

FOR INDEX OF SHEETS SEE SHEET NO. 2  
 DESIGN NUMBER: D-91-417-01 31st to 47th  
 D-91-419-01 47th to 71st

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

62300

| F.A.I. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------|---------|--------|--------------|-----------|
| 94     | *       | COOK   | 559          | 1         |

(1818, ETC, 2324.6-1P)R-8



SIGNED *Phillip J. Mino*  
 DATE *July 7, 2005*  
 EXPIRES *November 30, 2005*

FOR ALL OTHER EDWARDS AND KELCEY SHEETS



SIGNED *Douglas C. Knuth*  
 DATE *July 7, 2005*  
 EXPIRES *Nov. 30, 2006*



SIGNED *John A. Lukowski*  
 DATE *July 7, 2005*  
 EXPIRES *November 30, 2005*

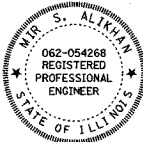


SIGNED *Richard W. Stafford*  
 DATE *July 7, 2005*  
 EXPIRES *November 30, 2005*

FOR ALL OTHER BOWMAN, BARRETT SHEETS



SIGNED *Brian L. Umbach*  
 DATE *JULY 7, 2005*  
 EXPIRES *NOV. 30, 2006*

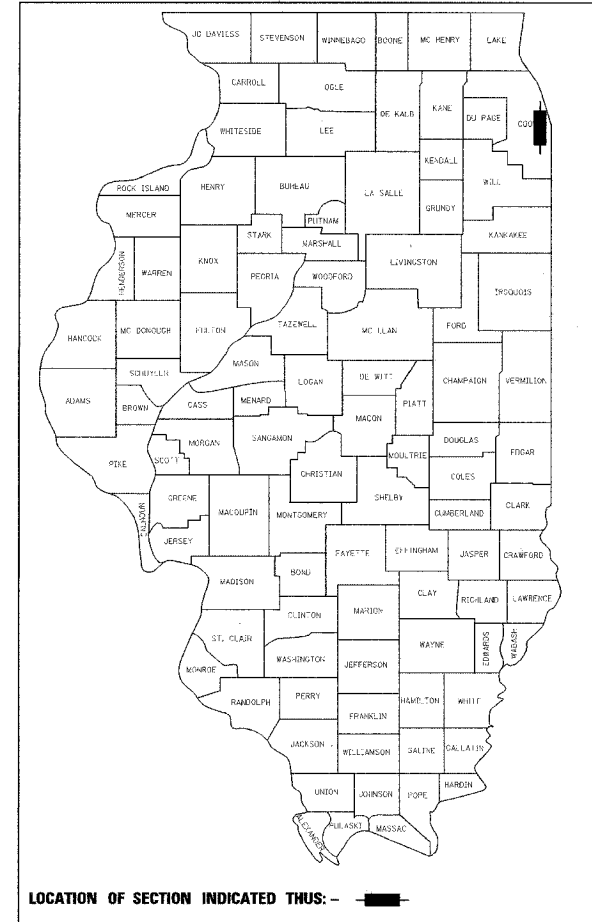


SIGNED *Mir S. Alkhatib*  
 DATE *JULY 7, 2005*  
 EXPIRES *NOVEMBER, 30, 2005*

FOR ALL KAM ENGINEERING SHEETS

**PROPOSED  
 HIGHWAY PLANS**  
**F.A.I. ROUTE 94/90 (DAN RYAN EXPRESSWAY)  
 (I-94/90-NB)**  
**31ST STREET TO 71ST STREET (NB EXPRESS LANES)  
 ROADWAY RECONSTRUCTION**

SECTION (1818, ETC, 2324.6-1P)R-8  
 PROJECT: IM-094-3(397)055  
 COOK COUNTY  
 C-91-417-01



LOCATION OF SECTION INDICATED THUS: - ■ -

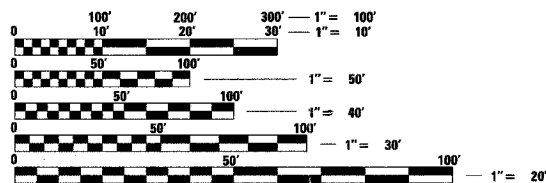
**PROJECT LOCATED IN THE CITY OF CHICAGO**

**DESIGN DESIGNATION**

DAN RYAN EXPRESSWAY 15,309 (35) ARTERIAL (PCC 30)

