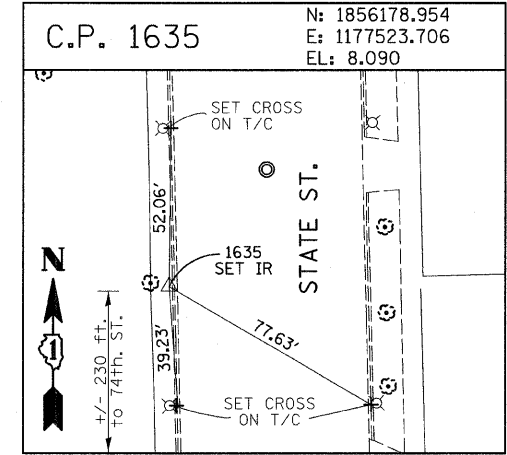
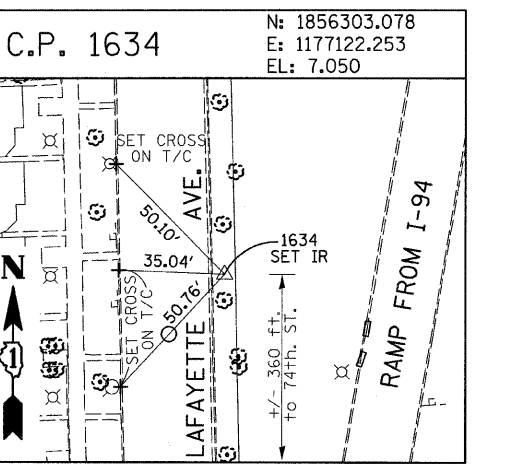
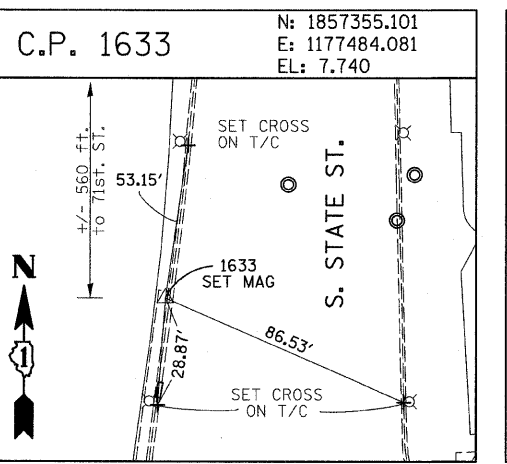
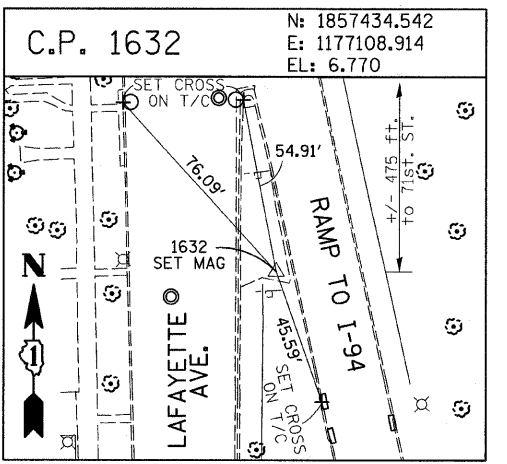
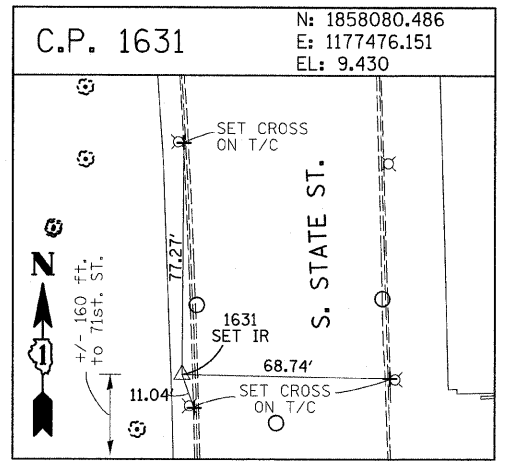
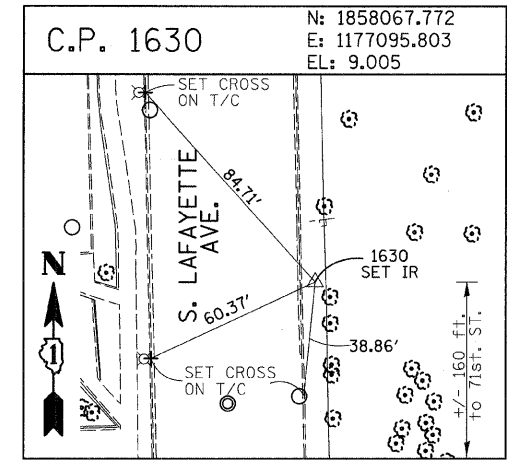
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REVISIONS	
NAME	DATE

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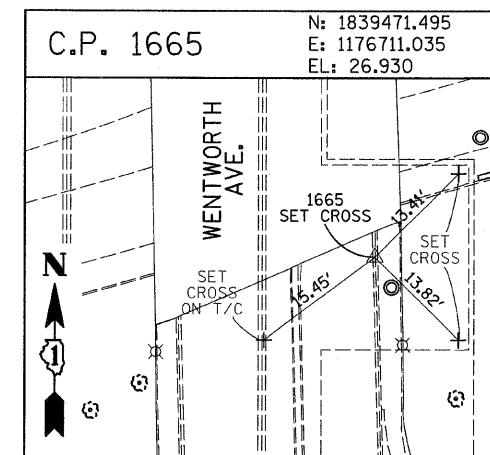
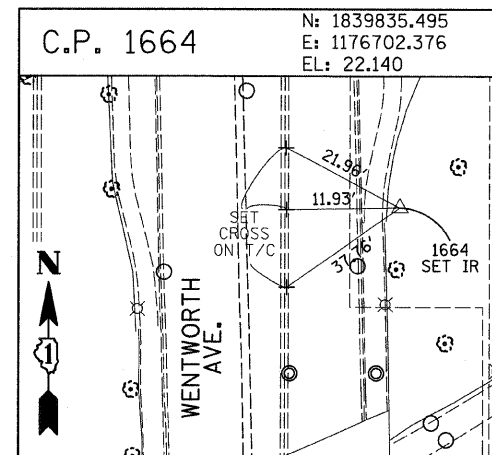
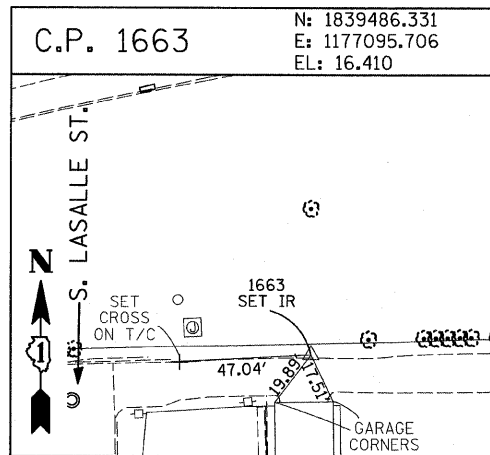
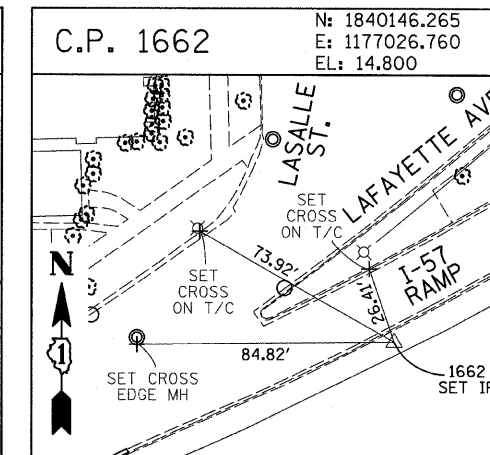
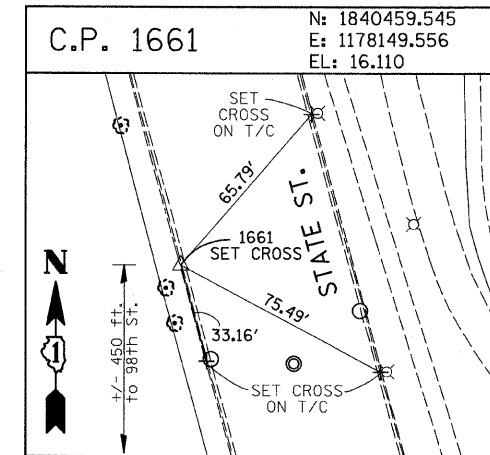
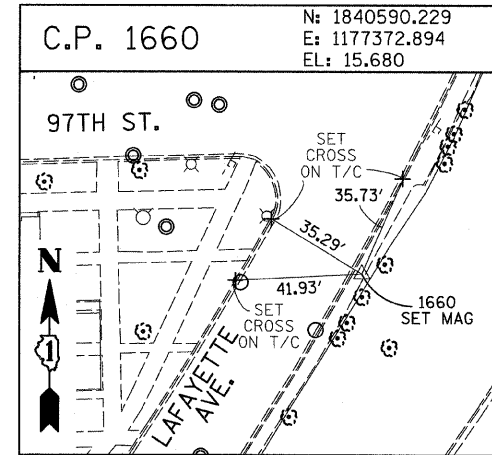
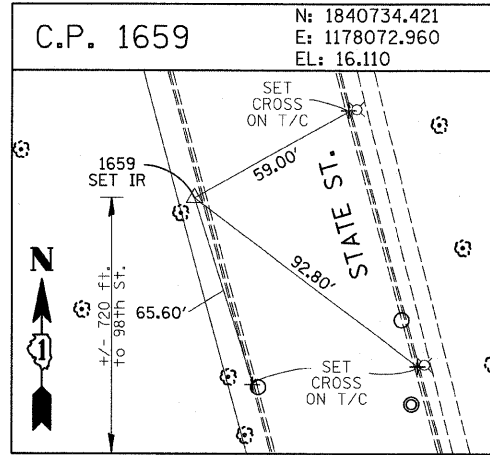
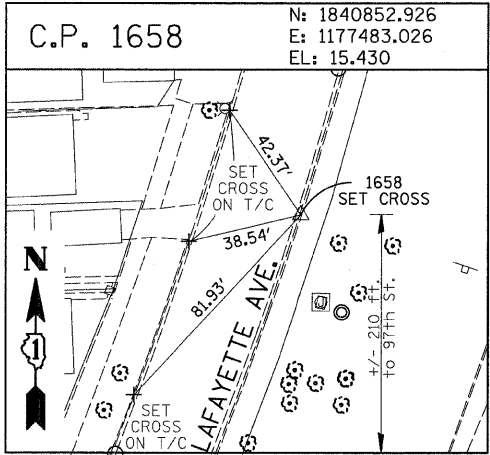
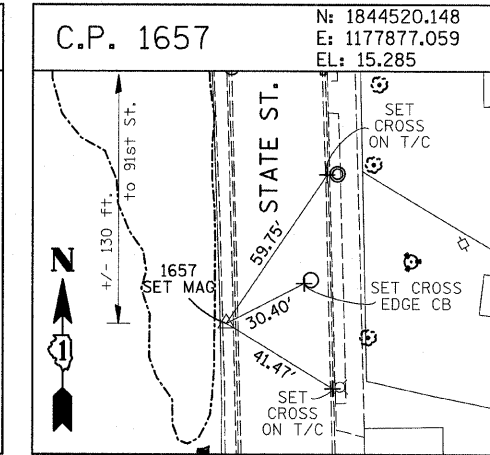
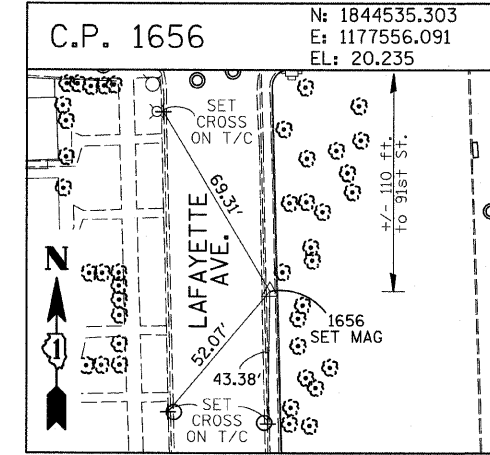
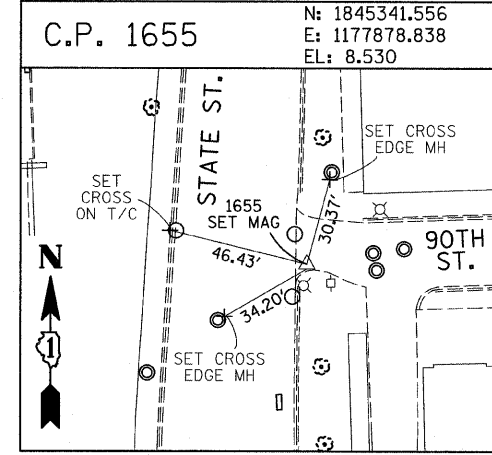
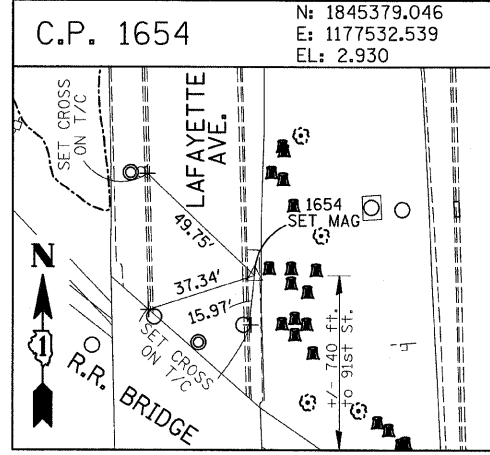
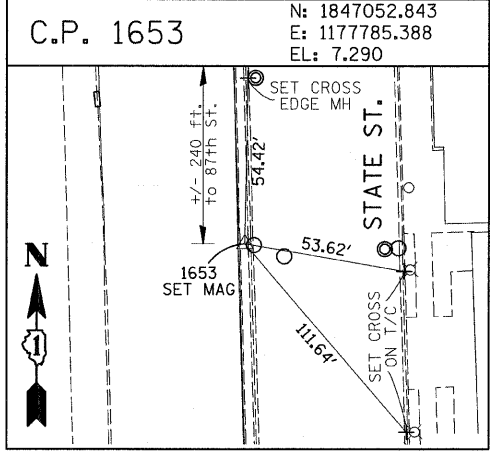
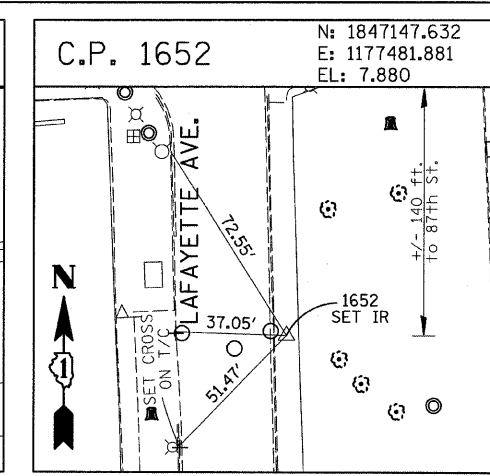
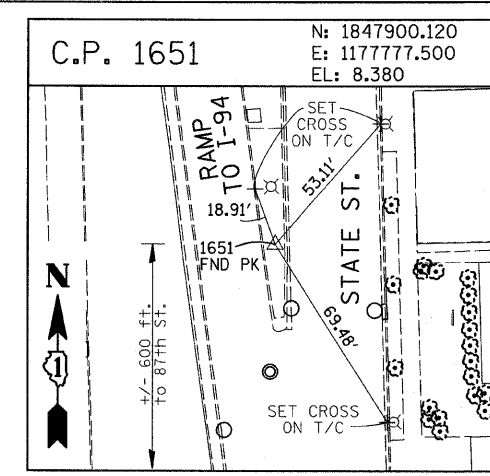
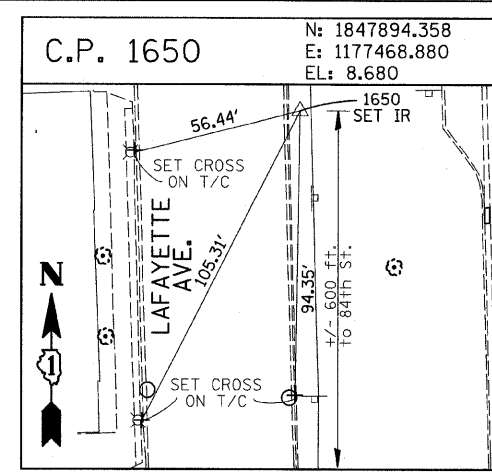
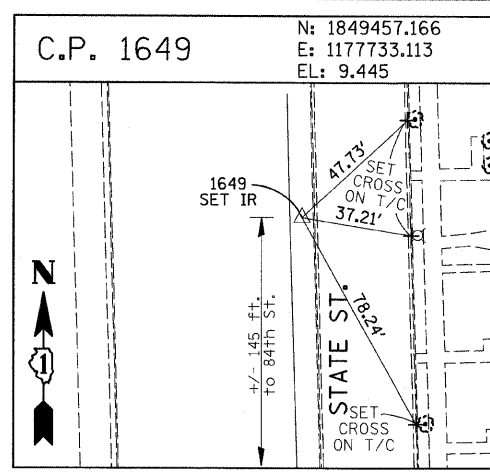
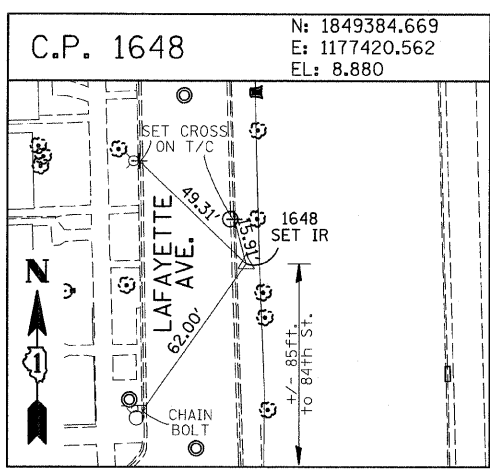
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	12
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		62972



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SURVEY TIES FOR CONTROL POINTS
SHEET 3 OF 7
SCALE: 1"=30'
DATE: OCTOBER 17, 2008
DRAWN BY: GSP
CHECKED BY: MMW

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American Surveying Consultants, P.C.
 1837 First St., Suite 110, Chicago, IL 60601
 312-467-8231

REVISIONS	
NAME	DATE

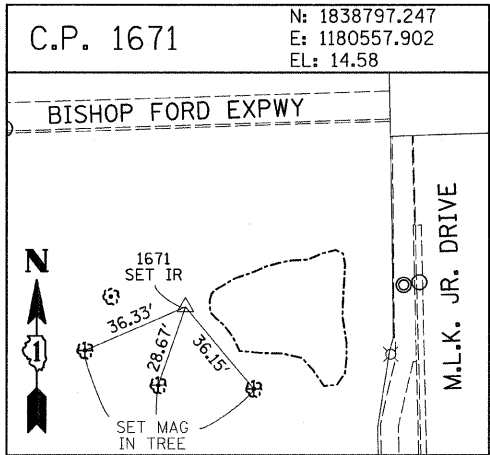
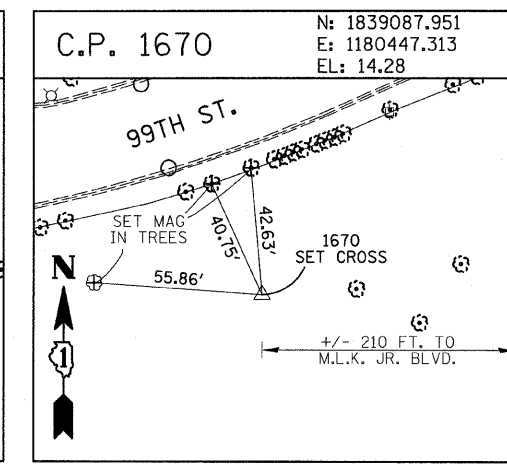
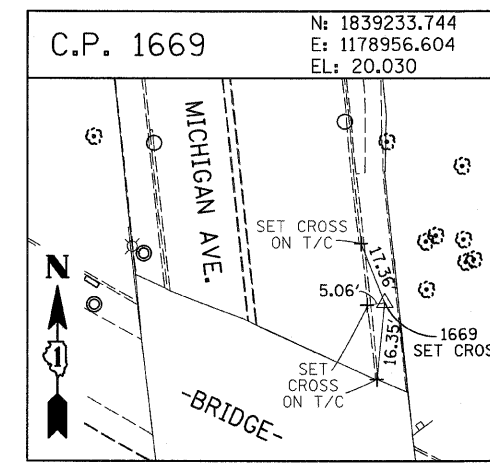
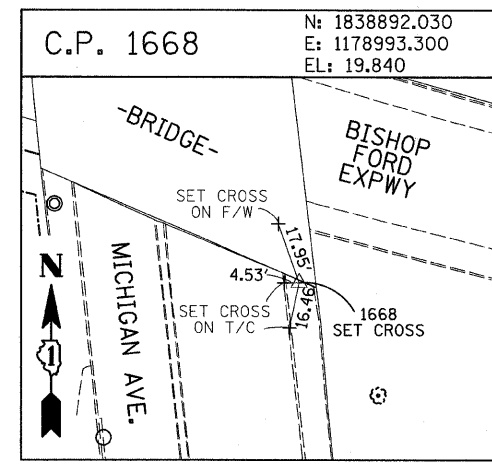
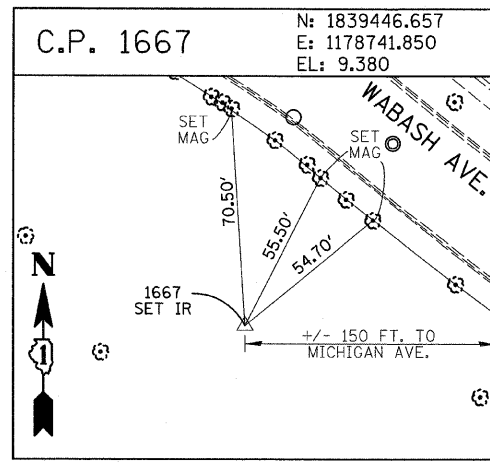
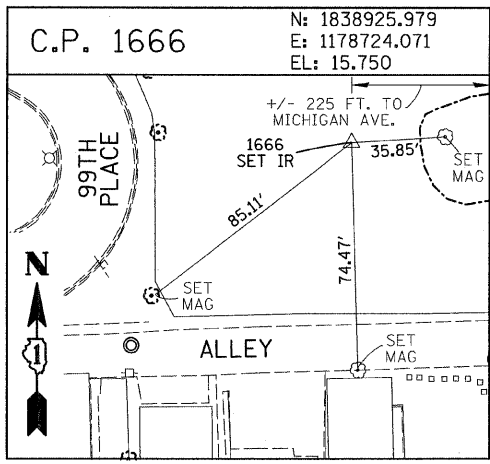
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 4 OF 7