**TRAFFIC VOLUMES AND SPEEDS**

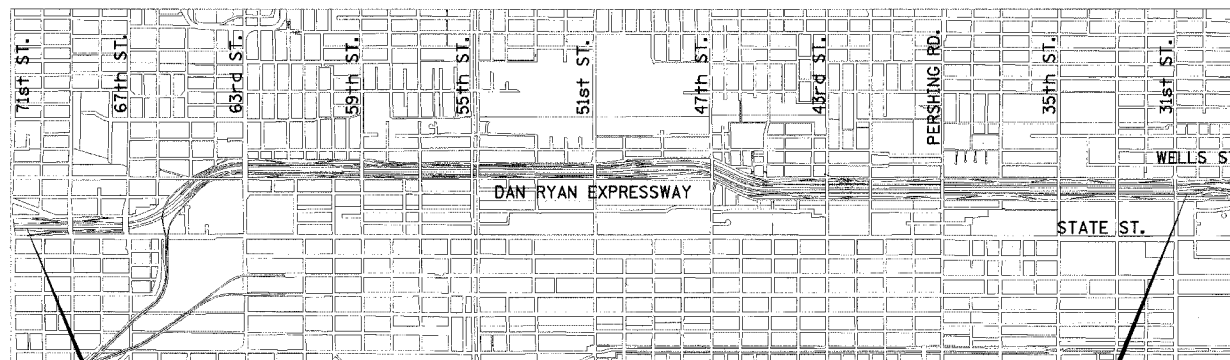
|            | ADT     | DESIGN SPEED | POSTED SPEED |
|------------|---------|--------------|--------------|
| NB EXPRESS | 113,390 | 60           | 50           |



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.

FOR UTILITY LOCATION INFORMATION FOR EXCAVATION CALL CHICAGO UTILITY ALERT NETWORK (C.U.A.N.) 312-744-7000.

**CONTRACT 62300**



PROJECT BEGINS  
 STA. 2367+00  
 NB I-94 EXPRESS LANES

PROJECT ENDS  
 STA. 2637+49  
 NB I-94 EXPRESS LANES

**LOCATION MAP**



NET LENGTH OF IMPROVEMENT 27,050 ft. = 5.123 mi.  
 GROSS LENGTH OF IMPROVEMENT 27,050 ft. = 5.123 mi.

Dan Ryan Contract 14

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED *June 1, 2005*  
*Dina O'Keefe/AP*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20

ENGINEER OF DESIGN AND ENVIRONMENT

20

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**Edwards AND Kelcey**

BOWMAN, BARRETT & ASSOCIATES  
 SUITE 2650  
 130 E. RANDOLPH ST.  
 CHICAGO, IL 60601

ONE NORTH FRANKLIN  
 SUITE 500  
 CHICAGO, IL 60606

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

1001 Project Manager: R. Shah (847) 705-4437 (District 1)

PROJ001835Con 14675CADU44-014009.sst

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|---|---------|--------|--------------|-----------|
| F.A.I. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90   |         | COOK   | 556          | 2         |
| STA.  | TO STA. |        |              |           |
| FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT |         |        |              |           |
| 62300 • (1818, ETC, 2324.6-IPR-8                |         |        |              |           |

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**Edwards  
AND Kelcey**  
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CHICAGO, IL 60606  
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WEB: WWW.EKCORP.COM

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
INDEX OF SHEETS

SCALE:  
DATE: 7/7/05

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CHECKED BY: PJM

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SUMMARY OF QUANTITIES

|                      |                   |                             |                     |                |
|----------------------|-------------------|-----------------------------|---------------------|----------------|
| F.A.I. RTE.<br>94/90 | SECTION<br>#----- | COUNTY<br>COOK              | TOTAL SHEETS<br>556 | SHEET NO.<br>5 |
| STA.                 |                   | TO STA.                     |                     |                |
| FED. ROAD DIST. NO.  |                   | ILLINOIS FED. AID PROJECT   |                     |                |
| 62300                |                   | * (1818, ETC, 2324.6-1P)R-8 |                     |                |