SCALE: 1"=30'
 DATE: OCTOBER 17, 2008

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 CHECKED BY: MMW

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	14
STA. 2248+65.17 TO STA. 2258+61.09		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
62972				



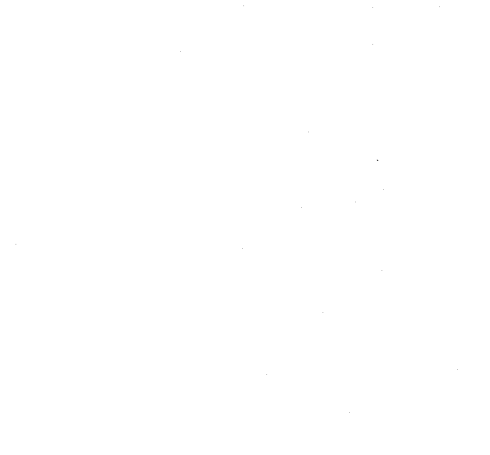
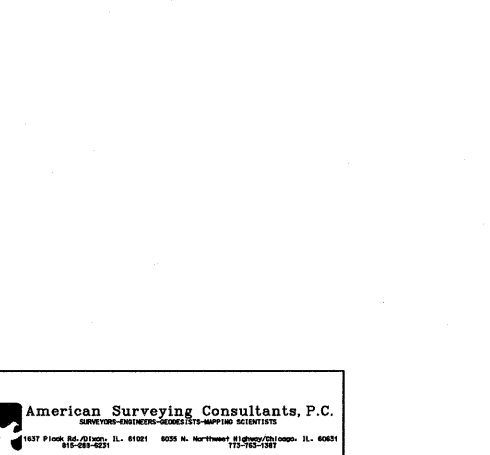
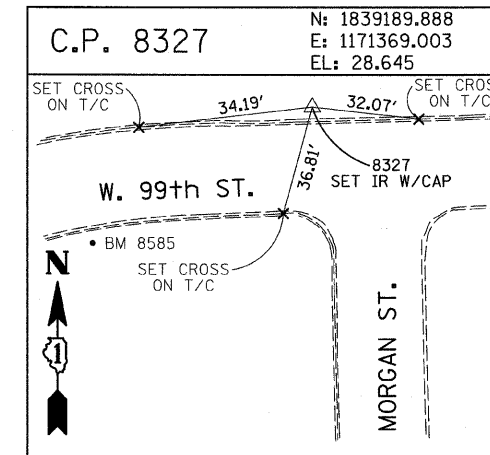
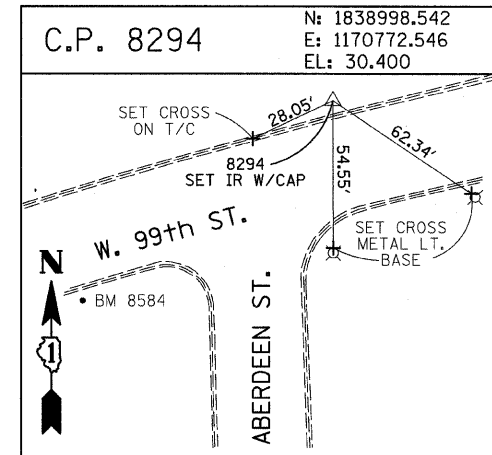
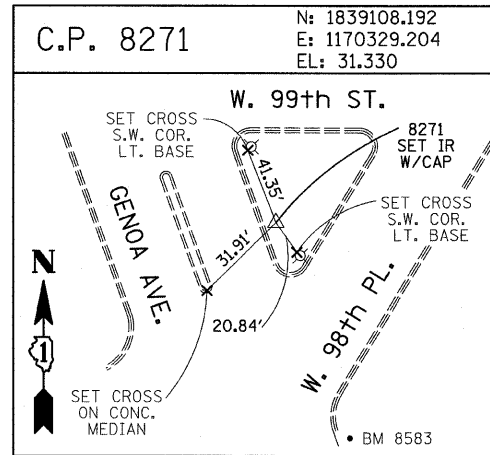
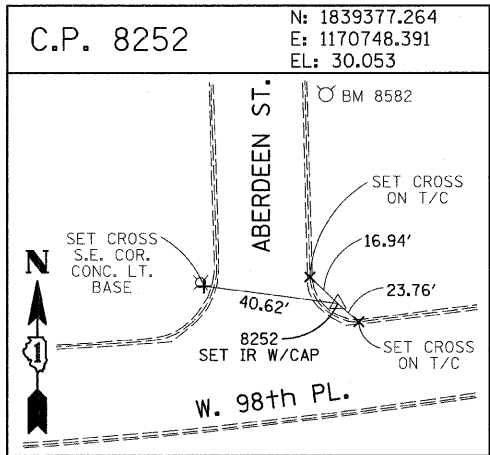
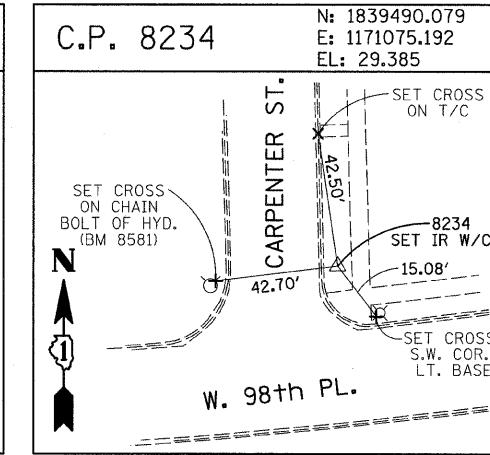
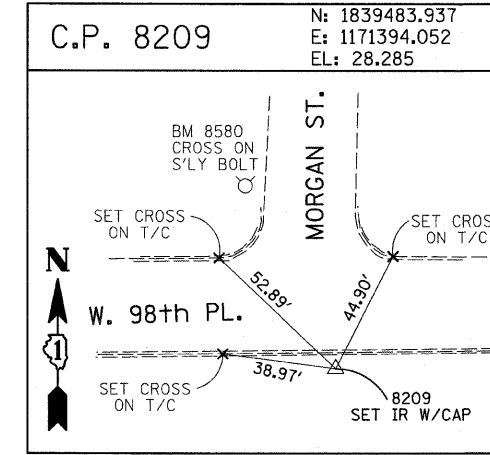
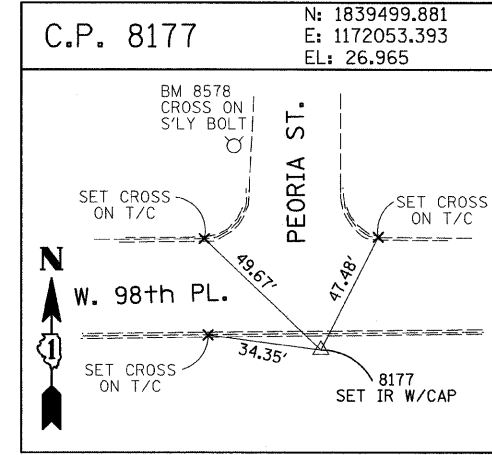
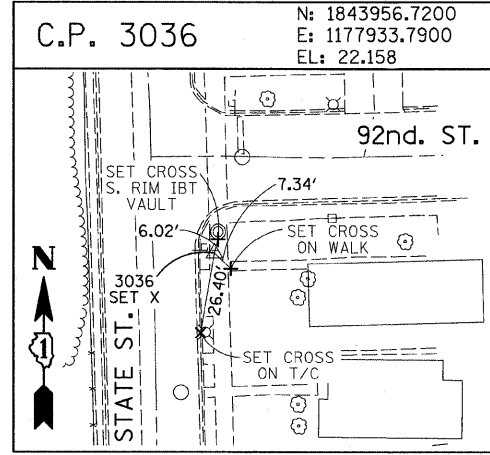
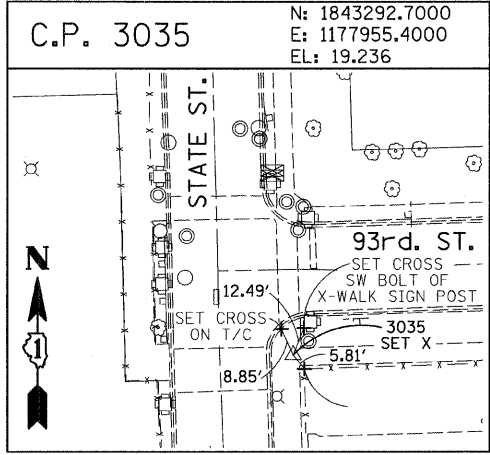
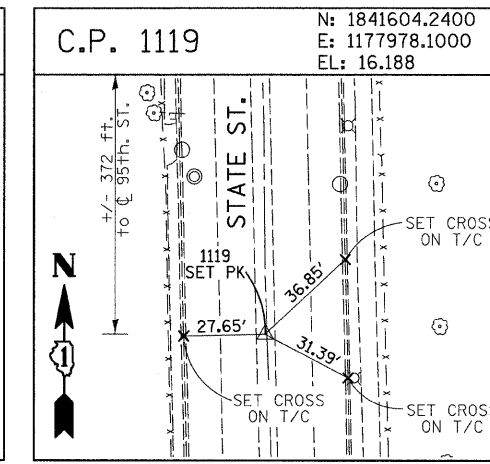
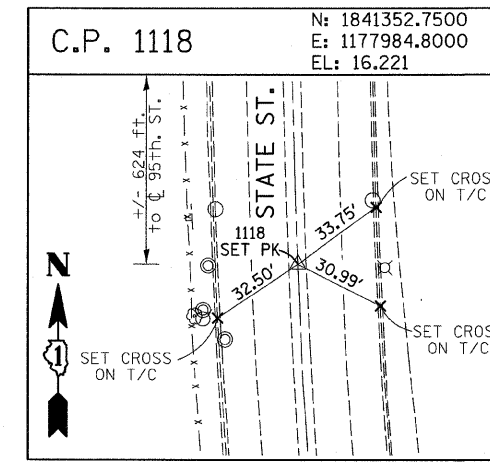
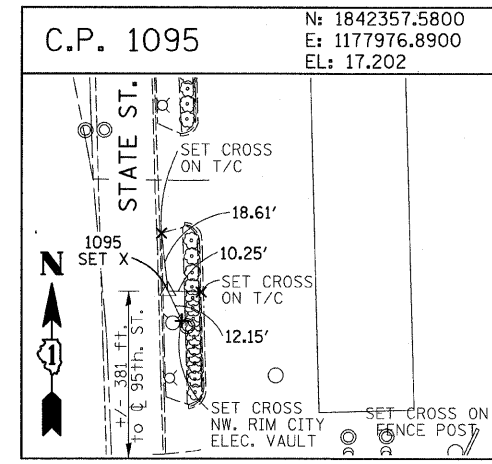
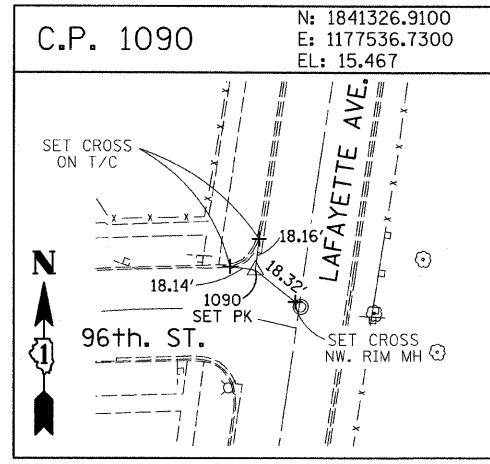
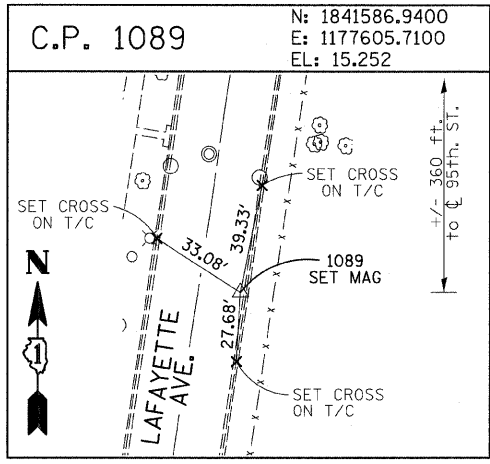
PROJECT BENCHMARKS

- BM 2231 ELEVATION= 10.24 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.
- BM 2232 ELEVATION= 8.46 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2233 ELEVATION= 9.90 FEET
SET CROSS ON NORTHWEST BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 75TH STREET AND LAFAYETTE AVENUE.
- BM 2234 ELEVATION= 9.56 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 75TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 320 FEET SOUTH OF 75TH STREET.
- BM 2235 ELEVATION= 7.50 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 76TH STREET ON THE WEST SIDE OF LAFAYETTE. APPROXIMATELY 330 FEET SOUTH OF 76TH STREET.
- BM 2236 ELEVATION= 10.41 FEET
SET CROSS ON WEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 79TH STREET AND LAFAYETTE AVENUE.
- BM 2237 ELEVATION= 9.20 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF 83RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 350 FEET NORTH OF 83RD STREET.
- BM 2238 ELEVATION= 10.04 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT OF THE NORTHWEST CORNER OF 4TH STREET AND LAFAYETTE AVENUE.
- BM 2239 ELEVATION= 9.59 FEET
SET CROSS ON CHAIN BOLT OF SECOND FIRE HYDRANT NORTH OF 87TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 720 FEET NORTH OF 87TH STREET.
- BM 2240 ELEVATION= 9.49 FEET
SET CROSS ON THE NORTHWEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 78TH STREET AND LAFAYETTE AVENUE.
- BM 2241 ELEVATION= 3.63 FEET
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTHWEST CORNER OF LAFAYETTE AVENUE AND RAILROAD BRIDGE. APPROXIMATELY 770 FEET NORTH OF 91ST STREET.
- BM 2242 ELEVATION= 22.82 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 91ST STREET AND LAFAYETTE AVENUE.
- BM 2243 ELEVATION= 15.68 FEET
SET SQUARE CUT ON THE TOP OF CURB NEXT TO THIRD LIGHT POLE NORTH OF 97TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 260 FEET NORTH OF 97TH STREET.
- BM 2244 ELEVATION= 15.94 FEET
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTH SIDE OF 98TH STREET. APPROXIMATELY 120 FEET EAST OF WENTWORTH AVENUE.
- BM 2245 ELEVATION= 16.35 FEET
SET SQUARE CUT ON THE EAST END OF CURB AT THE NORTHEAST CORNER OF FIRST ALLEY NORTH OF 99TH STREET. APPROXIMATELY 35 FEET EAST OF LASALLE STREET.
- BM 2246 ELEVATION= 20.00 FEET
SET SQUARE CUT WITH CROSS ON TOP OF ABUTMENT WALL ON THE NORTHWEST CORNER OF STATE STREET BRIDGE OVER THE BISHOP FORD EXPRESSWAY. APPROXIMATELY 20 FEET NORTH OF THE NORTH EDGE OF THE BRIDGE.
- BM 2248 ELEVATION= 9.77 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF RAILROAD BRIDGE ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 110 FEET SOUTH OF 90TH STREET.
- BM 2249 ELEVATION= 9.67 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 87TH AND STATE STREET.
- BM 2250 ELEVATION= 10.03 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 83RD ST. AND STATE STREET.
- BM 2251 ELEVATION= 10.95 FEET
FOUND CROSS ON EAST BOLT OF FIRE HYDRANT ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 135 FEET NORTH OF 79TH STREET.
- BM 2252 ELEVATION= 10.02 FEET
SET CROSS ON WEST BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF STATE STREET AND 76TH STREET.
- BM 2254 ELEVATION= 9.17 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2255 ELEVATION= 11.25 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 71ST STREET AND STATE STREET.
- BM 2256 ELEVATION= 16.36 FEET
SET SQUARE CUT ON TOP OF ABUTMENT WALL ON THE NORTHWEST CORNER OF MARTIN LUTHER KING DRIVE BRIDGE OVER THE BISHOP FORD EXPRESSWAY. APPROXIMATELY 1 FOOT NORTH OF THE NORTH END OF THE BRIDGE.
- BM 2257 ELEVATION= 18.25 FEET
SET CROSS ON NORTHEAST BOLT OF LIGHT POLE BASE ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 970 FEET SOUTH OF 95TH STREET.
- BM 2258 ELEVATION= 10.53 FEET
SET CROSS ON NORTHWEST BOLT OF LIGHT BASE ON NORTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.

REVISIONS	
NAME	DATE

10/17/2008 10:45:02 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	15
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62972				



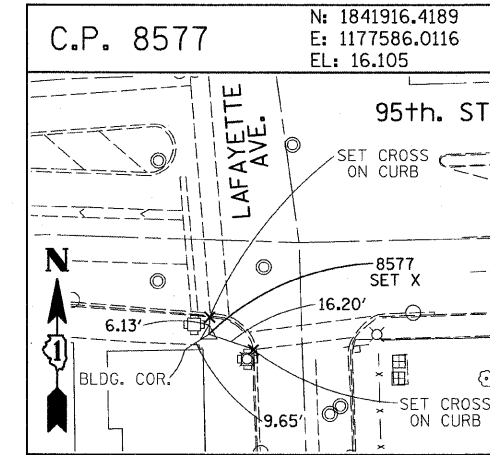
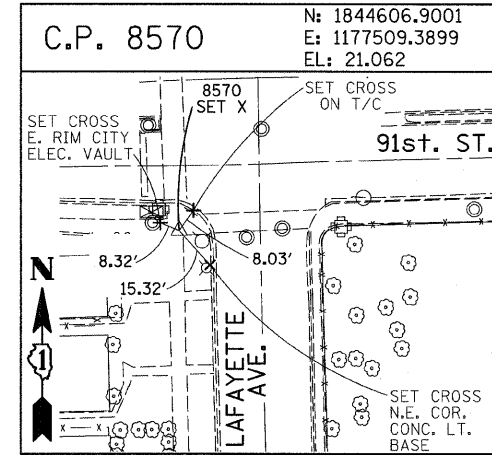
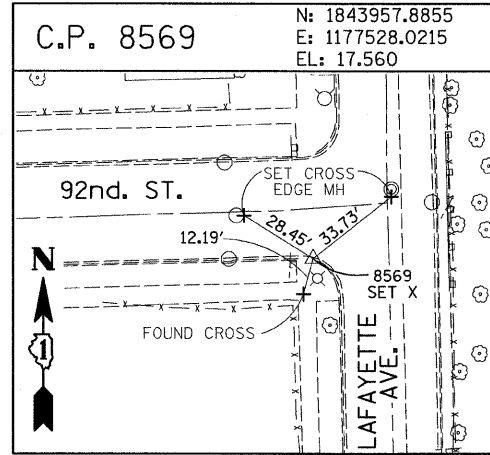
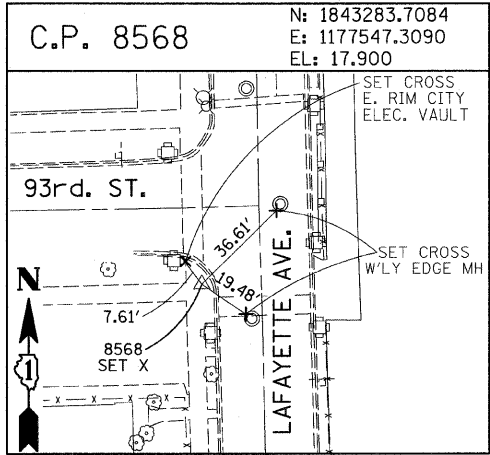
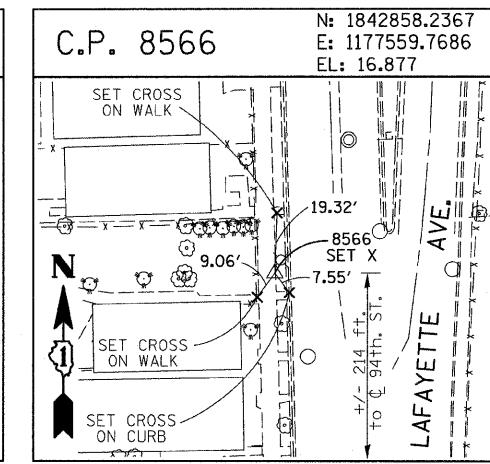
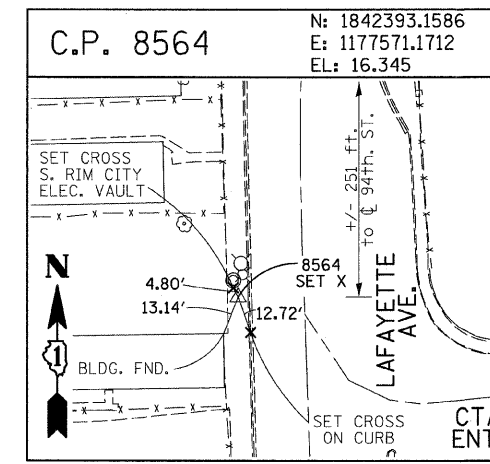
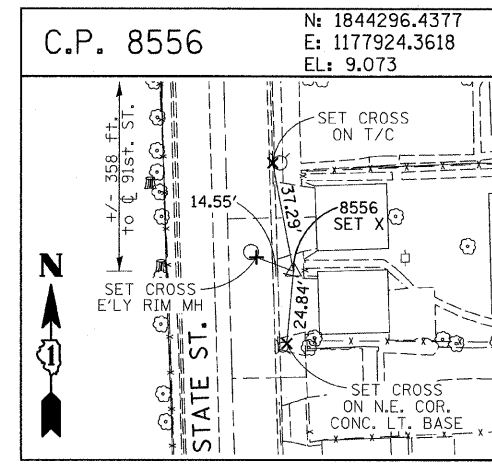
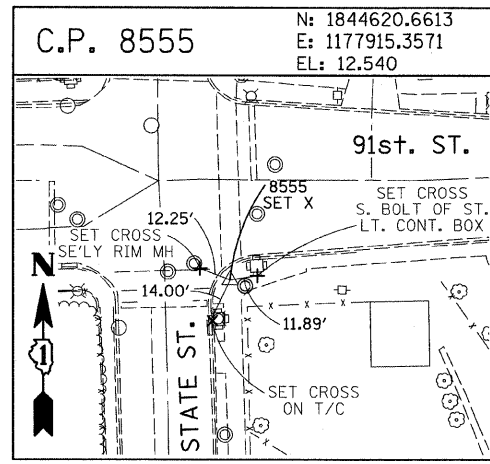
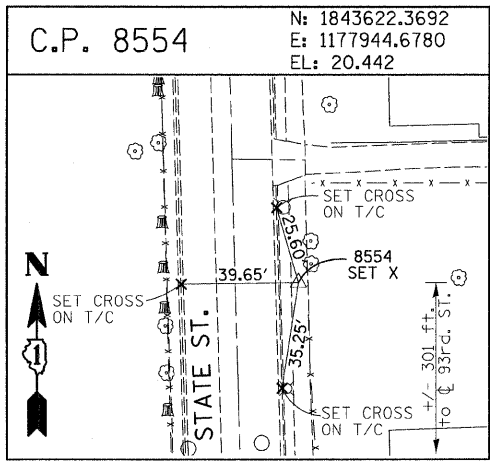
American Surveying Consultants, P.C.
 SURVEYORS-ENGINEERS-GEODETISTS-APPRAISERS
 1137 Plank Road, Naperville, IL 60563
 630-255-1234