| CODE NO. | ITEM DESCRIPTION  | UNIT  | URBAN TOTAL QUANTITY | 90% FEDERAL / 10% STATE |                 |                      |                     |                                 |
|----------|---|-------|----------------------|-------------------------|-----------------|----------------------|---------------------|---------------------------------|
|          |   |       |                      | ROADWAY J000-2A         | SIGNING Y002-1C | SURVEILLANCE Y032-1F | SN 016-2625 X928-2A | SN 016-0142 SN 016-1148 SFTY-2A |
| 20200100 | EARTH EXCAVATION  | CU YD | 217,181              | 217,181                 |                 |                      |                     |                                 |
| 20800150 | TRENCH BACKFILL   | CU YD | 37,065               | 37,065                  |                 |                      |                     |                                 |
| 21001000 | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION                  | SQ YD | 219,063              | 219,063                 |                 |                      |                     |                                 |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4"                                 | SQ YD | 2,139                | 2,139                   |                 |                      |                     |                                 |
| 21101630 | TOPSOIL FURNISH AND PLACE, 8"                                 | SQ YD | 3,208                | 3,208                   |                 |                      |                     |                                 |
| 21101815 | COMPOST FURNISH AND PLACE, 4"                                 | SQ YD | 3,208                | 3,208                   |                 |                      |                     |                                 |
| 21301052 | EXPLORATION TRENCH 52" DEPTH                                  | FOOT  | 540                  | 540                     |                 |                      |                     |                                 |
| 25000210 | SEEDING, CLASS 2A   | ACRE  | 1                    | 1                       |                 |                      |                     |                                 |
| 25000400 | NITROGEN FERTILIZER NUTRIENT                                  | POUND | 99                   | 99                      |                 |                      |                     |                                 |
| 25000500 | PHOSPHORUS FERTILIZER NUTRIENT                                | POUND | 99                   | 99                      |                 |                      |                     |                                 |
| 25000600 | POTASSIUM FERTILIZER NUTRIENT                                 | POUND | 99                   | 99                      |                 |                      |                     |                                 |
| 25100115 | MULCH, METHOD 2   | ACRE  | 1                    | 1                       |                 |                      |                     |                                 |
| 25100630 | EROSION CONTROL BLANKET                                       | SQ YD | 5,347                | 5,347                   |                 |                      |                     |                                 |
| 28000250 | TEMPORARY EROSION CONTROL SEEDING                             | POUND | 110                  | 110                     |                 |                      |                     |                                 |
| 28000400 | PERIMETER EROSION BARRIER                                     | FOOT  | 1,744                | 1,744                   |                 |                      |                     |                                 |
| 28000510 | INLET FILTERS   | EACH  | 209                  | 209                     |                 |                      |                     |                                 |
| 31101860 | SUB-BASE GRANULAR MATERIAL, TYPE B 24"                        | SQ YD | 225,099              | 225,099                 |                 |                      |                     |                                 |
| 42001165 | BRIDGE APPROACH PAVEMENT                                      | SQ YD | 456                  |                         |                 |                      | 456                 |                                 |
| 42001300 | PROTECTIVE COAT   | SQ YD | 227,431              | 227,431                 |                 |                      |                     |                                 |
| 42100380 | CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" | SQ YD | 148,867              | 148,867                 |                 |                      |                     |                                 |
| 42101448 | LUG SYSTEM COMPLETE 48'                                       | EACH  | 2                    | 2                       |                 |                      |                     |                                 |
| 42101452 | LUG SYSTEM COMPLETE 52'                                       | EACH  | 1                    | 1                       |                 |                      |                     |                                 |
| 44000013 | BITUMINOUS SURFACE REMOVAL, 5"                                | SQ YD | 143                  |                         |                 |                      | 143                 |                                 |
| 44000030 | BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)                   | SQ YD | 82                   |                         |                 |                      | 82                  |                                 |
| 44000100 | PAVEMENT REMOVAL  | SQ YD | 151,914              | 151,914                 |                 |                      |                     |                                 |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL                           | FOOT  | 8,832                | 8,832                   |                 |                      |                     |                                 |
| 44000700 | APPROACH SLAB REMOVAL   | SQ YD | 219                  |                         |                 |                      | 219                 |                                 |
| 44001980 | CONCRETE BARRIER REMOVAL                                      | FOOT  | 21,318               | 21,318                  |                 |                      |                     |                                 |
| 44004250 | PAVED SHOULDER REMOVAL  | SQ YD | 63,649               | 63,649                  |                 |                      |                     |                                 |
| 44201474 | CLASS C PATCHES, TYPE I                                       | SQ YD | 25                   | 25                      |                 |                      |                     |                                 |
| 44201476 | CLASS C PATCHES, TYPE II                                      | SQ YD | 60                   | 60                      |                 |                      |                     |                                 |
| 44201478 | CLASS C PATCHES, TYPE III                                     | SQ YD | 50                   | 50                      |                 |                      |                     |                                 |
| 44213200 | SAW CUTS  | FOOT  | 100                  | 100                     |                 |                      |                     |                                 |
| 48202400 | BITUMINOUS SHOULDERS SUPERPAVE 6"                             | SQ YD | 36                   | 36                      |                 |                      |                     |                                 |
| 50300225 | CONCRETE STRUCTURES   | CU YD | 57                   | 57                      |                 |                      |                     |                                 |
| 50300255 | CONCRETE SUPERSTRUCTURE                                       | CU YD | 1,316                | 1,204                   |                 |                      | 112                 |                                 |

\* SPECIALITY ITEM



| REVISIONS NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

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SUMMARY OF QUANTITIES

|                     |         |                             |                  |           |
|---------------------|---------|-----------------------------|------------------|-----------|
| F.A.I. RTE.         | SECTION | COUNTY                      | TOTAL SHEETS     | SHEET NO. |
| 94/90               |         | COOK                        | 556              | 6         |
| STA.                |         | TO STA.                     |                  |           |
| FED. ROAD DIST. NO. |         | ILLINOIS                    | FED. AID PROJECT |           |
| 62300               |         | * (1818, ETC, 2324.6-IP)R-8 |                  |           |

| CODE NO. | ITEM DESCRIPTION  | UNIT  | URBAN<br>TOTAL<br>QUANTITY | 90% FEDERAL / 10% STATE |         |              |             |                            |
|----------|---|-------|----------------------------|-------------------------|---------|--------------|-------------|----------------------------|
|          |   |       |                            | ROADWAY                 | SIGNING | SURVEILLANCE | SN 016-2625 | SN 016-0142<br>SN 016-1148 |
|          |   |       |                            | J000-2A                 | Y002-1C | Y032-1F      | X928-2A     | SFTY-2A                    |
| 50300260 | BRIDGE DECK GROOVING                                    | SQ YD | 212                        |                         |         |              | 212         |                            |
| 50300300 | PROTECTIVE COAT   | SQ YD | 2,903                      | 2,506                   |         |              | 257         | 140                        |
| 50301245 | FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5") | SQ FT | 1,219                      |                         |         |              |             | 1,219                      |
| 50301250 | FORMED CONCRETE REPAIR (DEPTH GREATER THAN 5")          | SQ FT | 44                         |                         |         |              |             | 44                         |
| 50800205 | REINFORCEMENT BARS, EPOXY COATED                        | POUND | 80,795                     | 59,345                  |         |              | 21,540      |                            |
| 550A0050 | STORM SEWERS, CLASS A, TYPE 1 12"                       | FOOT  | 4,598                      | 4,598                   |         |              |             |                            |
| 550A0070 | STORM SEWERS, CLASS A, TYPE 1 15"                       | FOOT  | 1,054                      | 1,054                   |         |              |             |                            |
| 550A0090 | STORM SEWERS, CLASS A, TYPE 1 18"                       | FOOT  | 68                         | 68                      |         |              |             |                            |
| 550A0110 | STORM SEWERS, CLASS A, TYPE 1 21"                       | FOOT  | 133                        | 133                     |         |              |             |                            |
| 550A0340 | STORM SEWERS, CLASS A, TYPE 2 12"                       | FOOT  | 4,692                      | 4,692                   |         |              |             |                            |
| 550A0360 | STORM SEWERS, CLASS A, TYPE 2 15"                       | FOOT  | 1,032                      | 1,032                   |         |              |             |                            |
| 550A0380 | STORM SEWERS, CLASS A, TYPE 2 18"                       | FOOT  | 2,078                      | 2,078                   |         |              |             |                            |
| 550A0400 | STORM SEWERS, CLASS A, TYPE 2 21"                       | FOOT  | 2,352                      | 2,352                   |         |              |             |                            |
| 550A0410 | STORM SEWERS, CLASS A, TYPE 2 24"                       | FOOT  | 1,669                      | 1,669                   |         |              |             |                            |
| 550A0420 | STORM SEWERS, CLASS A, TYPE 2 27"                       | FOOT  | 1,748                      | 1,748                   |         |              |             |                            |
| 550A0430 | STORM SEWERS, CLASS A, TYPE 2 30"                       | FOOT  | 2,543                      | 2,543                   |         |              |             |                            |
| 550A0440 | STORM SEWERS, CLASS A, TYPE 2 33"                       | FOOT  | 623                        | 623                     |         |              |             |                            |