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 6 OF 7
 SCALE: 1"=30'
 DATE: OCTOBER 17, 2008
 DRAWN BY: GSP
 CHECKED BY: MMW

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1&1717) I-8	COOK	40	16
STA. 2248+65.17 TO STA. 2258+61.09		ILLINOIS FED. AID PROJECT		
62972				



PROJECT BENCHMARKS

- BM 101 ELEVATION= 24.89 FEET
SET SQUARE CUT ON SOUTHERLY CURB OF WEST 98TH PLACE. APPROXIMATELY 70 FEET EAST OF THE CENTERLINE OF GREEN STREET.
- BM 102 ELEVATION= 27.36 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF WEST 99TH STREET AND GREEN STREET.
- BM 8558 ELEVATION= 17.73 FEET
SET SQUARE CUT ON SOUTHEAST CORNER OF FOURTH LIGHT BASE SOUTH OF 95TH STREET, ON THE EAST SIDE OF STATE STREET.
- BM 8559 ELEVATION= 17.10 FEET
SET SQUARE CUT ON SOUTHWEST CORNER OF CONCRETE SIGN BASE AT THE NORTHWEST CORNER OF THE MOBIL GAS STATION PROPERTY AT THE NORTHEAST CORNER OF 95TH STREET AND STATE STREET.
- BM 8560 ELEVATION= 17.50 FEET
SET SQUARE CUT ON SOUTHEAST CORNER OF CONCRETE BUS SLAB ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 50 FEET SOUTH OF THE CENTERLINE OF 94TH STREET.
- BM 8561 ELEVATION= 19.77 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT SOUTH OF 93RD STREET, ON THE EAST SIDE OF STATE STREET.
- BM 8562 ELEVATION= 22.29 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT NORTH OF 93RD STREET, ON THE EAST SIDE OF STATE STREET.
- BM 8563 ELEVATION= 20.47 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT SOUTH OF 91ST STREET, ON THE EAST SIDE OF STATE STREET.
- BM 8573 ELEVATION= 19.89 FEET
SET SQUARE CUT ON EAST SIDE OF SIDEWALK OPPOSITE TO THE SECOND FIRE HYDRANT SOUTH OF 91ST STREET, ON THE WEST SIDE OF LAFAYETTE AVENUE.
- BM 8574 ELEVATION= 18.90 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT APPROXIMATELY AT 9224 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.
- BM 8575 ELEVATION= 17.77 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT APPROXIMATELY AT 9326 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.

- BM 8576 ELEVATION= 17.43 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE VACANT LOT BETWEEN 9416 AND 9422 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.
- BM 8578 ELEVATION= 27.92 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND PEORIA STREET.
- BM 8579 ELEVATION= 28.59 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND SANGAMON STREET.
- BM 8580 ELEVATION= 29.24 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND MORGAN STREET.
- BM 8581 ELEVATION= 30.82 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF CARPENTER STREET AND WEST 98TH PLACE.
- BM 8582 ELEVATION= 30.69 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF WEST 98TH PLACE, ON THE EAST SIDE OF ABERDEEN STREET.
- BM 8583 ELEVATION= 33.14 FEET
SET SQUARE CUT ON CONCRETE BRIDGE WALL AT THE SOUTHEASTERLY CORNER OF GENOA AVENUE AND 99TH STREET.
- BM 8584 ELEVATION= 32.36 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT WEST OF ABERDEEN STREET, ON THE SOUTHERLY SIDE OF 99TH STREET.
- BM 8585 ELEVATION= 30.28 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRST FIRE HYDRANT WEST OF MORGAN STREET, ON THE SOUTH SIDE OF 99TH STREET.
- BM 8586 ELEVATION= 28.75 FEET
SET CROSS ON NORTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF 99TH STREET AND SANGAMON STREET.
- BM 8587 ELEVATION= 31.19 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF 99TH STREET AND CARPENTER STREET.

- BM 3514 ELEVATION= 17.56 FEET
SET CROSS ON CHAIN BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF LASALLE ST. AND 97TH ST.
- BM 3522 ELEVATION= 18.06 FEET
SET CROSS ON SOUTH SOUTHEAST FLANGE BOLT OF HYDRANT ± HALFWAY BETWEEN NORTH AND SOUTH ENTRANCE TO CITGO, EAST SIDE OF STATE ST. AND NORTH OF 95TH ST.
- BM 3549 ELEVATION= 9.49 FEET
SET CROSS WESTERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 87TH ST. AND LAFAYETTE AVE.
- BM 3550 ELEVATION= 22.88 FEET
SET CROSS WESTERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 91ST ST. AND LAFAYETTE AVE.
- BM 3551 ELEVATION= 17.50 FEET
SET CROSS NORTHERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 95TH ST. AND LAFAYETTE AVE.
- BM 3552 ELEVATION= 14.81 FEET
SET CROSS NORTHEAST BOLT OF TRAFFIC SIGNAL/LIGHT BASE AT SOUTHEAST INTERSECTION OF 91ST ST. AND STATE ST.
- BM 3553 ELEVATION= 8.47 FEET
SET CROSS NORTHWEST BOLT OF TRAFFIC SIGNAL/LIGHT BASE AT NORTHEAST INTERSECTION OF 87TH ST. AND STATE ST.
- BM 3556 ELEVATION= 9.06 FEET
SET CROSS EASTERLY FLANGE BOLT OF HYDRANT AT NORTHEAST CORNER OF 75TH ST. AND STATE ST.
- BM 3558 ELEVATION= 18.15 FEET
SET CROSS SOUTHWESTERLY FLANGE BOLT OF HYDRANT AT NORTHWEST INTERSECTION OF NORMAL ST. AND 98TH PLACE.
- BM 3810 ELEVATION= 0.29 FEET
CUT SQUARE ON SOUTHERLY CORNER OF METAL BASE FOR OVERHEAD SIGN, ON THE WESTERLY SIDE OF SOUTHBOUND DAN RYAN, OPPOSITE OF WEST 77TH PLACE, APPROXIMATELY 1000 FEET NORTH OF 79TH STREET BRIDGE.
- BM 3811 ELEVATION= 1.95 FEET
CUT SQUARE ON SOUTHEASTERLY CORNER OF METAL BASE FOR OVERHEAD SIGN, ON THE WESTERLY SIDE OF SOUTHBOUND DAN RYAN APPROXIMATELY 840 FEET SOUTHERLY OF 83RD STREET.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SURVEY TIES FOR CONTROL POINTS
SHEET 7 OF 7

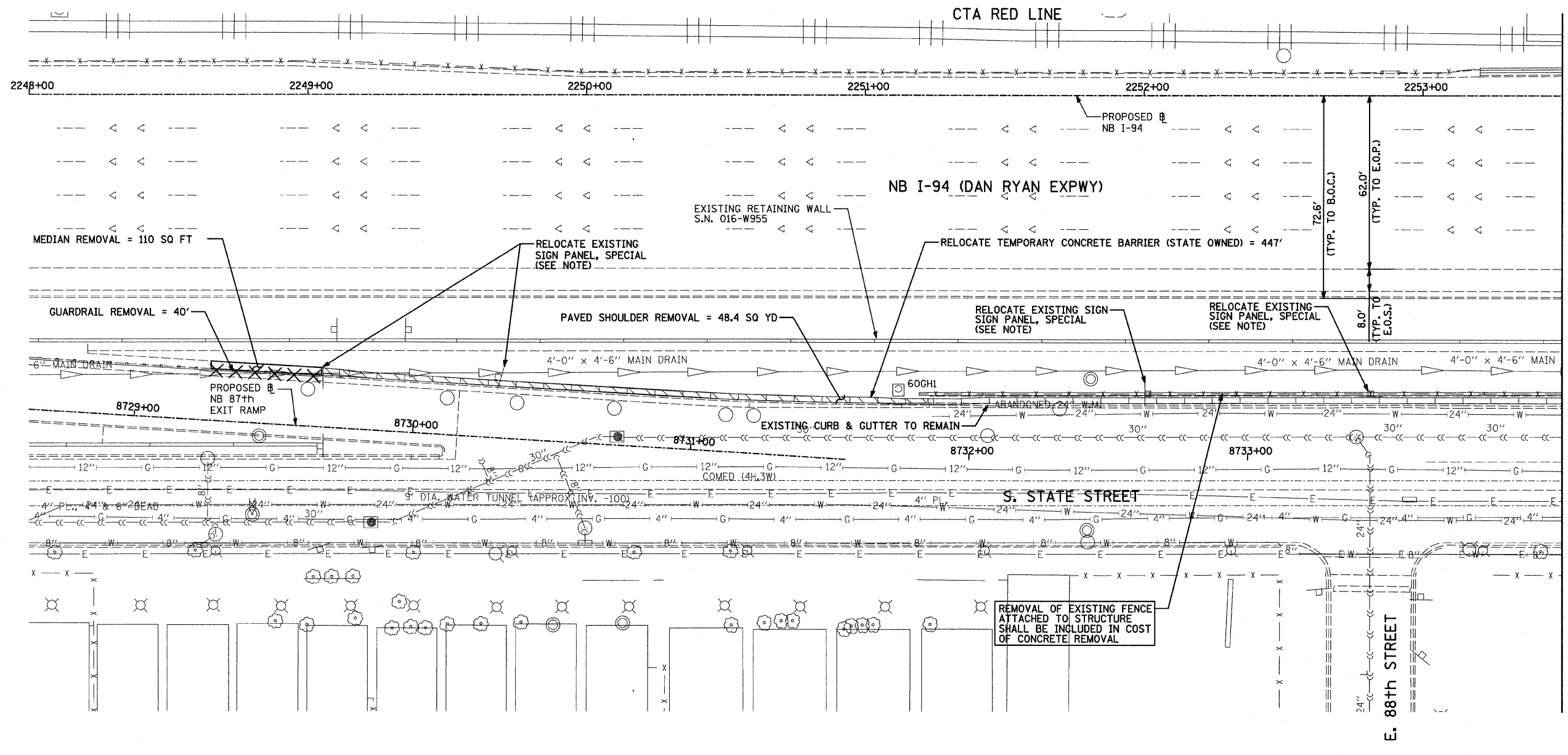
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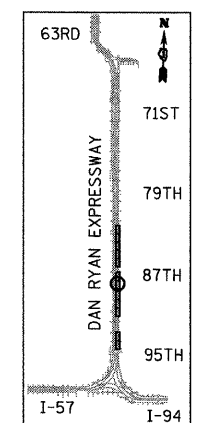
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717)	I-8	COOK	40	17
STA. 2248+65.17 TO STA. 2258+61.09				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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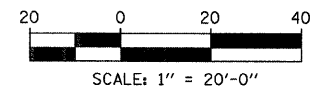
MATCHLINE NB STA. 2253+50.00



LOCATION MAP

- LEGEND:**
- PAVED SHOULDER REMOVAL
 - CHAIN LINK FENCE REMOVAL
 - CONCRETE BARRIER/GUARDRAIL REMOVAL

NOTE:
 SIGNS SHALL BE LOCATED AT A MINIMUM OF 3 FEET FROM THE FRONT FACE OF THE PROPOSED KNEE WALL OR MOUNTED TO THE FRONT FACE OF THE RECONSTRUCTED PARAPET. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".



TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2248+00.00 TO 2253+50.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

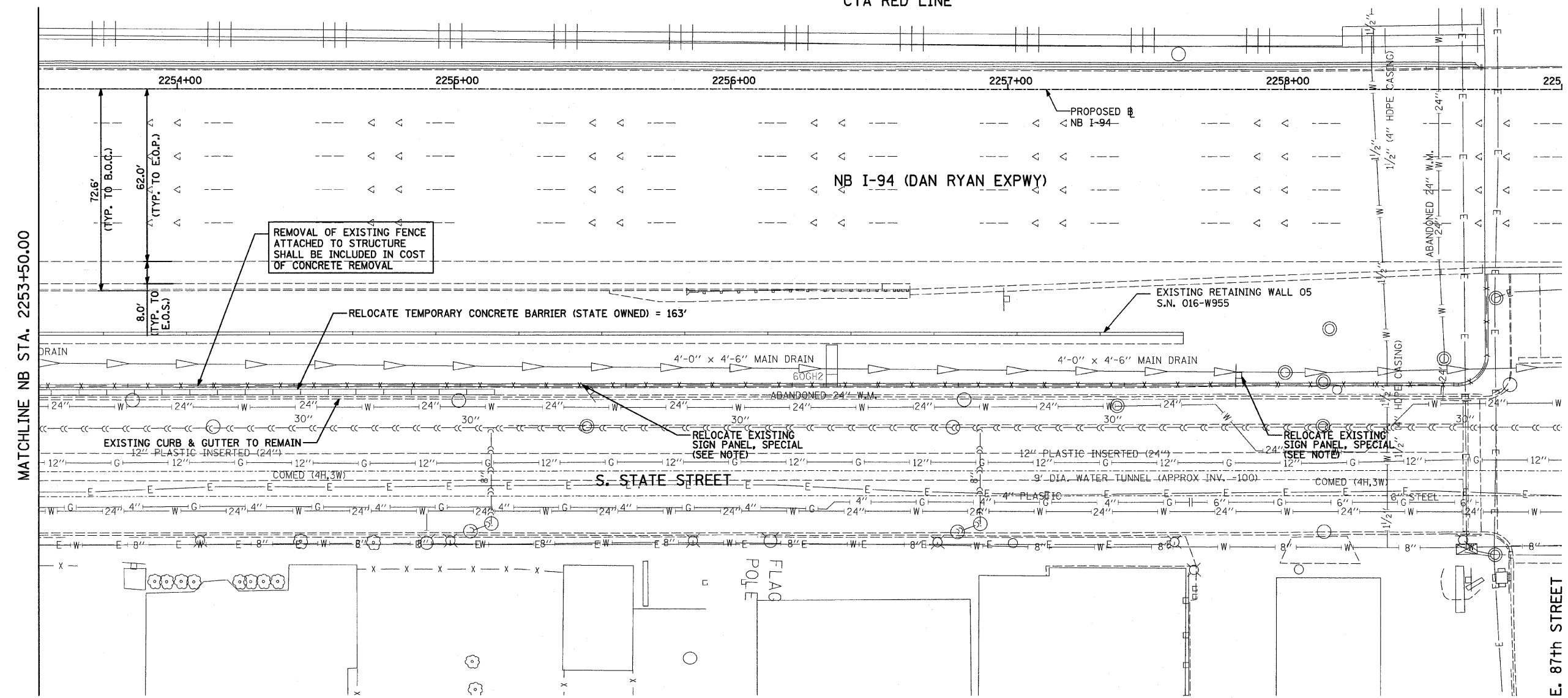
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717) I-8	I-8	COOK	40	19
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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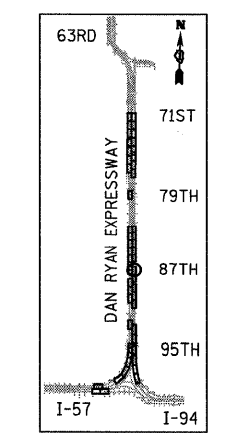


CTA RED LINE



MATCHLINE NB STA. 2253+50.00

E. 87th STREET



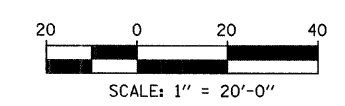
LOCATION MAP

LEGEND:

- PAVED SHOULDER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/GUARDRAIL REMOVAL

NOTE:

SIGNS SHALL BE LOCATED AT A MINIMUM OF 3 FEET FROM THE FRONT FACE OF THE PROPOSED KNEE WALL OR MOUNTED TO THE FRONT FACE OF THE RECONSTRUCTED PARAPET. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

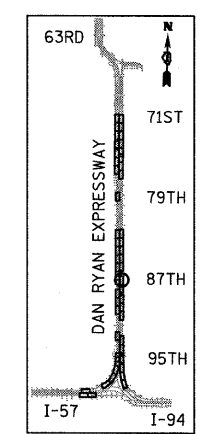
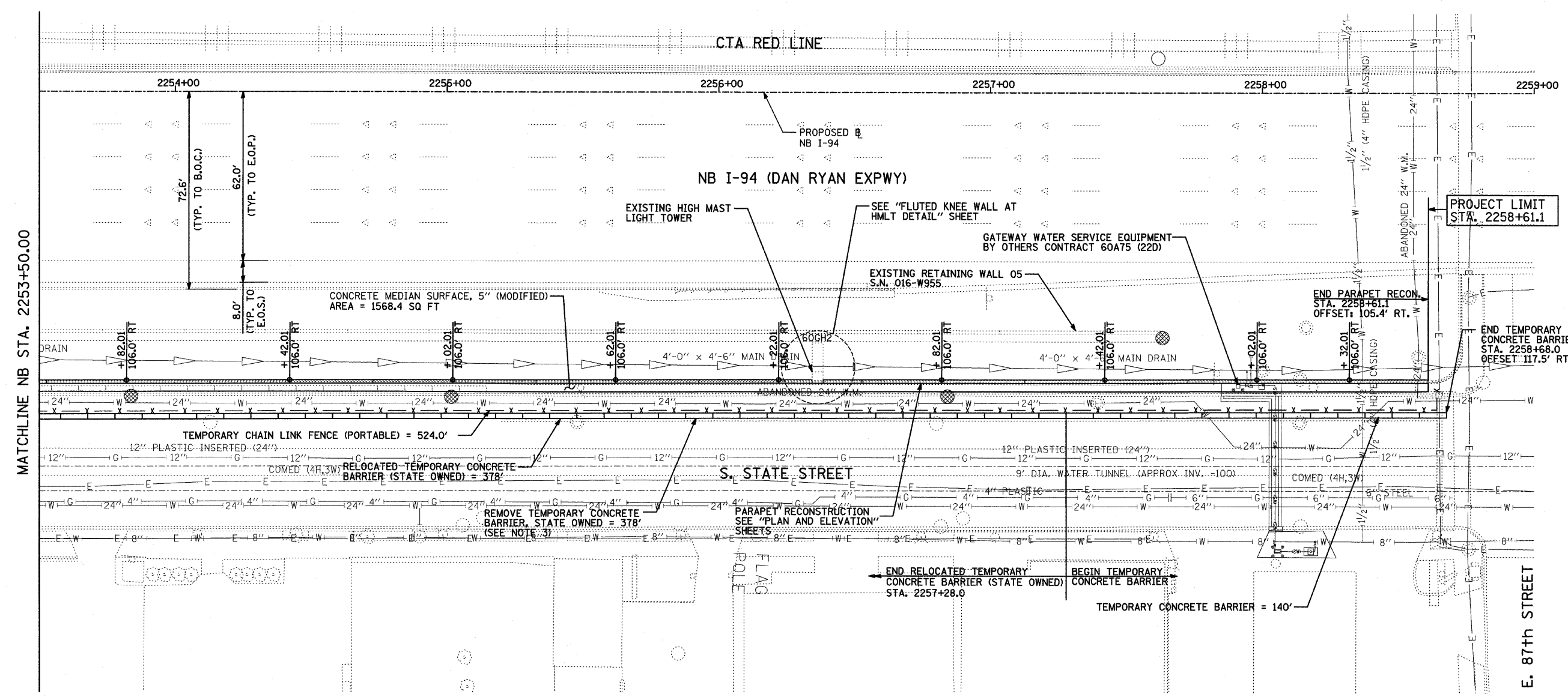
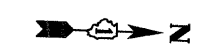


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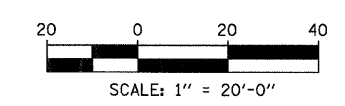
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2253+50.00 TO 2259+00.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

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LOCATION MAP



LEGEND:

- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"
- INLET FILTER

NOTES:

1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE FRONT FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
2. THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC OR PRIVATE UTILITY FACILITIES.
3. TEMPORARY CONCRETE BARRIER, STATE OWNED SHALL NOT BE REMOVED UNTIL ALL CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED OR AS DIRECTED BY THE ENGINEER.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2253+50.00 TO 2259+00.00