| 550A0450 | STORM SEWERS, CLASS A, TYPE 2 36"                       | FOOT  | 2,378                      | 2,378                   |         |              |             |                            |
| 550A0470 | STORM SEWERS, CLASS A, TYPE 2 42"                       | FOOT  | 827                        | 827                     |         |              |             |                            |
| 550A0480 | STORM SEWERS, CLASS A, TYPE 2 48"                       | FOOT  | 53                         | 53                      |         |              |             |                            |
| 550A0640 | STORM SEWERS, CLASS A, TYPE 3 12"                       | FOOT  | 8                          | 8                       |         |              |             |                            |
| 550A0700 | STORM SEWERS, CLASS A, TYPE 3 21"                       | FOOT  | 314                        | 314                     |         |              |             |                            |
| 550A0710 | STORM SEWERS, CLASS A, TYPE 3 24"                       | FOOT  | 151                        | 151                     |         |              |             |                            |
| 550A0720 | STORM SEWERS, CLASS A, TYPE 3 27"                       | FOOT  | 66                         | 66                      |         |              |             |                            |
| 550A0730 | STORM SEWERS, CLASS A, TYPE 3 30"                       | FOOT  | 749                        | 749                     |         |              |             |                            |
| 550A0750 | STORM SEWERS, CLASS A, TYPE 3 36"                       | FOOT  | 612                        | 612                     |         |              |             |                            |
| 550A0770 | STORM SEWERS, CLASS A, TYPE 3 42"                       | FOOT  | 50                         | 50                      |         |              |             |                            |
| 550B0030 | STORM SEWERS, CLASS B, TYPE 1 8"                        | FOOT  | 2                          | 2                       |         |              |             |                            |
| 550B0040 | STORM SEWERS, CLASS B, TYPE 1 10"                       | FOOT  | 55                         | 55                      |         |              |             |                            |
| 550B0050 | STORM SEWERS, CLASS B, TYPE 1 12"                       | FOOT  | 374                        | 374                     |         |              |             |                            |
| 550B0070 | STORM SEWERS, CLASS B, TYPE 1 15"                       | FOOT  | 21                         | 21                      |         |              |             |                            |
| 55100300 | STORM SEWER REMOVAL 8"                                  | FOOT  | 576                        | 576                     |         |              |             |                            |
| 55100400 | STORM SEWER REMOVAL 10"                                 | FOOT  | 6,548                      | 6,548                   |         |              |             |                            |
| 55100500 | STORM SEWER REMOVAL 12"                                 | FOOT  | 5,062                      | 5,062                   |         |              |             |                            |
| 55100700 | STORM SEWER REMOVAL 15"                                 | FOOT  | 4,309                      | 4,309                   |         |              |             |                            |
| 55100900 | STORM SEWER REMOVAL 18"                                 | FOOT  | 4,490                      | 4,490                   |         |              |             |                            |

\* SPECIALITY ITEM



ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: 7/7/05

DRAWN BY: TAI  
CHECKED BY: PJM

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SUMMARY OF QUANTITIES

|                     |         |                             |                  |           |
|---------------------|---------|-----------------------------|------------------|-----------|
| F.A.I. RTE.         | SECTION | COUNTY                      | TOTAL SHEETS     | SHEET NO. |
| 94/90               |         | COOK                        | 556              | 7         |
| STA.                |         | TO STA.                     |                  |           |
| FED. ROAD DIST. NO. |         | ILLINOIS                    | FED. AID PROJECT |           |
| 62300               |         | * (1818, ETC, 2324.6-1P)R-8 |                  |           |

| CODE NO.     | ITEM DESCRIPTION   | UNIT   | URBAN TOTAL QUANTITY | 90% FEDERAL / 10% STATE |         |              |             |             |  |
|--------------|--|--------|----------------------|-------------------------|---------|--------------|-------------|-------------|--|
|              |  |        |                      | ROADWAY                 | SIGNING | SURVEILLANCE | SN 016-2625 | SN 016-0142 |  |
|              |  |        |                      | J000-2A                 | Y002-1C | Y032-1F      | X928-2A     | SFTY-2A     |  |
| 55101100     | STORM SEWER REMOVAL 21"  | FOOT   | 495                  | 495                     |         |              |             |             |  |
| 55101200     | STORM SEWER REMOVAL 24"  | FOOT   | 4,776                | 4,776                   |         |              |             |             |  |
| 55101300     | STORM SEWER REMOVAL 27"  | FOOT   | 200                  | 200                     |         |              |             |             |  |
| 55101400     | STORM SEWER REMOVAL 30"  | FOOT   | 1,712                | 1,712                   |         |              |             |             |  |
| 55101600     | STORM SEWER REMOVAL 36"  | FOOT   | 504                  | 504                     |         |              |             |             |  |
| 55101800     | STORM SEWER REMOVAL 42"  | FOOT   | 62                   | 62                      |         |              |             |             |  |
| 552A1300     | STORM SEWERS JACKED IN PLACE, CLASS A 36"                              | FOOT   | 600                  | 600                     |         |              |             |             |  |
| 552A1500     | STORM SEWERS JACKED IN PLACE, CLASS A 42"                              | FOOT   | 71                   | 71                      |         |              |             |             |  |
| 59000100     | EPOXY CRACK SEALING  | FOOT   | 275                  |                         |         |              |             | 275         |  |
| 60107700     | PIPE UNDERDRAINS 6"  | FOOT   | 49,366               | 49,366                  |         |              |             |             |  |
| 60108200     | PIPE UNDERDRAINS 6" (SPECIAL)  | FOOT   | 722                  | 722                     |         |              |             |             |  |
| 60109000     | PIPE UNDERDRAINS, PERFORATED CORRUGATED STEEL PIPE 12"                 | FOOT   | 310                  | 310                     |         |              |             |             |  |
| 60200105     | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID              | EACH   | 25                   | 25                      |         |              |             |             |  |
| 60201310     | CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE             | EACH   | 273                  | 273                     |         |              |             |             |  |
| 60203805     | CATCH BASINS, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, OPEN LID              | EACH   | 4                    | 4                       |         |              |             |             |  |
| 60218400     | MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID                | EACH   | 54                   | 54                      |         |              |             |             |  |
| 60221100     | MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID                | EACH   | 141                  | 141                     |         |              |             |             |  |
| 60223700     | MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, OPEN LID                  | EACH   | 1                    | 1                       |         |              |             |             |  |
| 60226730     | MANHOLES, DROP TYPE, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID             | EACH   | 1                    | 1                       |         |              |             |             |  |
| 60240324     | INLETS, TYPE B, TYPE 20 FRAME AND GRATE                                | EACH   | 28                   | 28                      |         |              |             |             |  |
| X6020166     | DRAINAGE STRUCTURES, TYPE 1 SPECIAL WITH TWO TYPE 20 FRAMES AND GRATES | EACH   | 62                   | 62                      |         |              |             |             |  |
| X6020167     | DRAINAGE STRUCTURES, TYPE 2 SPECIAL WITH TWO TYPE 22 FRAMES AND GRATES | EACH   | 2                    | 2                       |         |              |             |             |  |
| 60250400     | CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID            | EACH   | 54                   | 54                      |         |              |             |             |  |
| 60255700     | MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID                | EACH   | 98                   | 98                      |         |              |             |             |  |
| 60260300     | INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID                  | EACH   | 39                   | 39                      |         |              |             |             |  |
| 60500040     | REMOVING MANHOLES  | EACH   | 210                  | 210                     |         |              |             |             |  |
| 60500050     | REMOVING CATCH BASINS  | EACH   | 265                  | 265                     |         |              |             |             |  |
| 60500060     | REMOVING INLETS  | EACH   | 47                   | 47                      |         |              |             |             |  |
| 60500105     | FILLING MANHOLES   | EACH   | 32                   | 32                      |         |              |             |             |  |
| 60500205     | FILLING CATCH BASINS   | EACH   | 31                   | 31                      |         |              |             |             |  |
| 60618324     | CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)                              | SQ FT  | 3,997                | 3,997                   |         |              |             |             |  |
| * Δ 63100085 | TRAFFIC BARRIER TERMINAL, TYPE 6                                       | EACH   | 1                    | 1                       |         |              |             |             |  |
| * Δ 63100167 | TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)                     | EACH   | 1                    | 1                       |         |              |             |             |  |
| 63700805     | CONCRETE BARRIER TRANSITION  | FOOT   | 972                  | 972                     |         |              |             |             |  |
| 66400560     | CHAIN LINK FENCE, 6' (SPECIAL)   | FOOT   | 25,093               | 25,093                  |         |              |             |             |  |
| 67000600     | ENGINEER'S FIELD LABORATORY  | CAL MO | 10                   | 10                      |         |              |             |             |  |
| 67100100     | MOBILIZATION   | L SUM  | 1                    | 1                       |         |              |             |             |  |