SCALE: 1"=20'
 DATE: OCTOBER 17, 2008

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 CHECKED BY: TCB, MI

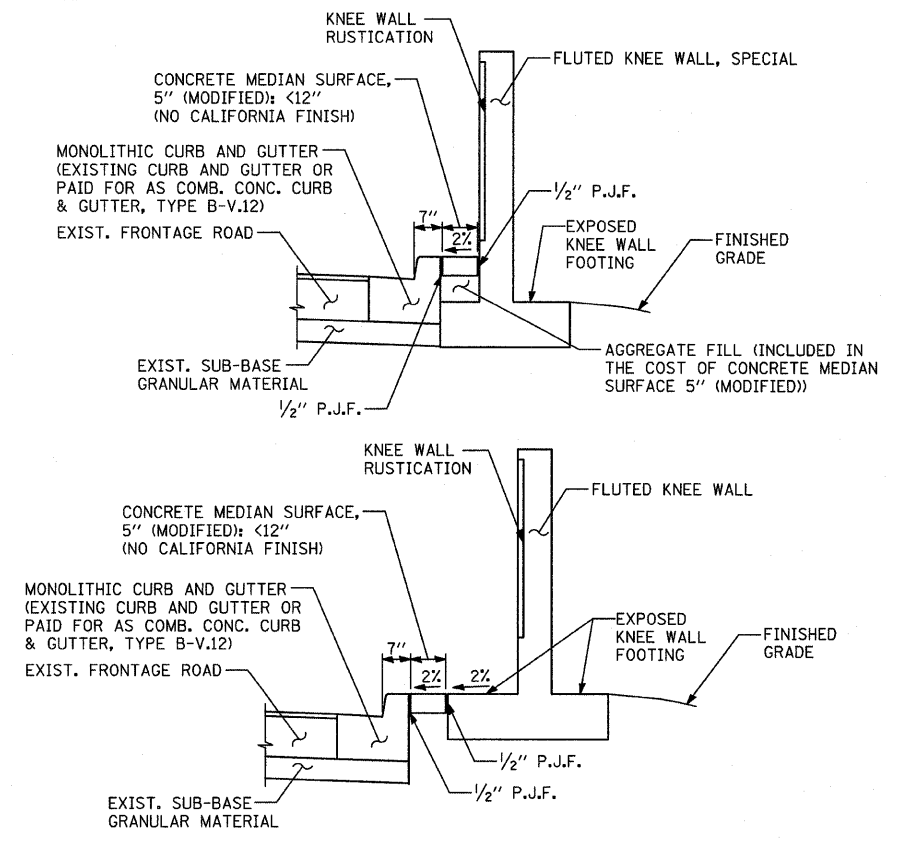
TYLIN INTERNATIONAL

NOTE:
THIS OPTION SHALL BE USED WHEN THE CARRIAGE WALK AREA MEASURES LESS THAN 12" IN WIDTH

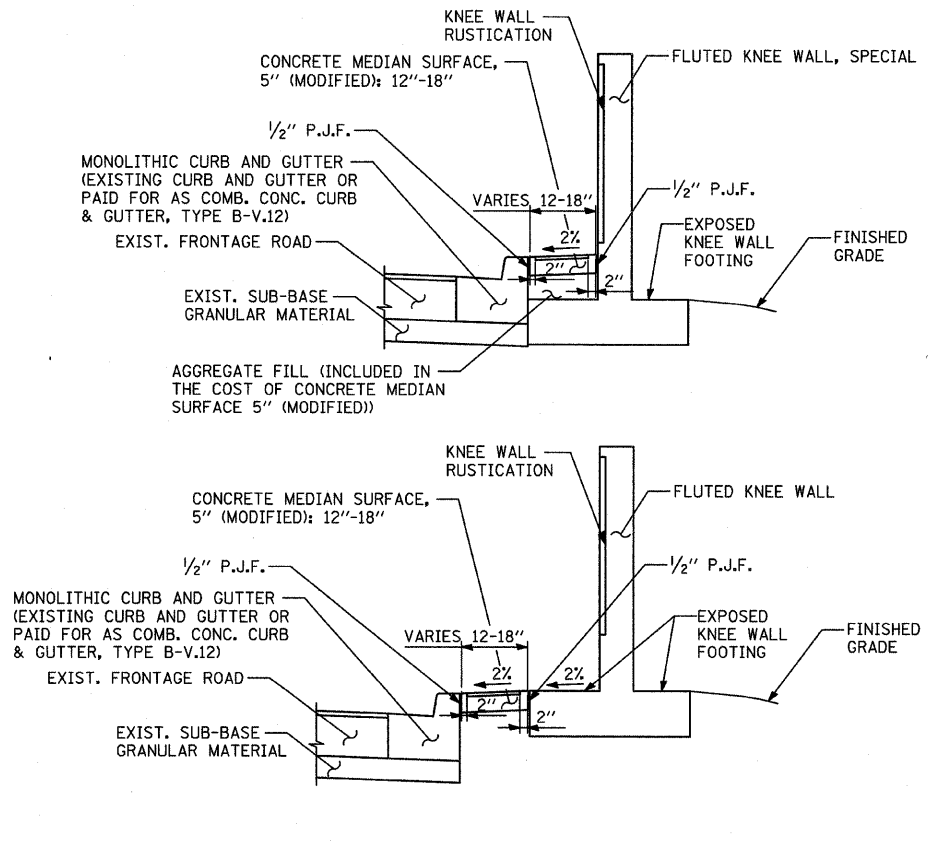
NOTE:
THIS OPTION SHALL BE USED WHEN THE CARRIAGE WALK AREA MEASURES 12" TO 18" IN WIDTH

NOTE:
THIS OPTION SHALL BE USED WHEN THE CARRIAGE WALK AREA MEASURES 18" OR GREATER IN WIDTH

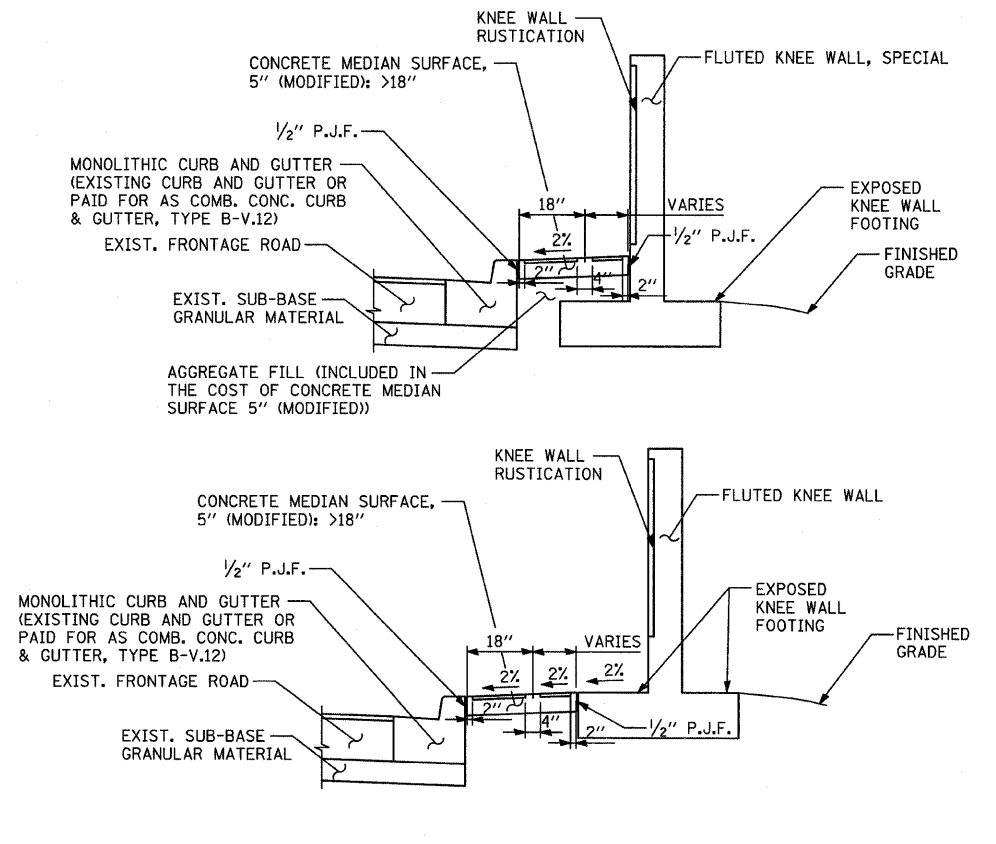
VARIES PANEL:
• IF THE WIDTH IS $\geq 4"$ THEN APPLY BROOM FINISH FLUSH TO THE RETAINING WALL WITH 4" CALIFORNIA JOINT
• IF THE WIDTH IS $< 4"$ THEN SURFACE TO BE HARD TROWELLED (SEE DETAIL A)



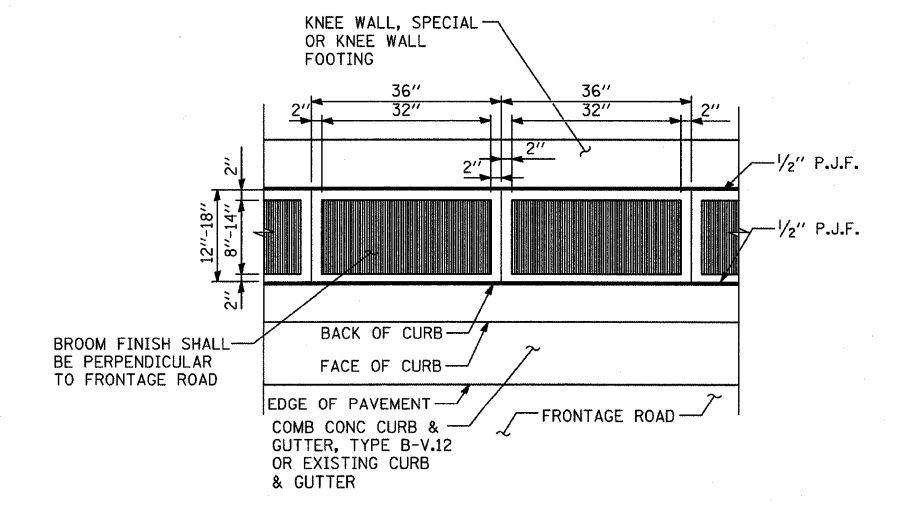
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "A"
AREA <12" WIDE



CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "B"
AREA 12"-18" WIDE

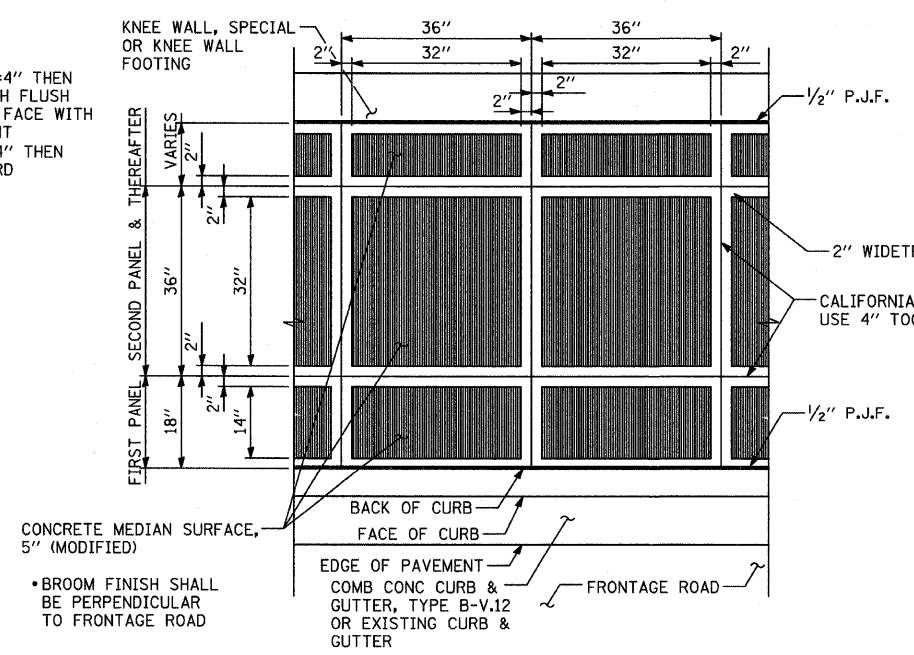


CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "C"
AREA >18" WIDE



DETAIL "B": COORDINATE WITH CONC. MED. SURFACE, 5" (MODIFIED) "B"
CALIFORNIA FINISH

VARIES PANEL:
• IF THE WIDTH IS $\geq 4"$ THEN APPLY BROOM FINISH FLUSH TO THE KNEE WALL FACE WITH 4" CALIFORNIA JOINT
• IF THE WIDTH IS $< 4"$ THEN SURFACE TO BE HARD TROWELLED



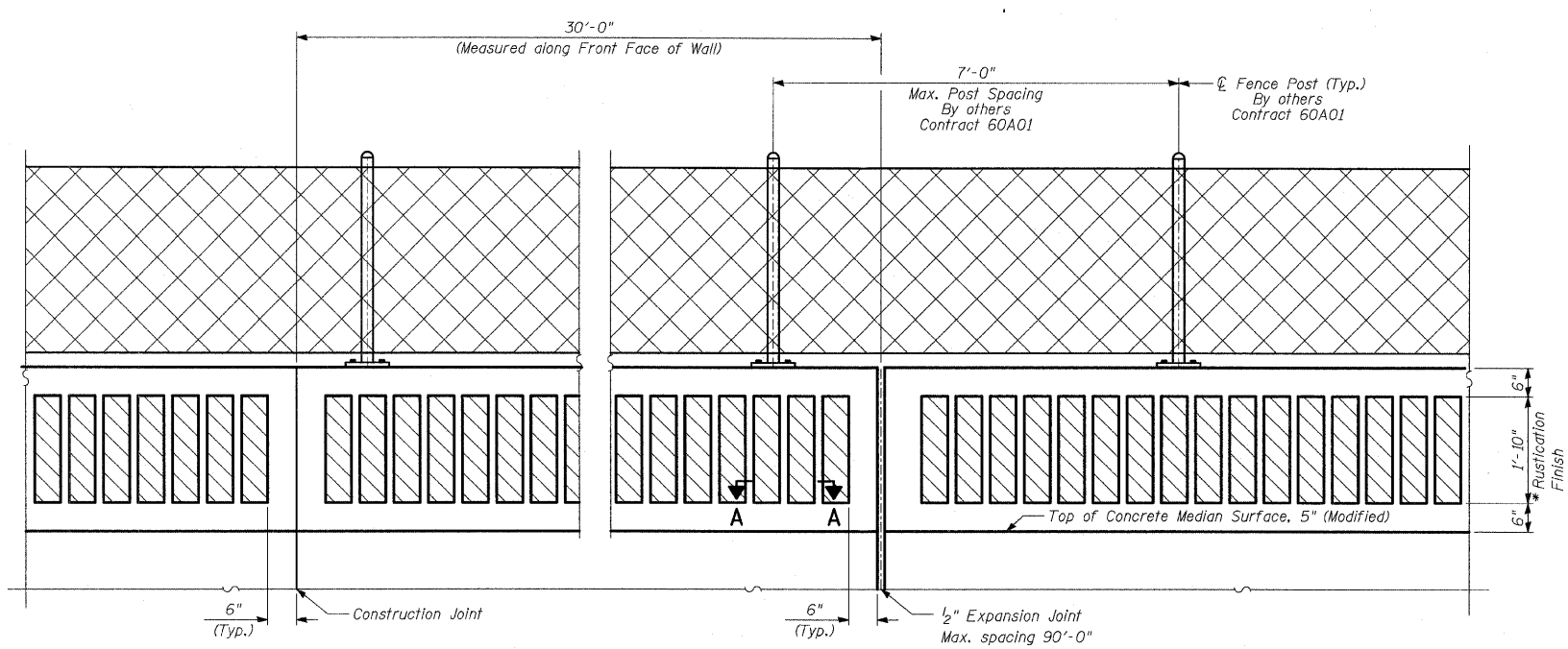
DETAIL "A": COORDINATE WITH CONC. MED. SURFACE, 5" (MODIFIED) "C"
CALIFORNIA FINISH

NOTE:
NOT ALL ITEMS SHOWN ON THIS SHEET ARE PROPOSED. SEE PLANS FOR PROPOSED ITEMS.

REVISIONS	
NAME	DATE

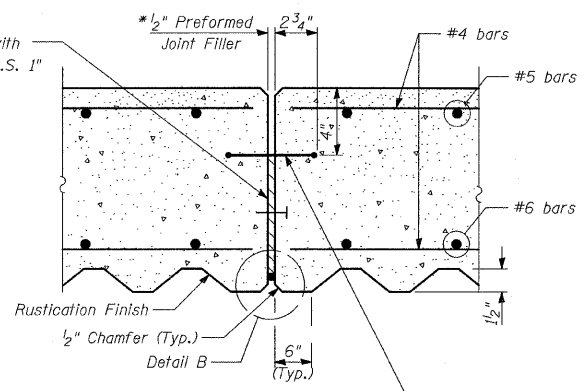
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) WITH CALIFORNIA FINISH DETAIL
SCALE: NONE
DATE: OCTOBER 17, 2008
DRAWN BY: MPG
CHECKED BY: JPM

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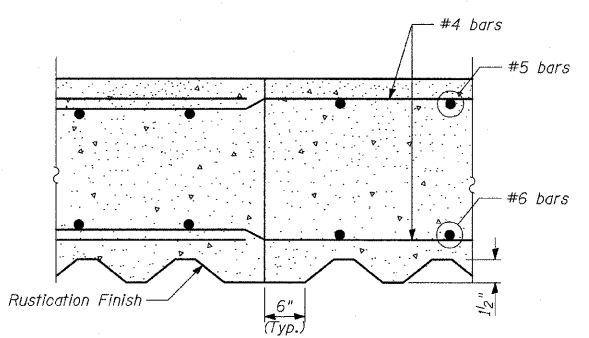


BACK FACE ELEVATION - FLUTED KNEE WALL, SPECIAL AND CHAIN LINK FENCE

* 1/2" Preformed Joint Filler with Concrete Walls, Flat Head C.S. 1" Long @ 12" Cts. Vertical.



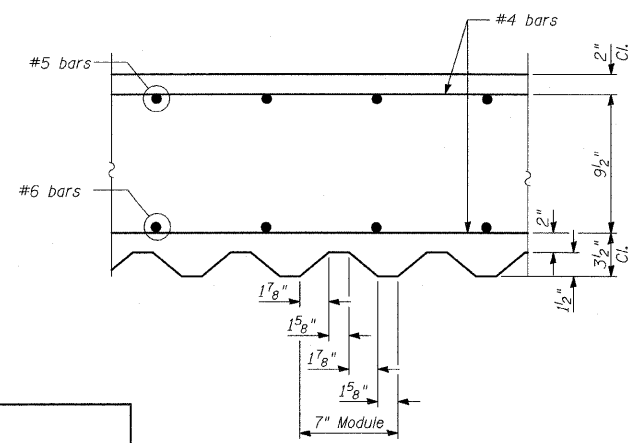
EXPANSION JOINT DETAILS



CONSTRUCTION JOINT DETAILS

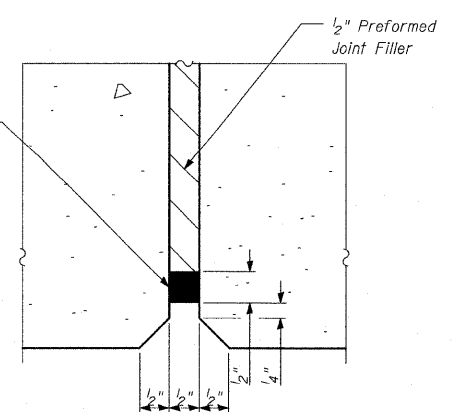
LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"

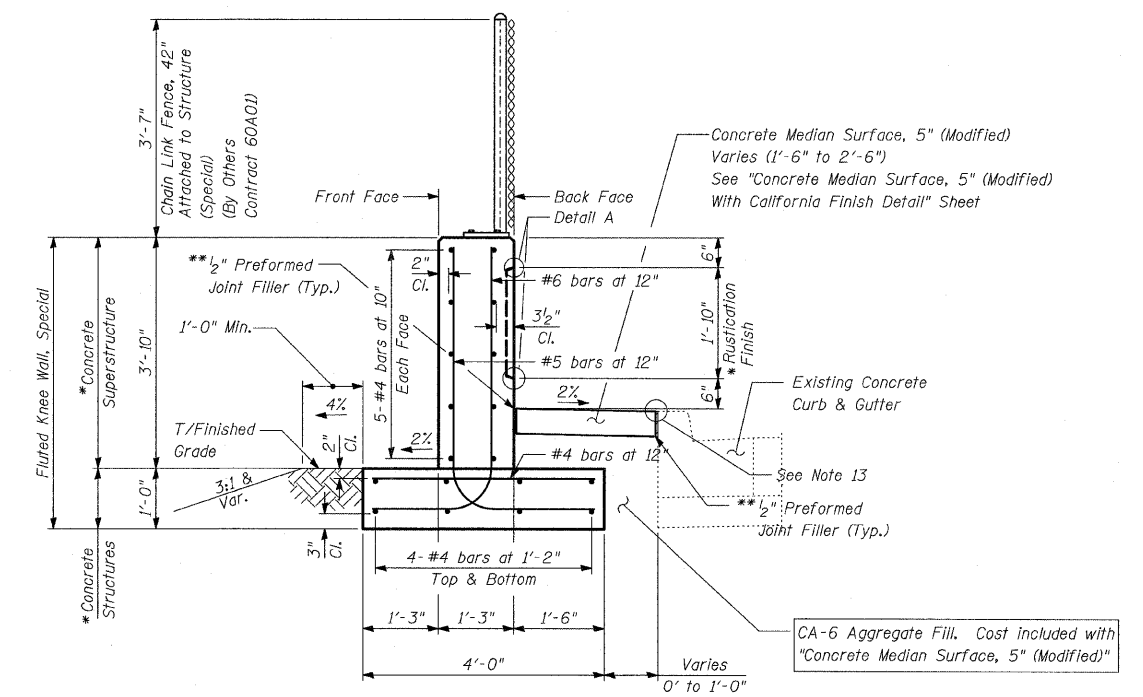


SECTION A-A

* Two component non-staining gray sealing compound with polysulfite liquid polymer gun-grade with primer



DETAIL B



TYPICAL SECTION FLUTED KNEE WALL, SPECIAL
Sta. 2251+13.9 to Sta. 2251+19.3

NOTES:

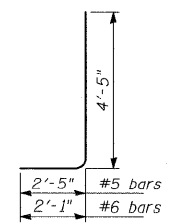
1. For notes, see sheet "Fluted Knee Wall Standard Details."

BILL OF MATERIAL

QUANTITIES PER LINEAR FOOT OF FLUTED KNEE WALL, SPECIAL		
ITEM	UNIT	TOTAL
Concrete Structures	CU YD	0.15
Concrete Superstructure	CU YD	0.18
Protective Coat	SQ YD	1.02
Rustication Finish	SQ FT	1.84
Reinforcement Bars, Epoxy Coated	POUND	31.4

* Cost included with "Fluted Knee Wall, Special"

** Cost included with "Concrete Median Surface, 5" (Modified)"

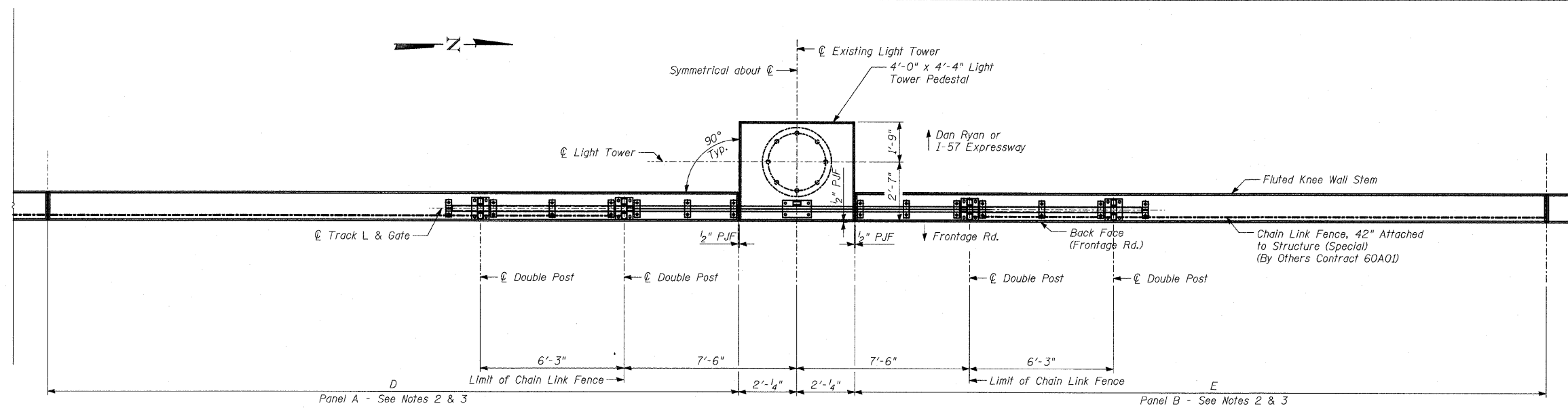


BAR BEND DETAILS

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

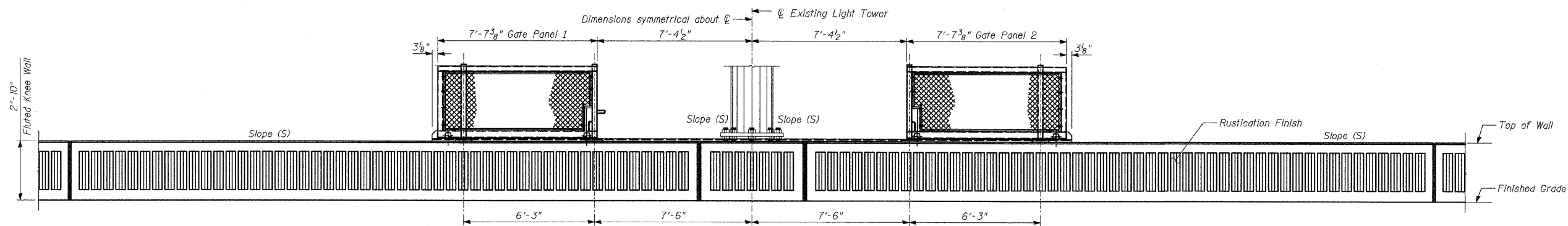
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
N. OF 89TH ST. TO S. OF 87TH ST.
FLUTED KNEE WALL, SPECIAL
STANDARD DETAILS
S.N. DESIGNED BY: MAF
SCALE: N.T.S. DRAWN BY: MAF, TB
DATE: OCTOBER 17, 2008 CHECKED BY: MI



PLAN - LIMITS OF CHAIN LINK GATE ASSEMBLY IN OPEN POSITION

HMLT TABLE

HMLT	D	E
60GH1	30'-0"	15'-0"
60GH2	12'-4 1/2"	14'-3"



BACK FACE ELEVATION - LIMITS OF CHAIN LINK GATE ASSEMBLY IN OPEN POSITION

NOTES:

- The Chain Link Gate Assembly (Special), and the Chain Link Gate (Special) are not included in this contract, but shall be furnished and installed by others in Contract 60A01.
- Panels A & B shall be constructed to be aligned with the Back Face of existing High Mast Light Tower (HMLT).
- The Slope (S) at the top of panels A & B and the HMLT foundation shall be the same.
- Cost of additional levelling concrete required at light tower to be included in "Concrete Structures".

REVISIONS	
NAME	DATE

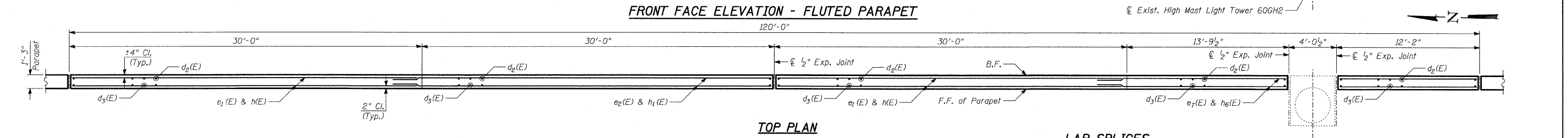
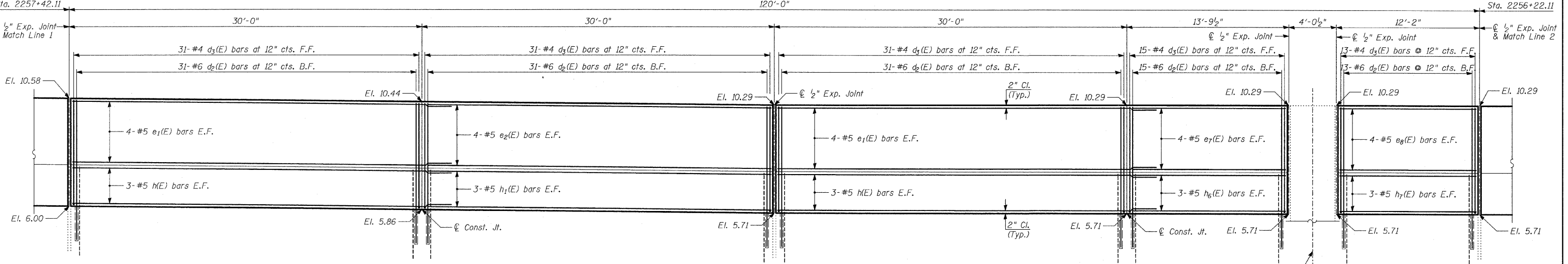
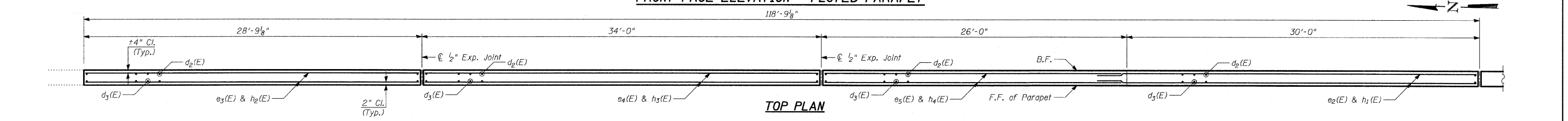
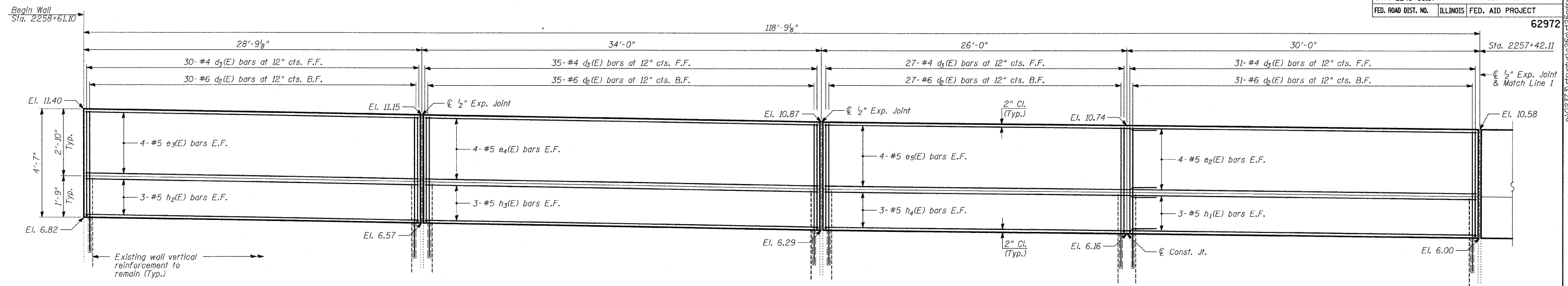
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 FLUTED KNEE WALL DETAILS
 N. OF 89TH ST. TO S. OF 87TH ST.
 DETAILS AT HMLT

S.N. DESIGNED BY: MAF
 SCALE: N.T.S. DRAWN BY: MAF
 DATE: OCTOBER 17, 2008 CHECKED BY: MI

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1516.1&1717) I-8	COOK	40	25
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62972



LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"

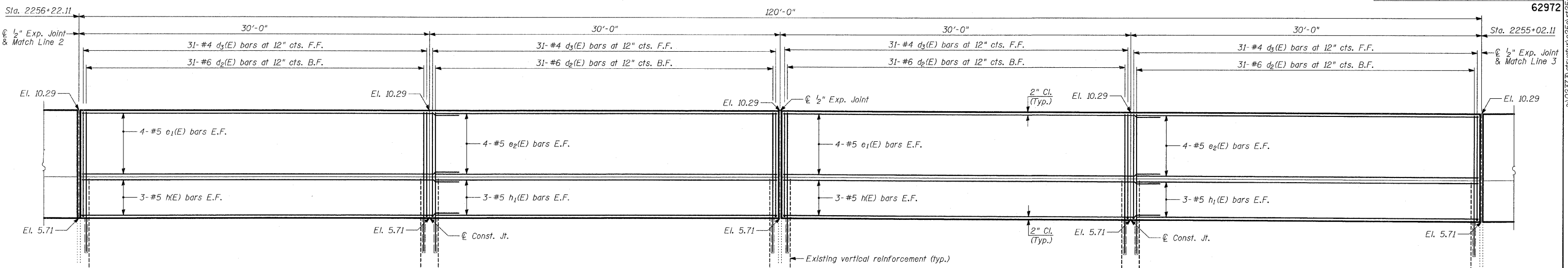
- NOTES:**
- B.F. - denotes Back Face.
 - E.F. - denotes Each Face.
 - F.F. - denotes Front Face.
 - Work this sheet with Sheets 26-28.
 - For Construction and Expansion Joint Details, see "Fluted Knee Wall Standard Details".
 - For Bill of Material and General Notes, see Sheet 28.

REVISIONS	
NAME	DATE

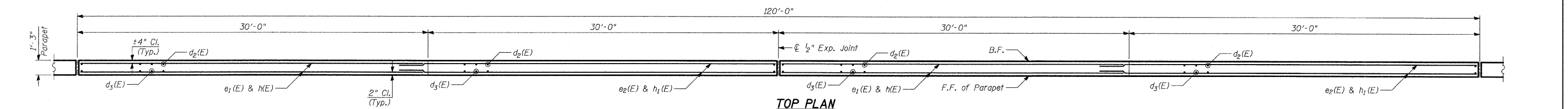
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 N. OF 89TH ST. TO S. OF 87TH ST.
 PARAPET RECONSTRUCTION
 PLAN AND ELEVATION
 STA. 2258+61.10 TO STA. 2256+22.11
 S.N. DESIGNED BY: MI, TB
 SCALE: N.T.S. DRAWN BY: TB
 DATE: OCTOBER 17, 2008 CHECKED BY: MI

TYLIN INTERNATIONAL

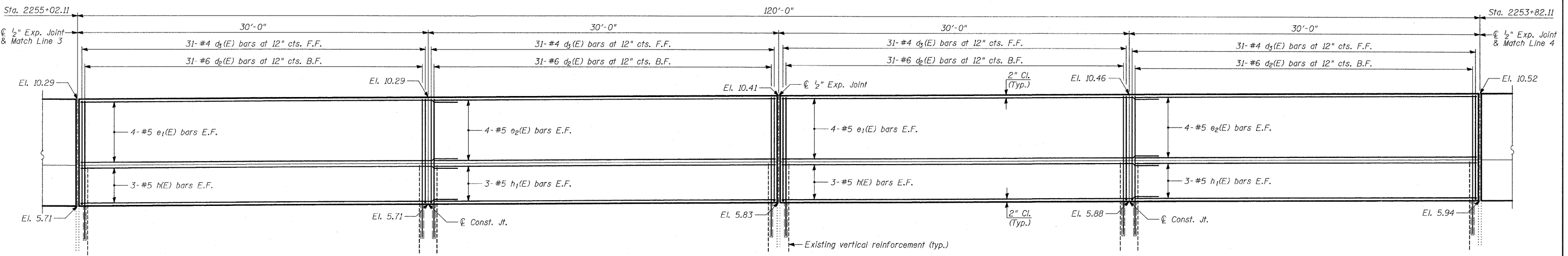
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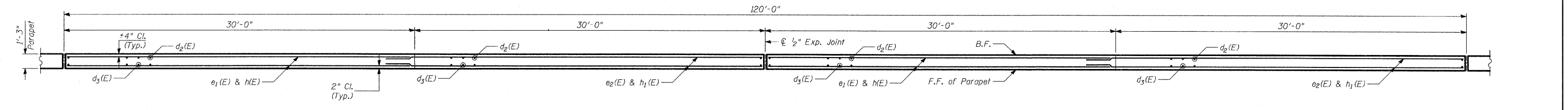
FRONT FACE ELEVATION - FLUTED PARAPET



TOP PLAN



FRONT FACE ELEVATION - FLUTED PARAPET



TOP PLAN

TYLIN INTERNATIONAL

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"

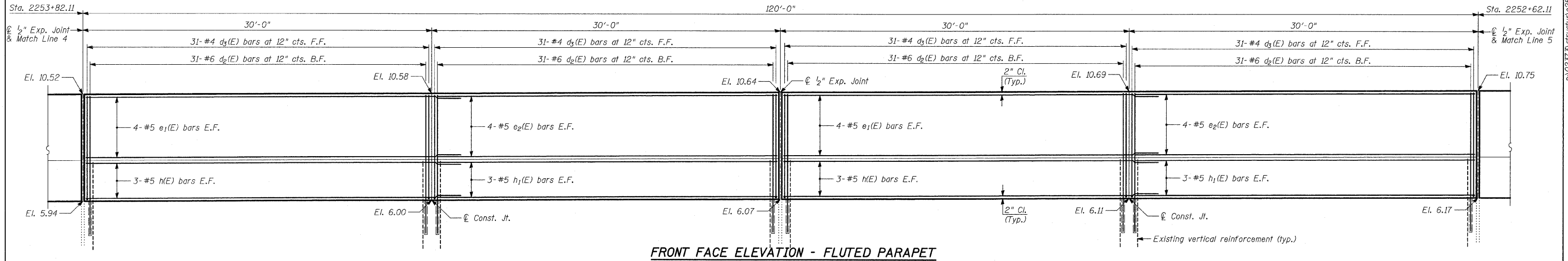
- NOTES:**
1. B.F. - denotes Back Face.
 2. E.F. - denotes Each Face.
 3. F.F. - denotes Front Face.
 4. Work this sheet with Sheets 25-28.
 5. For Construction and Expansion Joint Details, see "Fluted Knee Wall Standard Details".
 6. For Bill of Material and General Notes, see Sheet 28.

NAME	DATE

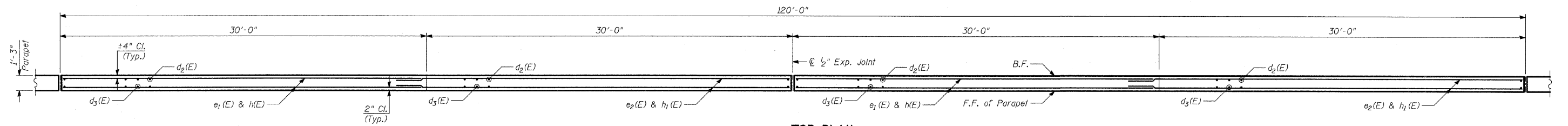
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 N. OF 89TH ST. TO S. OF 87TH ST.
 PARAPET RECONSTRUCTION
 PLAN AND ELEVATION
 STA. 2256+22.11 TO STA. 2253+82.11
 S.N. DESIGNED BY: MI, TB
 SCALE: N.T.S. DRAWN BY: TB
 DATE: OCTOBER 17, 2008 CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94 (1516.1&1717) I-8		COOK	40	27
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

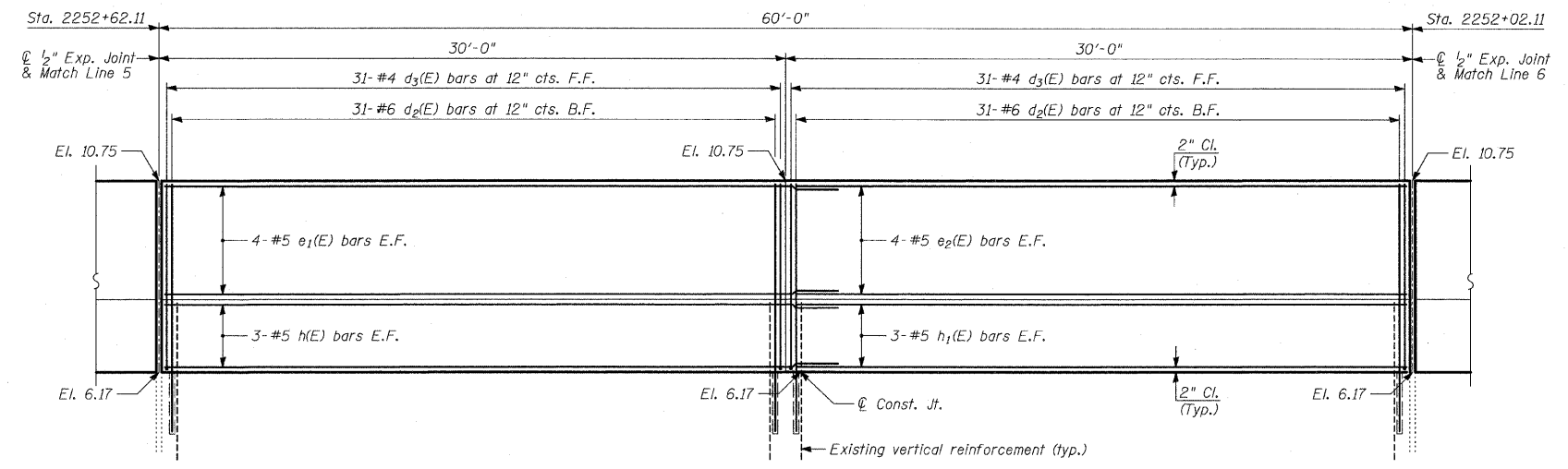
62972



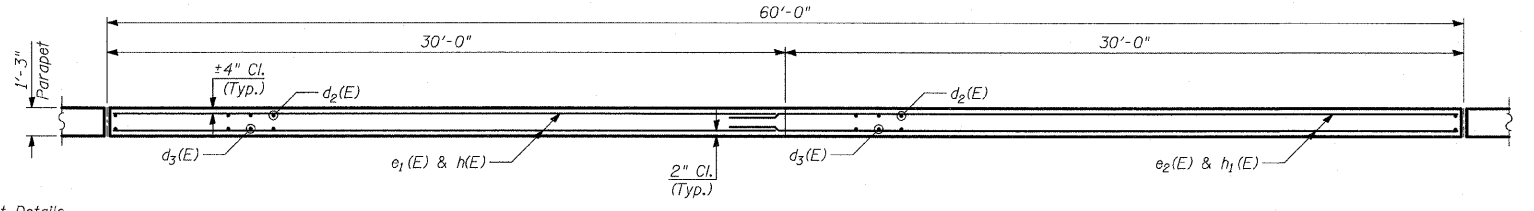
FRONT FACE ELEVATION - FLUTED PARAPET



TOP PLAN



FRONT FACE ELEVATION - FLUTED PARAPET



TOP PLAN

LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"