\* SPECIALITY ITEM

Δ INDICATES PAY CODE TYPE SFTY-3N

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE  
 DATE: 1/1/05

DRAWN BY: TAI  
 CHECKED BY: PJM



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SUMMARY OF QUANTITIES

|                     |         |                            |                  |           |
|---------------------|---------|----------------------------|------------------|-----------|
| F.A.I. RTE.         | SECTION | COUNTY                     | TOTAL SHEETS     | SHEET NO. |
| 94/90               |         | COOK                       | 556              | 8         |
| STA.                |         | TO STA.                    |                  |           |
| FED. ROAD DIST. NO. |         | ILLINOIS                   | FED. AID PROJECT |           |
| 62300               |         | • (1818, ETC, 2324.6-1PR-8 |                  |           |

| CODE NO. | ITEM DESCRIPTION   | UNIT  | URBAN TOTAL QUANTITY | 90% FEDERAL / 10% STATE |         |              |             |                            |  |
|----------|--|-------|----------------------|-------------------------|---------|--------------|-------------|----------------------------|--|
|          |  |       |                      | ROADWAY                 | SIGNING | SURVEILLANCE | SN 016-2625 | SN 016-0142<br>SN 016-1148 |  |
|          |  |       |                      | J000-2A                 | Y002-1C | Y032-1F      | X928-2A     | SFTY-2A                    |  |
| 70300240 | TEMPORARY PAVEMENT MARKING - LINE 6"                       | FOOT  | 31,465               | 31,465                  |         |              |             |                            |  |
| 70300510 | PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS      | SQ FT | 218                  | 218                     |         |              |             |                            |  |
| 70300520 | PAVEMENT MARKING TAPE, TYPE III 4"                         | FOOT  | 113,394              | 113,394                 |         |              |             |                            |  |
| 70300530 | PAVEMENT MARKING TAPE, TYPE III 5"                         | FOOT  | 15,638               | 15,638                  |         |              |             |                            |  |
| 70300550 | PAVEMENT MARKING TAPE, TYPE III 8"                         | FOOT  | 15,925               | 15,925                  |         |              |             |                            |  |
| 70300560 | PAVEMENT MARKING TAPE, TYPE III 12"                        | FOOT  | 3,774                | 3,774                   |         |              |             |                            |  |
| 70301000 | WORK ZONE PAVEMENT MARKING REMOVAL                         | SQ FT | 64,198               | 64,198                  |         |              |             |                            |  |
| 70400100 | TEMPORARY CONCRETE BARRIER                                 | FOOT  | 25,315               | 25,315                  |         |              |             |                            |  |
| 70400200 | RELOCATE TEMPORARY CONCRETE BARRIER                        | FOOT  | 24,312               | 24,312                  |         |              |             |                            |  |
| 72000100 | SIGN PANEL - TYPE 1  | SQ FT | 12                   |                         | 12      |              |             |                            |  |
| 72000200 | SIGN PANEL - TYPE 2  | SQ FT | 96                   |                         | 96      |              |             |                            |  |
| 72000300 | SIGN PANEL - TYPE 3  | SQ FT | 4,186                |                         | 4,186   |              |             |                            |  |
| 72100100 | SIGN PANEL OVERLAY   | SQ FT | 2                    |                         | 2       |              |             |                            |  |
| 72400320 | REMOVE SIGN PANEL - TYPE 2                                 | SQ FT | 72                   |                         | 72      |              |             |                            |  |
| 72400330 | REMOVE SIGN PANEL - TYPE 3                                 | SQ FT | 591                  |                         | 591     |              |             |                            |  |
| 72400720 | RELOCATE SIGN PANEL - TYPE 2                               | SQ FT | 12                   |                         | 12      |              |             |                            |  |
| 72400730 | RELOCATE SIGN PANEL - TYPE 3                               | SQ FT | 488                  |                         | 488     |              |             |                            |  |
| 72700100 | STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY                  | POUND | 1,890                |                         | 1,890   |              |             |                            |  |
| 72800100 | TELESCOPING STEEL SIGN SUPPORT                             | FOOT  | 88                   |                         | 88      |              |             |                            |  |
| 73000100 | WOOD SIGN SUPPORT  | FOOT  | 17                   |                         | 17      |              |             |                            |  |
| 73300100 | OVERHEAD SIGN STRUCTURE - SPAN, TYPE I-A (4'-0" x 4'-6")   | FOOT  | 72                   |                         | 72.0    |              |             |                            |  |
| 73300300 | OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0") | FOOT  | 142                  |                         | 142     |              |             |                            |  |
| 73304000 | OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED                   | FOOT  | 332                  |                         | 332     |              |             |                            |  |
| 73305000 | OVERHEAD SIGN STRUCTURE WALKWAY                            | FT    | 403                  |                         | 403     |              |             |                            |  |
| 73400100 | CONCRETE FOUNDATIONS                                       | CU YD | 7                    |                         | 7       |              |             |                            |  |
| 73400200 | DRILLED SHAFT CONCRETE FOUNDATIONS                         | CU YD | 179                  |                         | 179     |              |             |                            |  |
| 73600100 | REMOVE OVERHEAD SIGN STRUCTURE - SPAN                      | EACH  | 6                    |                         | 6       |              |             |                            |  |
| 73602000 | REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED            | EACH  | 7                    |                         | 7       |              |             |                            |  |
| 73700300 | REMOVE CONCRETE FOUNDATION - OVERHEAD                      | EACH  | 14                   |                         | 14      |              |             |                            |  |
| 78005100 | EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS               | SQ FT | 327                  | 327                     |         |              |             |                            |  |
| 78005110 | EPOXY PAVEMENT MARKING - LINE 4"                           | FOOT  | 100,671              | 100,671                 |         |              |             |                            |  |
| 78005120 | EPOXY PAVEMENT MARKING - LINE 5"                           | FOOT  | 26,758               | 26,758                  |         |              |             |                            |  |
| 78005140 | EPOXY PAVEMENT MARKING - LINE 8"                           | FOOT  | 21,714               | 21,714                  |         |              |             |                            |  |
| 78005150 | EPOXY PAVEMENT MARKING - LINE 12"                          | FOOT  | 5,824                | 5,824                   |         |              |             |                            |  |
| 78200100 | MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR                | EACH  | 1,643                | 1,643                   |         |              |             |                            |  |
| 78200530 | BARRIER WALL MARKERS, TYPE C                               | EACH  | 414                  | 414                     |         |              |             |                            |  |
| 78201000 | TERMINAL MARKER, DIRECT APPLIED                            | EACH  | 1                    | 1                       |         |              |             |                            |  |
| 78300100 | PAVEMENT MARKING REMOVAL                                   | SQ FT | 26,297               | 26,297                  |         |              |             |                            |  |
| 81000600 | CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL               | FOOT  | 299                  |                         |         | 299          |             |                            |  |