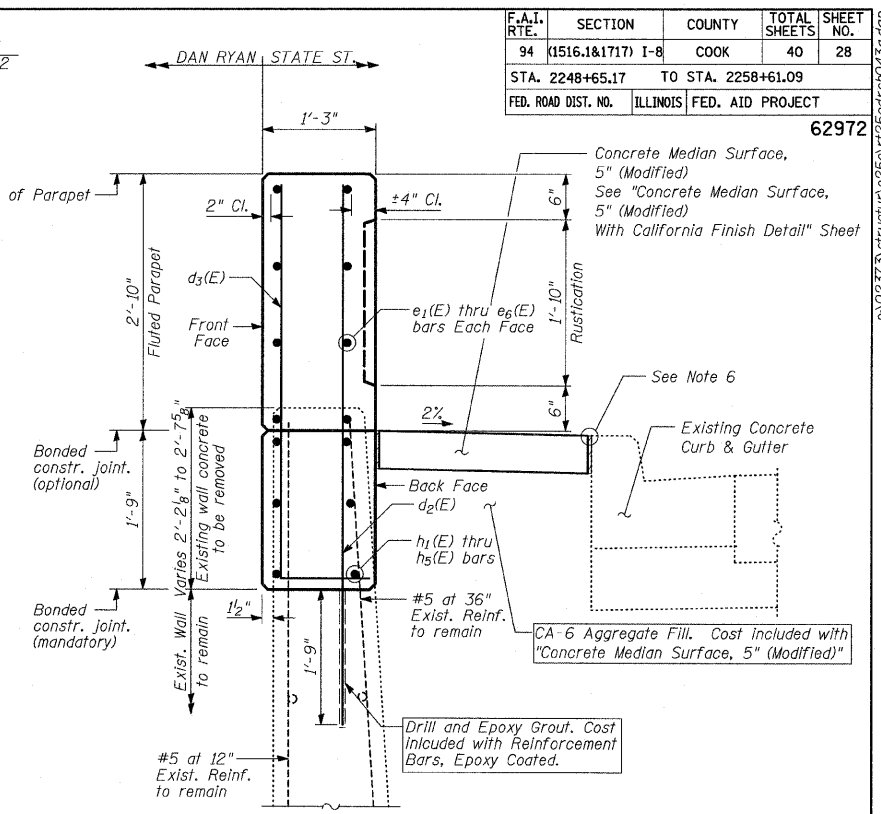
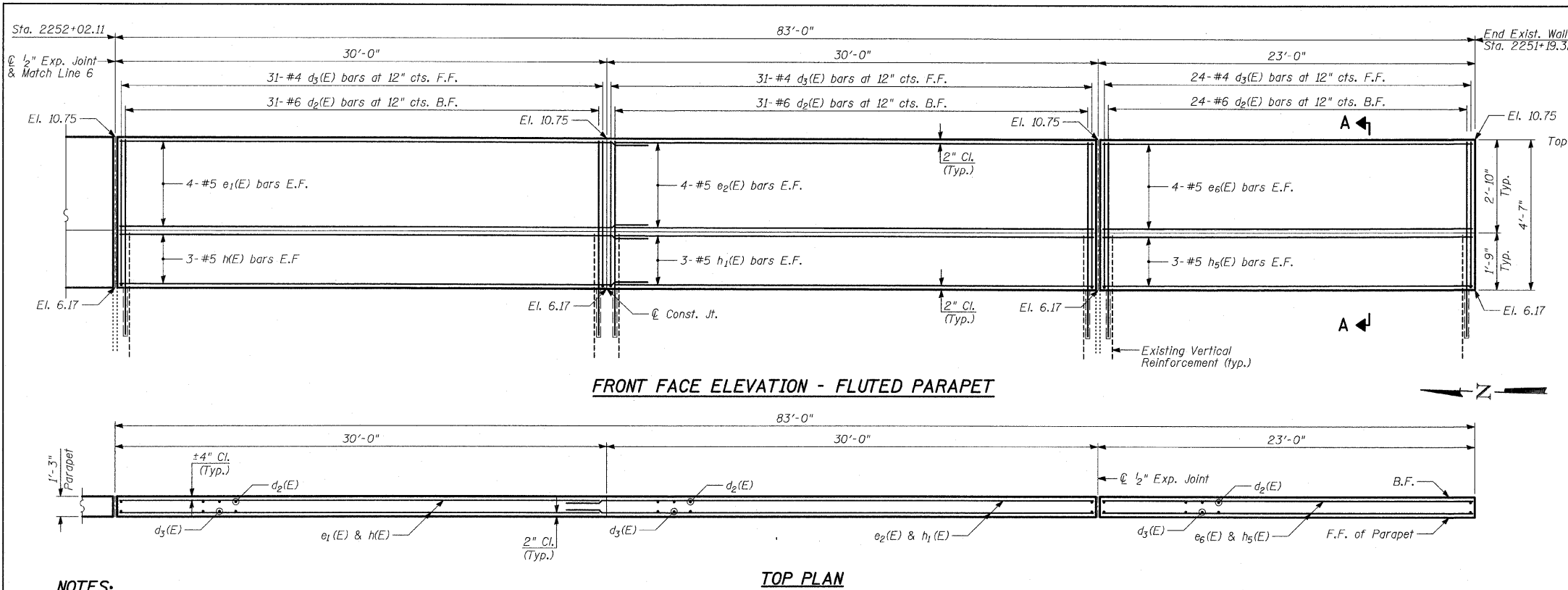
- NOTES:**
1. B.F. - denotes Back Face.
 2. E.F. - denotes Each Face.
 3. F.F. - denotes Front Face.
 4. Work this sheet with Sheets 25-28.
 5. For Construction and Expansion Joint Details, see "Fluted Knee Wall Standard Details".
 6. For Bill of Material and General Notes, see Sheet 28.

TYLIN INTERNATIONAL

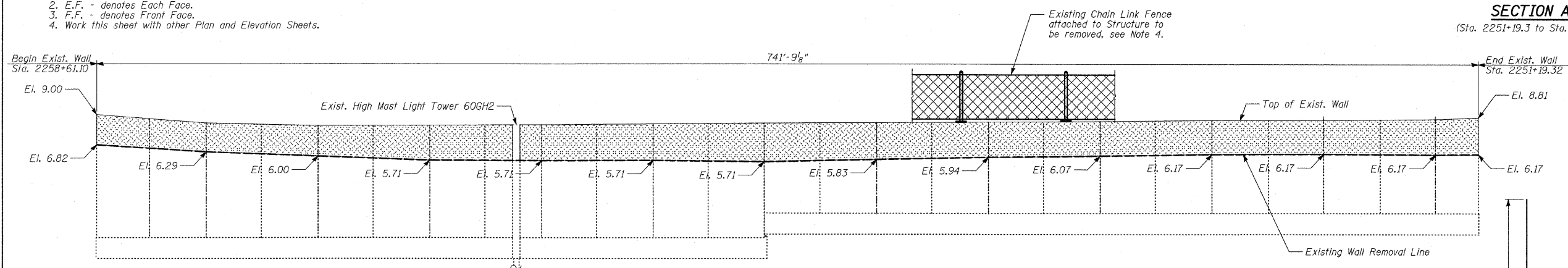
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 N. OF 89TH ST. TO S. OF 87TH ST
 PARAPET RECONSTRUCTION
 PLAN AND ELEVATION
 STA. 2253+82.11 TO STA. 2252+02.11
 S.N. DESIGNED BY: MI, TB
 SCALE: N.T.S. DRAWN BY: TB
 DATE: OCTOBER 17, 2008 CHECKED BY: MI

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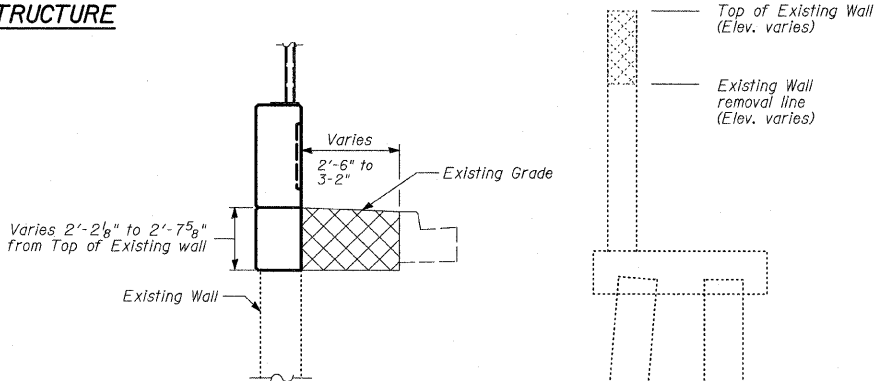
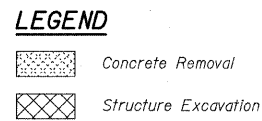


- NOTES:**
1. B.F. - denotes Back Face.
 2. E.F. - denotes Each Face.
 3. F.F. - denotes Front Face.
 4. Work this sheet with other Plan and Elevation Sheets.

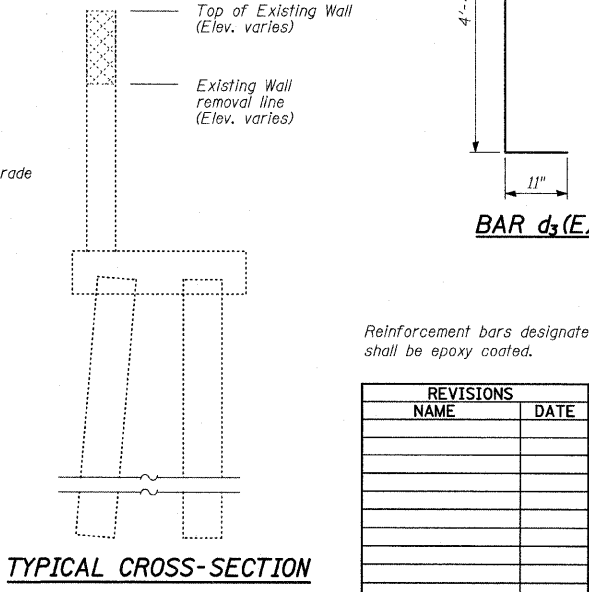


LIMITS OF REMOVAL OF EXISTING STRUCTURE (LOOKING EAST)

- NOTES:**
1. Remove existing wall to elevations shown. Existing vertical reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal".
 2. Existing vertical reinforcement bars that are damaged during concrete removal operations at the top of the existing walls shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".
 3. Backfill behind the proposed wall, within the limits of partial existing structure removal, shall be with Porous Granular Embankment. Cost included with "Structure Excavation".
 4. Cost of removal of existing chain link fence attached to structure to be included with "Concrete Removal".
 5. Drill and epoxy grout $d_2(e)$ bars according to Article 584 of the Standard Specifications. The cost shall be included with "Reinforcement Bars, Epoxy Coated".
 6. The top edge of Knee Wall Footing or Concrete Median Surface, 5" (Modified) shall be $\frac{3}{8}$ " higher than the top of Existing Curb to account for future settlement.



LIMITS OF STRUCTURE EXCAVATION



TYPICAL CROSS-SECTION

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$d_2(E)$	764	#6	6'-2"	—
$d_3(E)$	764	#4	5'-3"	L
$e_1(E)$	80	#5	32'-2"	—
$e_2(E)$	80	#5	29'-8"	—
$e_3(E)$	8	#5	28'-5"	—
$e_4(E)$	8	#5	33'-8"	—
$e_5(E)$	8	#5	28'-2"	—
$e_6(E)$	8	#5	22'-8"	—
$e_7(E)$	8	#5	13'-5"	—
$e_8(E)$	8	#5	11'-9"	—
$h(E)$	60	#5	32'-2"	—
$h_1(E)$	60	#5	29'-8"	—
$h_2(E)$	6	#5	28'-5"	—
$h_3(E)$	6	#5	33'-8"	—
$h_4(E)$	6	#5	28'-2"	—
$h_5(E)$	6	#5	22'-8"	—
$h_6(E)$	6	#5	13'-5"	—
$h_7(E)$	6	#5	11'-9"	—
Concrete Removal		CU YD		78
Structure Excavation		CU YD		188
Concrete Superstructure		CU YD		157
Protective Coat		SQ YD		859
Rustication Finish		SQ FT		1,353
Reinforcement Bars, Epoxy Coated		POUND		20,810

Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 N. OF 89TH ST. TO S. OF 87TH ST.
 PARAPET RECONSTRUCTION
 PLAN AND ELEVATION
 STA. 2252+02.11 TO STA. 2251+19.32
 S.N. DESIGNED BY: MI, TB
 SCALE: N.T.S. DRAWN BY: TB
 DATE: OCTOBER 17, 2008 CHECKED BY: MI

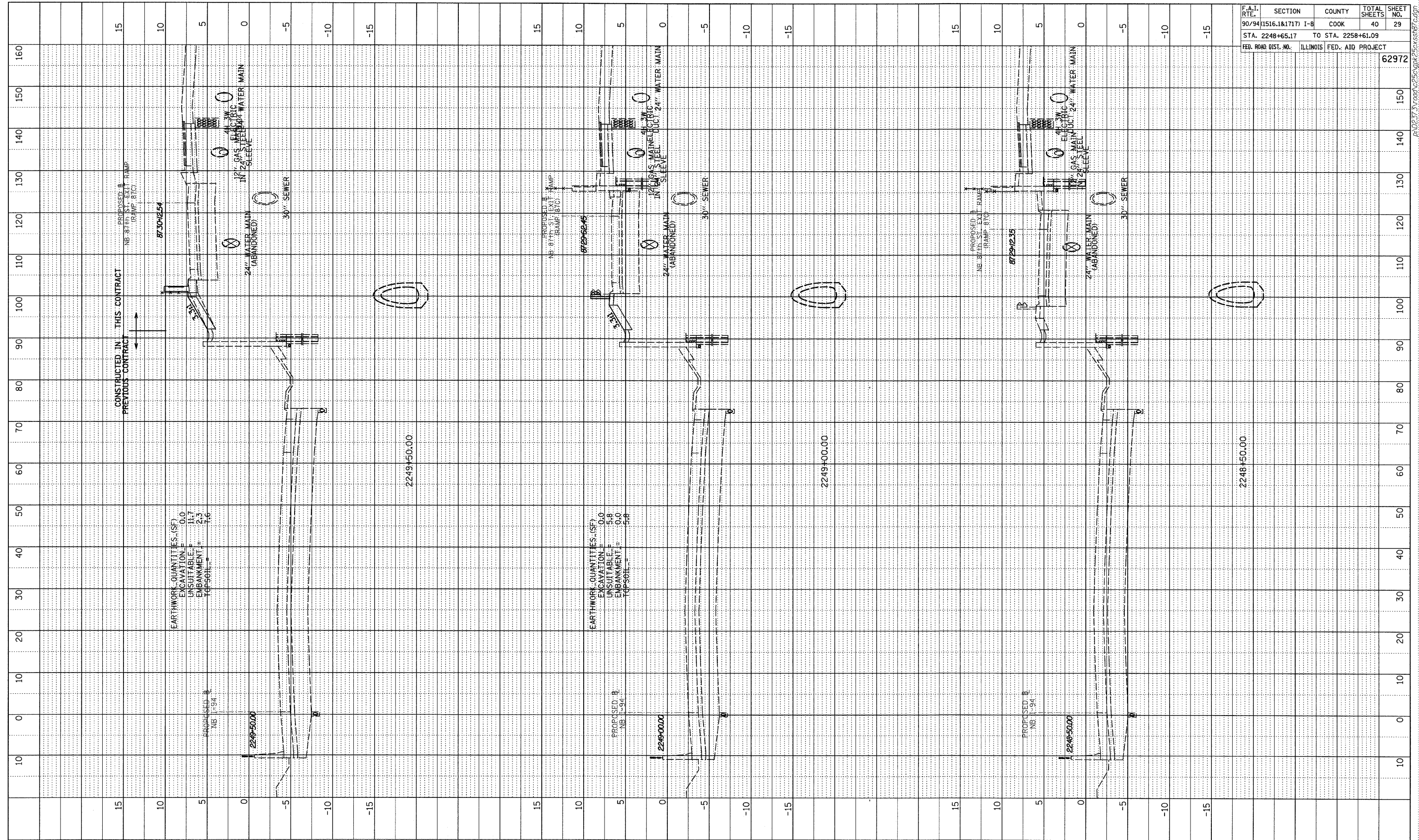
LAP SPLICES

Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"

TYLIN INTERNATIONAL

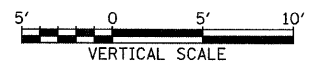
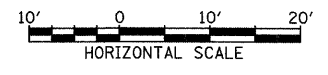
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PROFILE SURVEYED	BY	DATE
POINTS CHECKED		
B.M. NOTED		
STRUCTURE NOTATING CIP/D		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 (1516.1&1717) I-B		COOK	40	29
STA. 2248+65.17	TO STA. 2258+61.09		62972	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

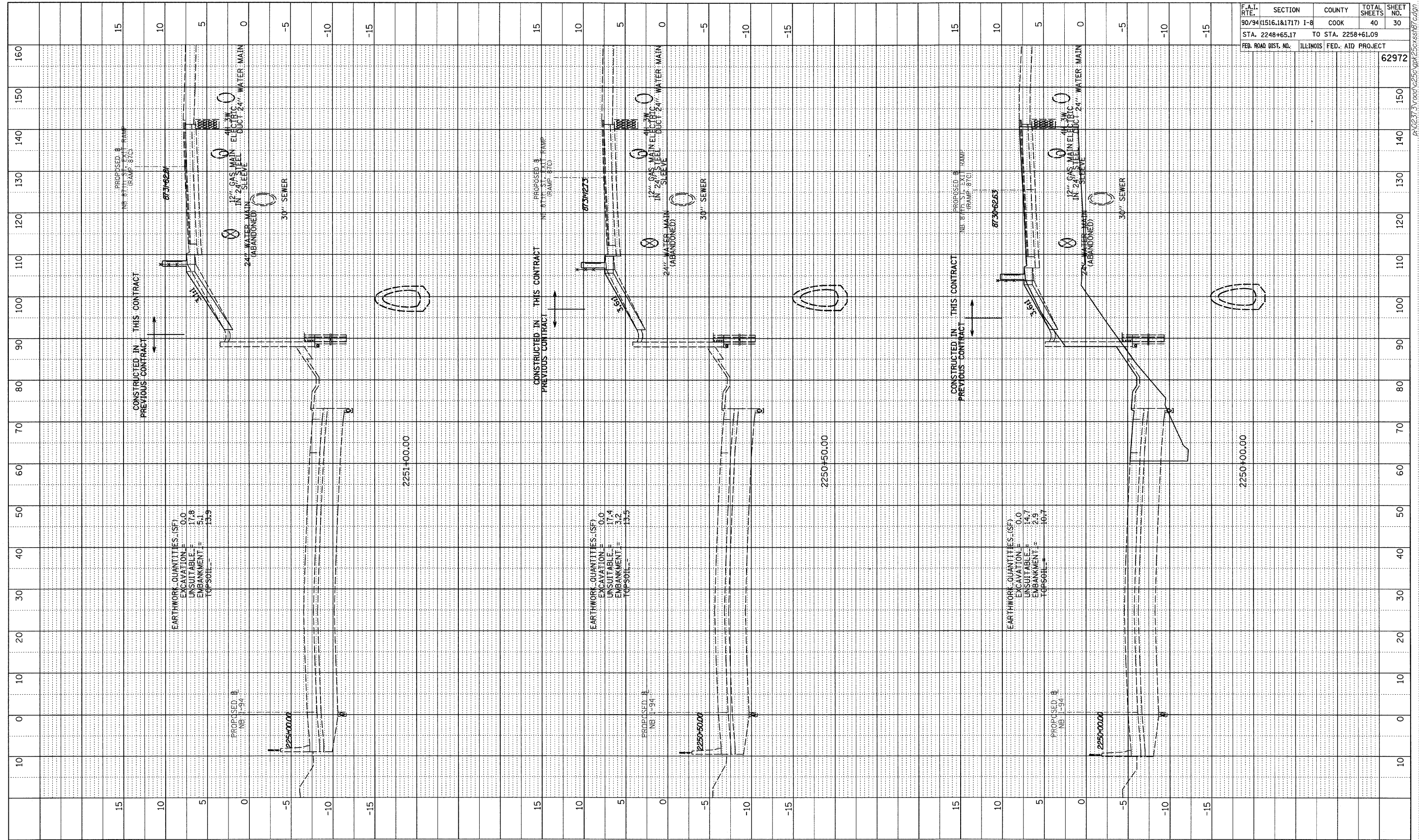
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NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2248+50 TO STA. 2249+50

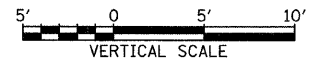
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PROFILE SURVEYED	BY	DATE
PLAN CHECKED		
B.M. NUMBER		
STRUCTURE ROTATING CIRCD		
NO.		



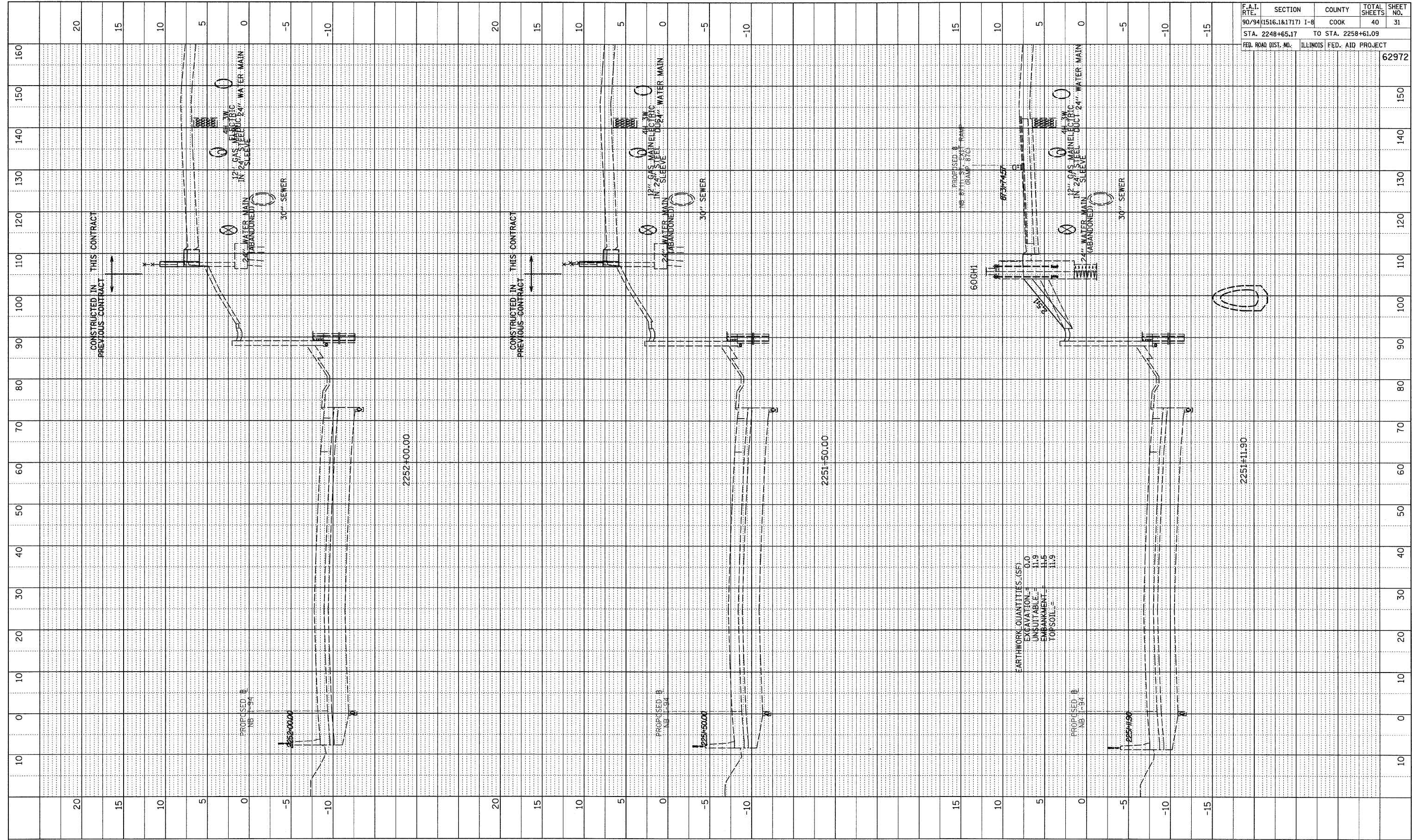
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90/94 (1516.1&1717)	I-8	COOK	40	30
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62972

TYLIN INTERNATIONAL



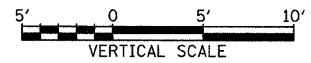
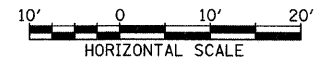
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2250+00 TO STA. 2251+00

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	CHECKED		
NO.	S.M. NOTED		
	STRUCTURE NOTATIONS CHRD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 (1516.1&1717)	I-8	COOK	40	31
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
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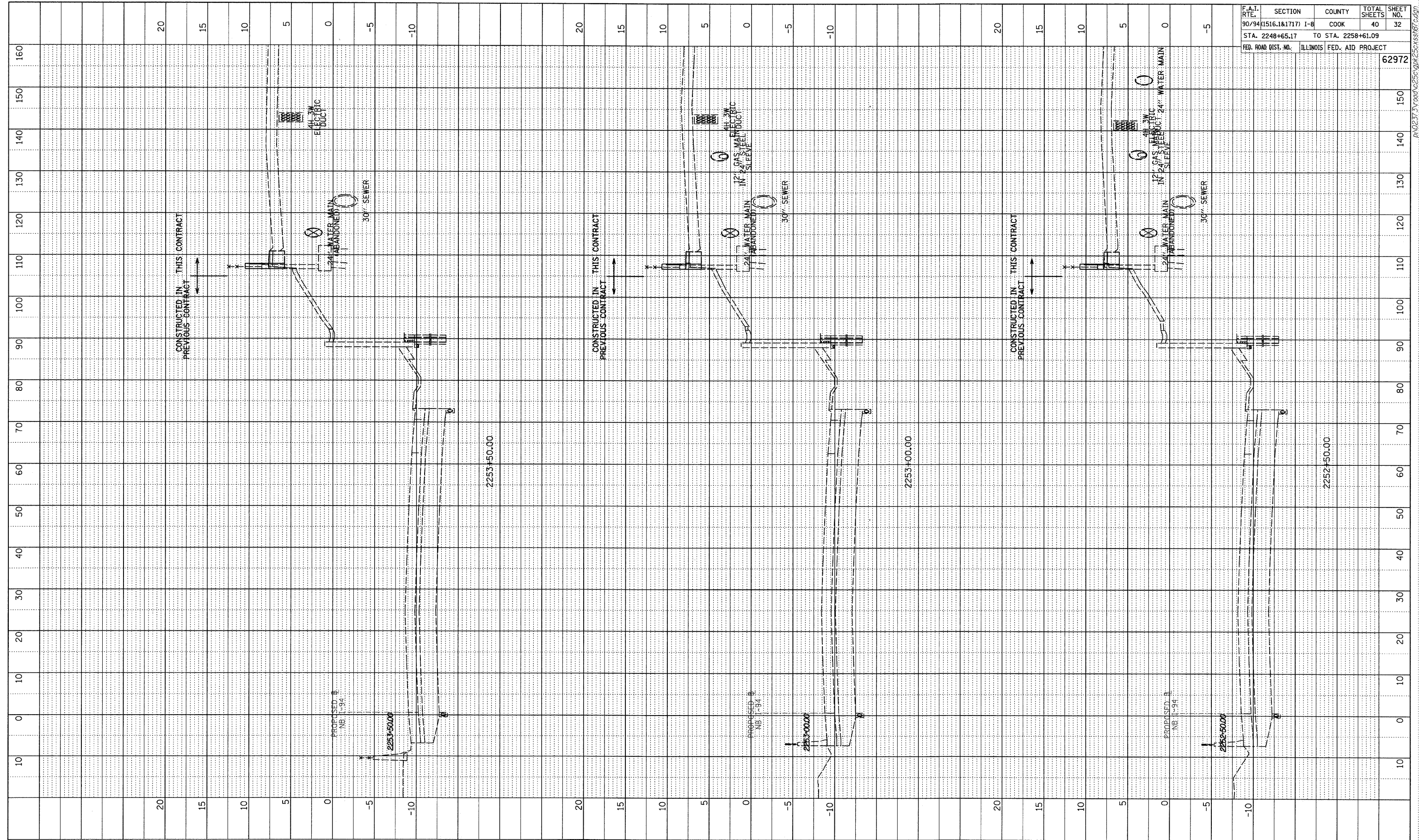
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NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2251+12 TO STA. 2252+00

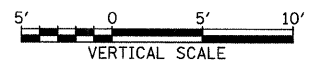
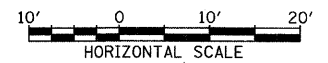
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PROFILE SURVEYED BY DATE
 POINTS CHECKED
 NOTE BOOK NO. NO. E.D.
 STRUCTURE NOTATIONS CIPRO



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 (1516.1&1717) I-B		COOK	40	32
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62972

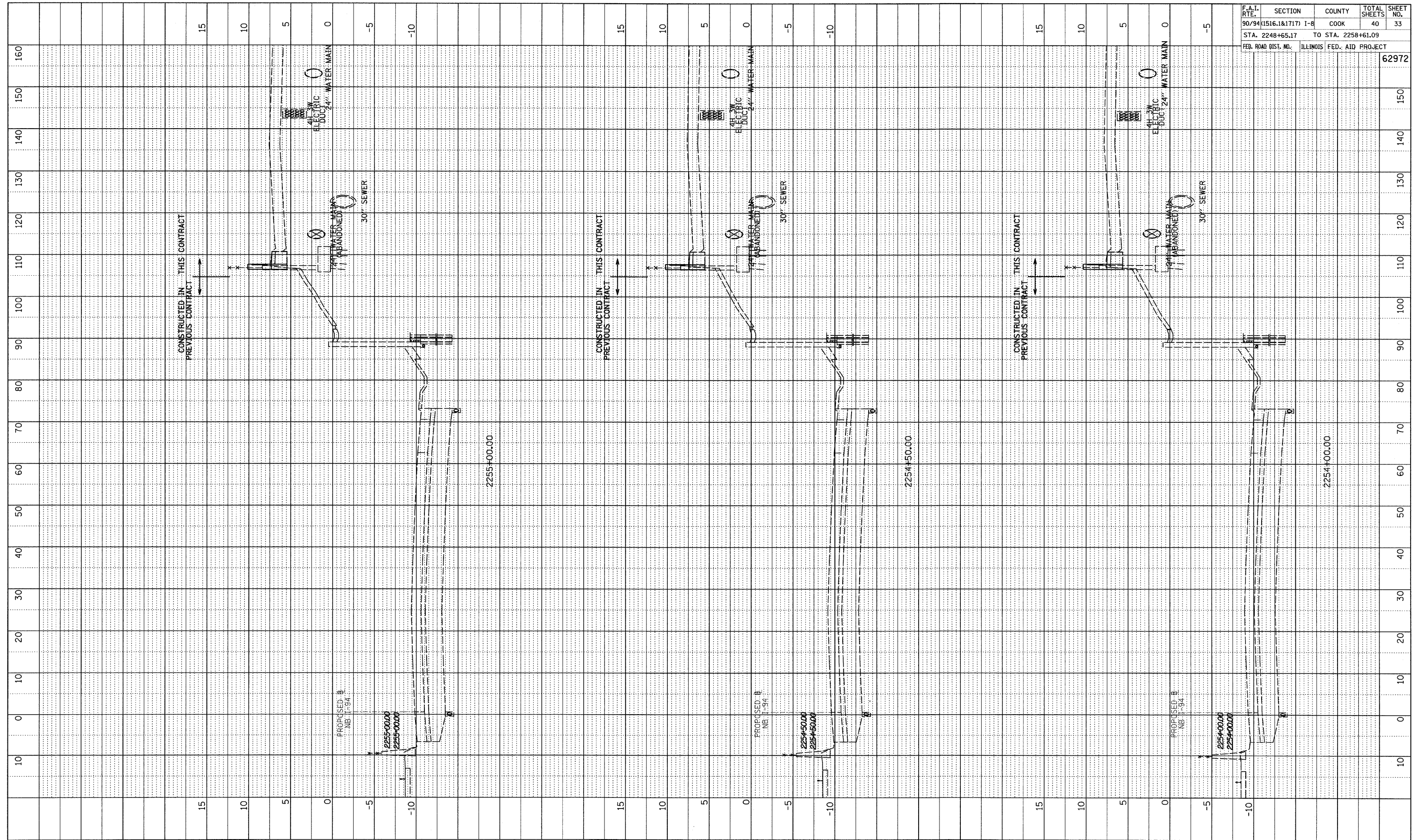
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NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2252+50 TO STA. 2253+50

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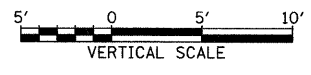
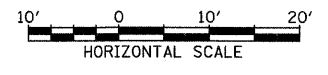
PROFILE SURVEYED BY DATE
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 NO. STRUCTURE NOTATIONS CHFD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 (1516.1&1717) I-B		COOK	40	33
STA. 2248+65.17		TO STA. 2258+61.09		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62972

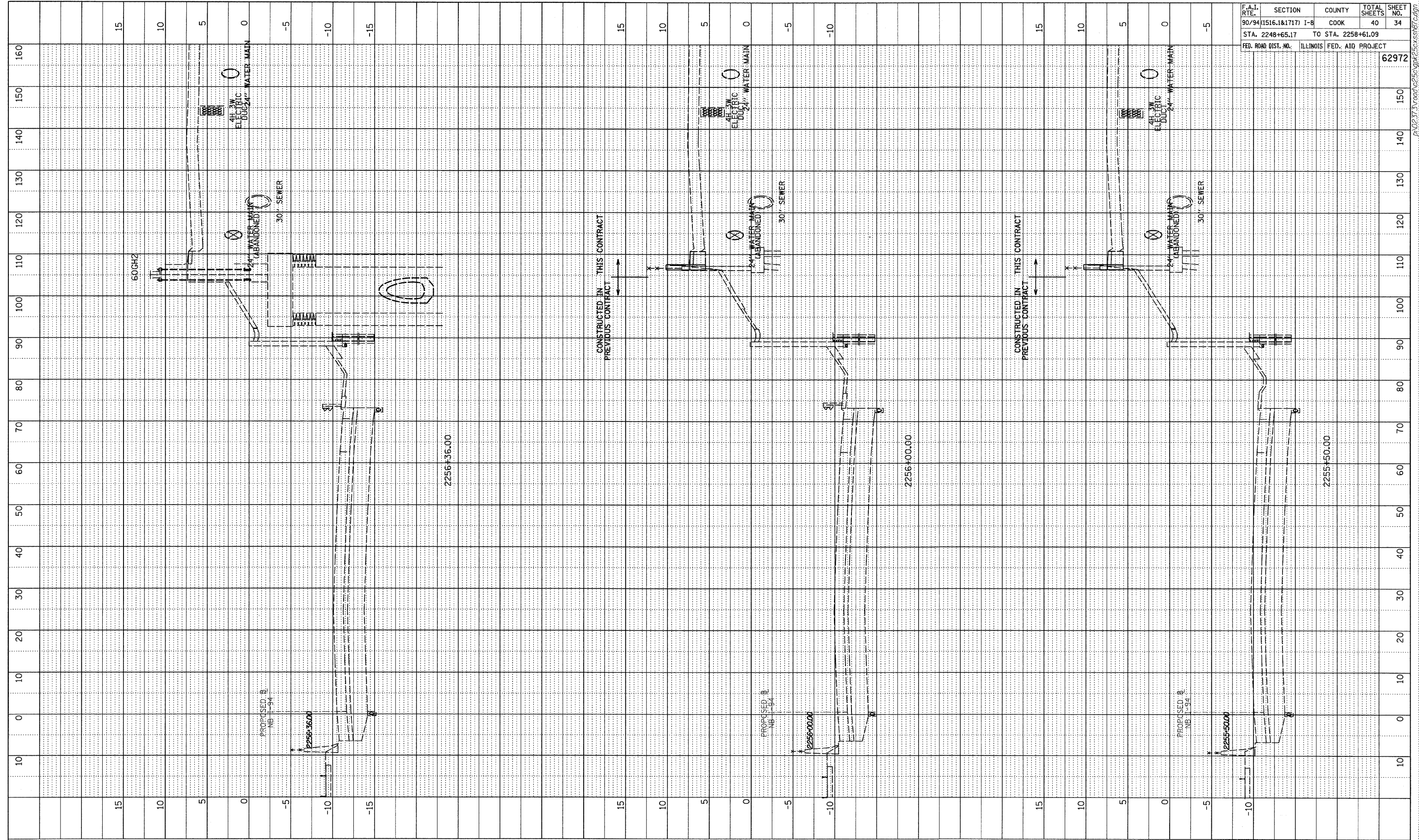
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2254+00 TO STA. 2255+00

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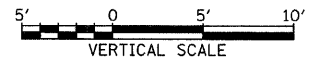
PROFILE	BY	DATE
SURVEYED		
DESIGNED		
CHECKED		
IN CHARGE		
NOTE BOOK NO.		
STRUCTURE NOTATIONS		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94 (1516.1&1717) I-B		COOK	40	34
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

62972

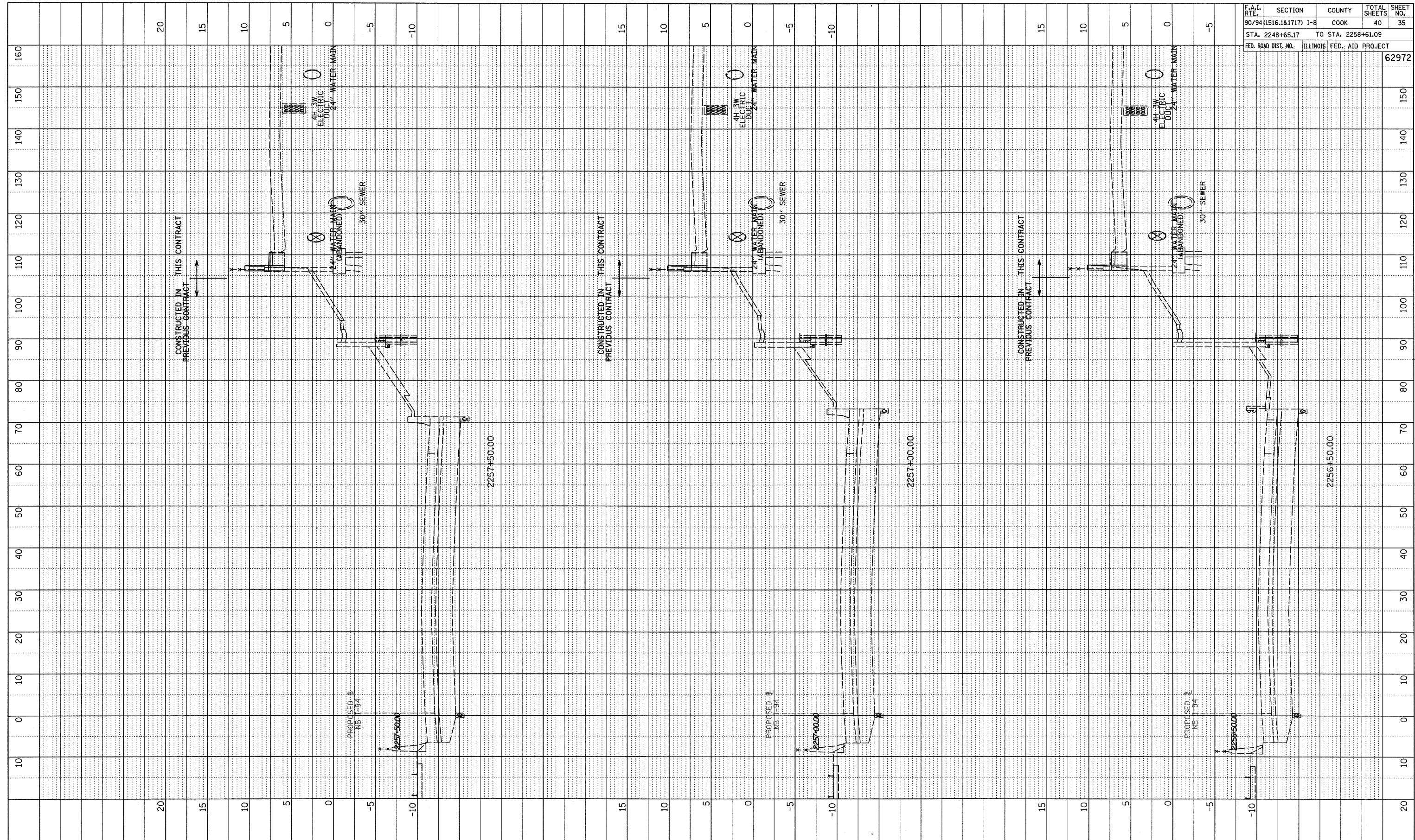
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2255+50 TO STA. 2256+36

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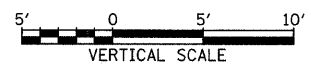
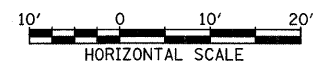
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 STRUCTURE NOTATIONS C/P/R/D



F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94(1516.1&1717) I-B		COOK	40	35
STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

62972

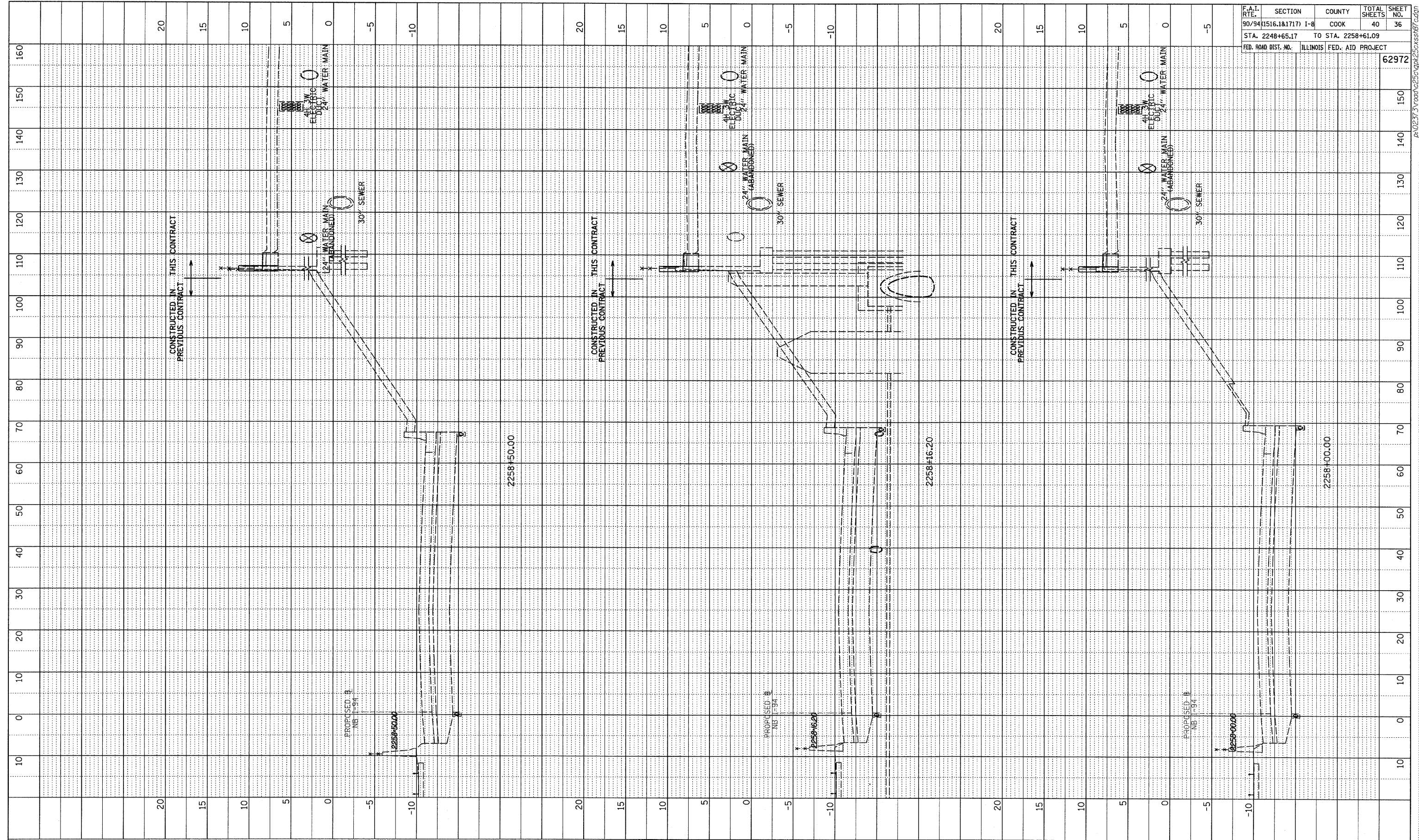
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2256+50 TO STA. 2257+50

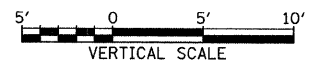
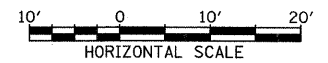
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PROFILE SURVEYED	BY	DATE
NOTE BOOK NO.		
STRUCTURE NOTATIONS CHFD		

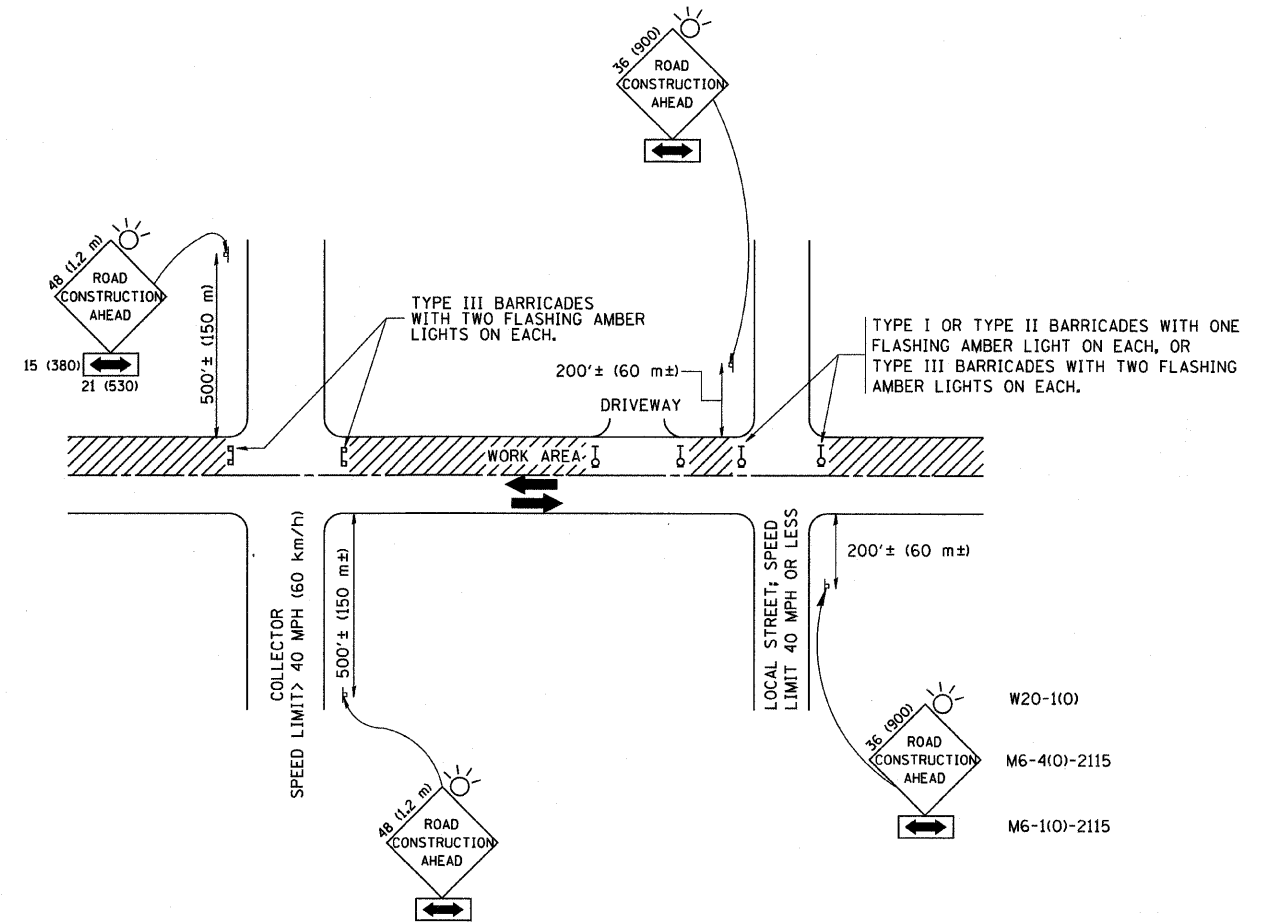


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 2248+65.17	TO STA. 2258+61.09			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62972

TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2258+00 TO STA. 2258+50



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

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

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

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		DRAWN -	REVISED - A. HOUSEH 03-06-96
		PLOT SCALE = 50,000 "/ IN.	REVISED - A. HOUSEH 10-15-96
		PLOT DATE = 1/4/2008	REVISED - T. RAMMACHER 01-06-00
		DATE - 06-89	

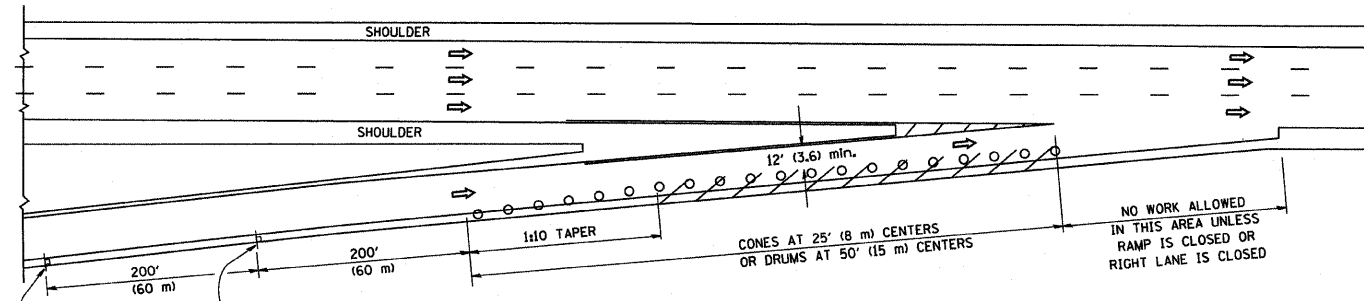
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

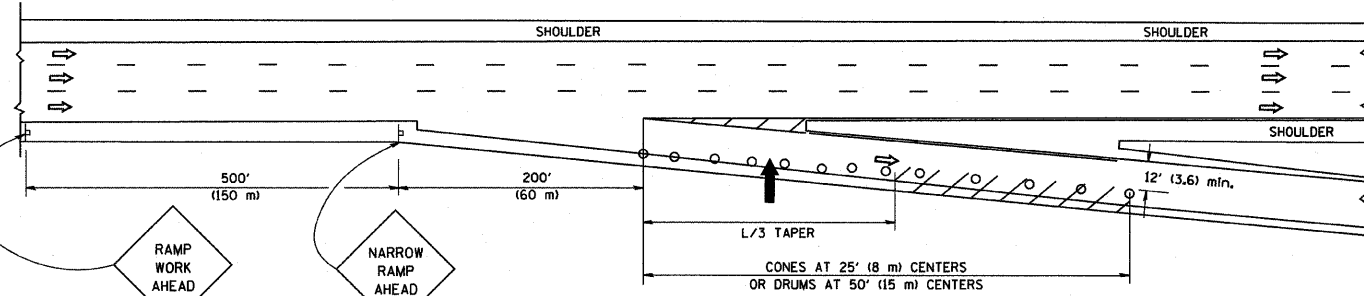
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1 & 1717.1) 1-8	COOK	40	37
TC-10		CONTRACT NO. 62972		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

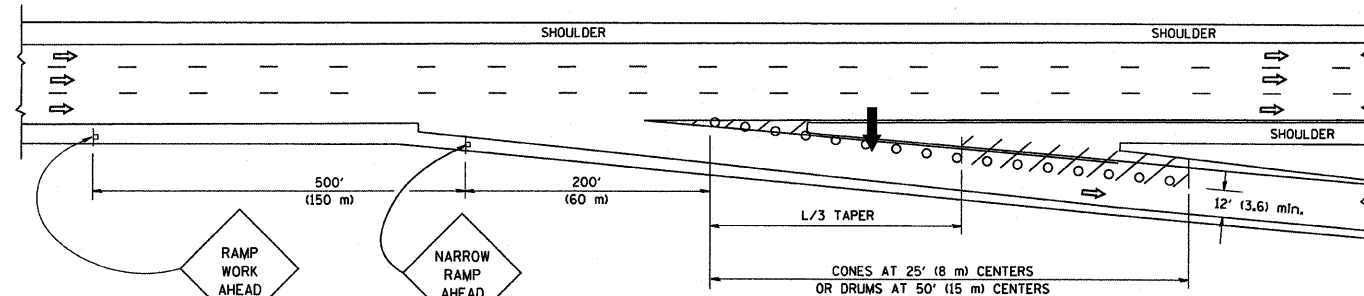
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

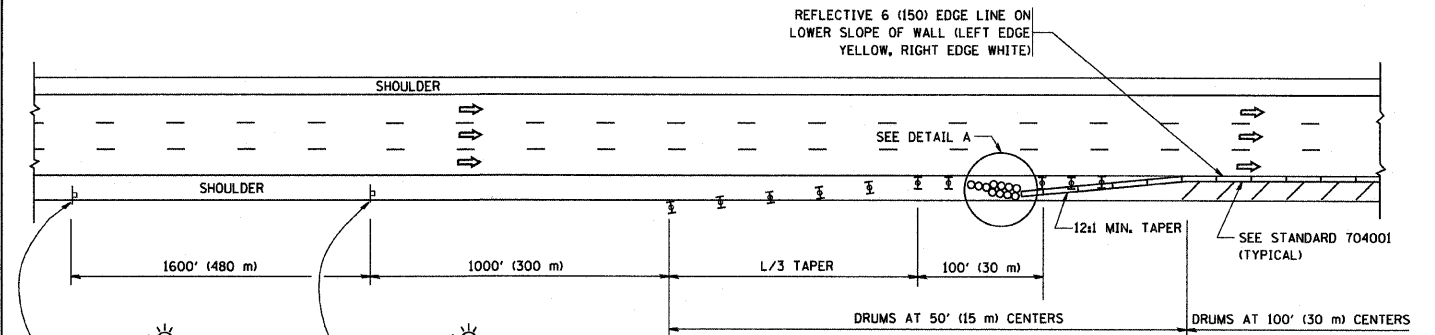
SYMBOLS

- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

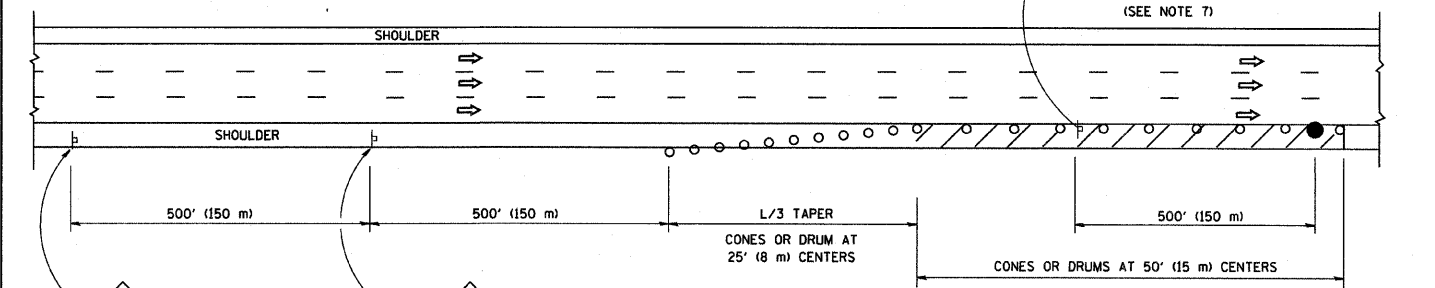
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 SPEED LIMIT FORMULAS
 45 mph (80 km/h) METRIC ENGLISH
 OR GREATER L=0.65(W/S) L=(WXS)
 W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

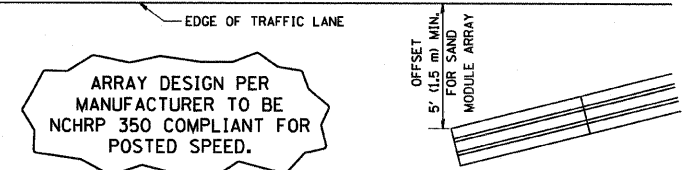


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRUSH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



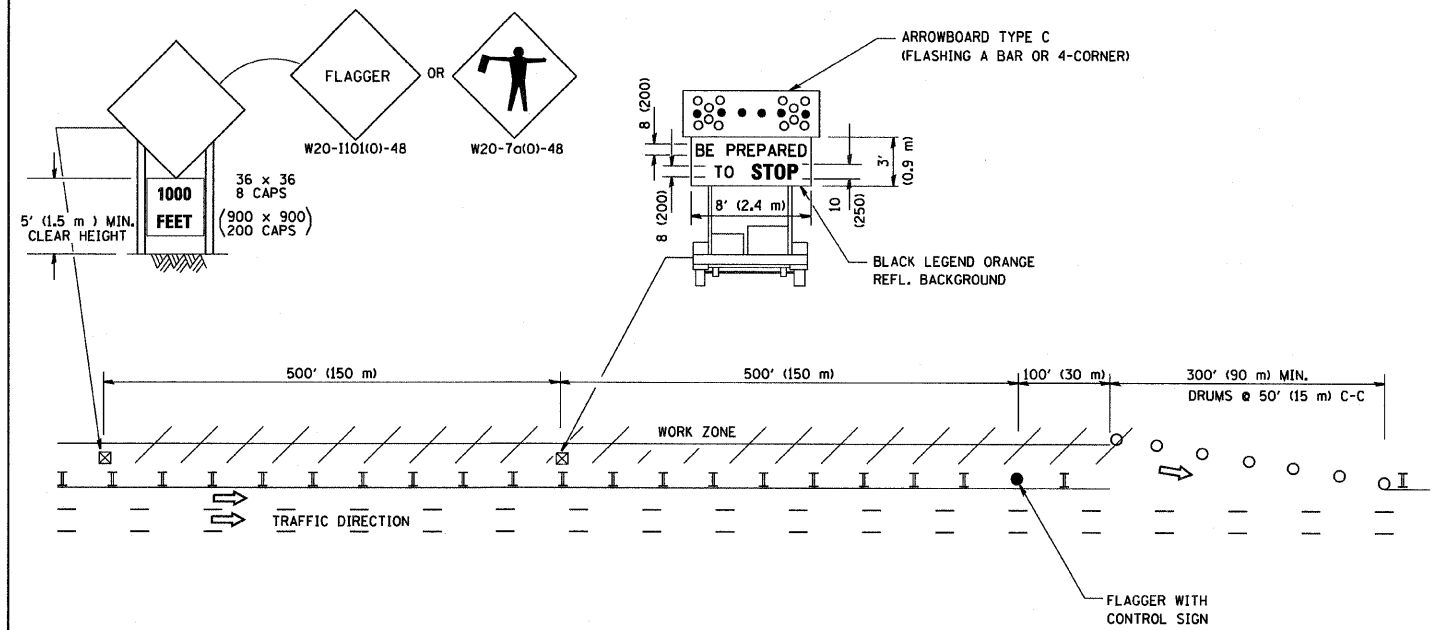
DETAIL "A"
 IMPACT ATTENUATOR, TEMPORARY
 (SEE NOTE 5)

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

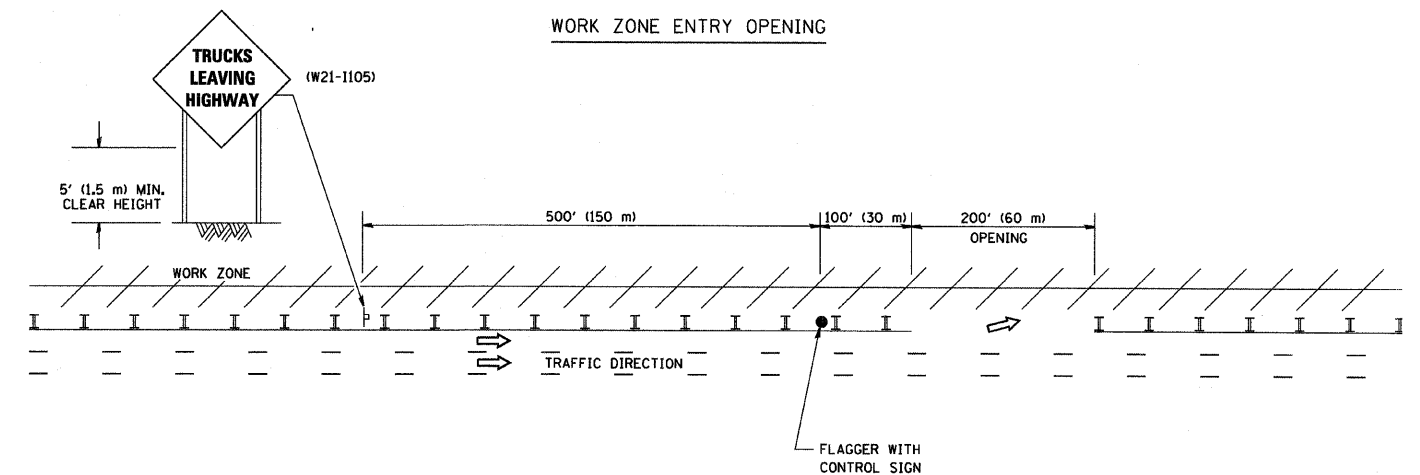
FILE NAME = W:\dststd\22x34\tc17.dgn	USER NAME = goglienobt	DESIGNED -	REVISED - J.A.F. 12-02	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			F.A. RTE. 94	SECTION (1516.1 & 1717.1) 1-8	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 38
PLOT SCALE = 50.0000' / IN.	DRAWN - D.W.S.	CHECKED -	REVISED - 04-03		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
PLOT DATE = 1/4/2008	DATE - 11-96	DATE - 11-96	REVISED - J.A.F. 12-06									
			REVISED - S.P.B. 01-07									

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

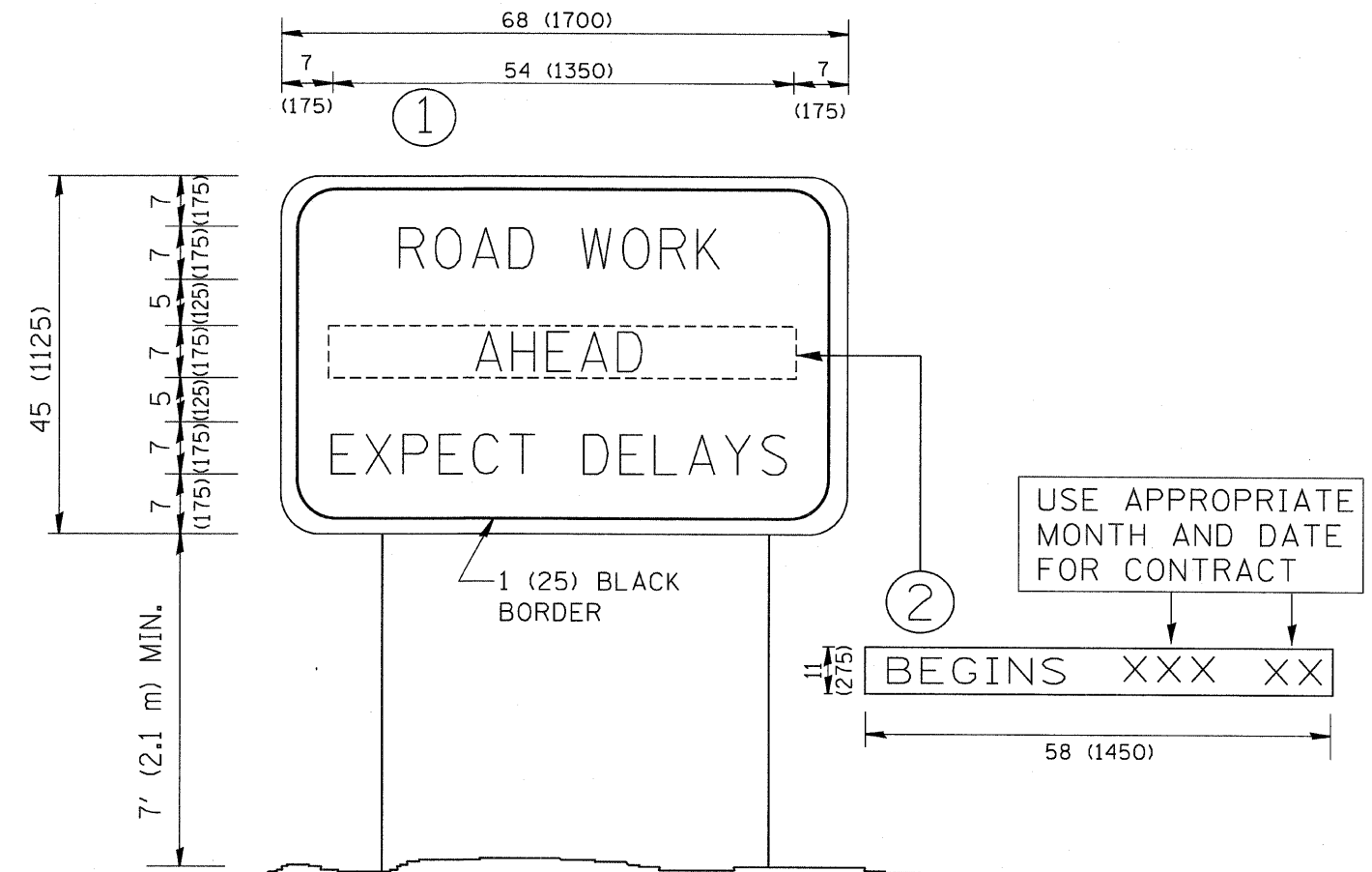
FILE NAME = M:\dsstetd\22x34\te18.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - D.W.S. 08-98
		DRAWN -	REVISED - J.A.F. 04-03
	PLOT SCALE = 50,000 "/ IN.	CHECKED -	REVISED - J.A.F. 02-06
	PLOT DATE = 1/4/2008	DATE -	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(1516.1 & 1717.1) 1-8	COOK	40	39
TC-18		CONTRACT NO. 62972		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

FILE NAME = M:\diststd\22x34\to22.dgn	USER NAME = goglienobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE. 94	SECTION (1516.1 & 1717.1) 1-3	COUNTY COOK	TOTAL SHEETS 40	SHEET NO. 40
PLOT SCALE = 50,000 / IN.	DRAWN -	REVISED - R. MIRS 12-11-97	TC-22			CONTRACT NO. 62972				
PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS			STA. TO STA.				