\* SPECIALITY ITEM      @ @ SFTY - 3C



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE      DRAWN BY: TAI  
 DATE: 7/7/05      CHECKED BY: PJM

PA: 03/06/05 03:55:00m 14815 CAD/1/AN/47400268.SFT

SUMMARY OF QUANTITIES

|                     |          |                            |              |           |
|---------------------|----------|----------------------------|--------------|-----------|
| F.A.I. RYE          | SECTION  | COUNTY                     | TOTAL SHEETS | SHEET NO. |
| 94/90               |          | COOK                       | 556          | 9         |
| STA.                |          | TO STA.                    |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT           |              |           |
| 62300               |          | * (B18, ETC. 2324.6-1)PR-8 |              |           |

| CODE NO.   | ITEM DESCRIPTION  | UNIT   | URBAN TOTAL QUANTITY | 90% FEDERAL / 10% STATE |         |              |             |                            |  |  |
|------------|---|--------|----------------------|-------------------------|---------|--------------|-------------|----------------------------|--|--|
|            |   |        |                      | ROADWAY                 | SIGNING | SURVEILLANCE | SN 016-2625 | SN 016-0142<br>SN 016-1148 |  |  |
|            |   |        |                      | J000-2A                 | Y002-1C | Y032-1F      | X928-2A     | SFTY-2A                    |  |  |
| * 81400200 | HEAVY-DUTY HANDHOLE   | EACH   | 13                   |                         |         | 13           |             |                            |  |  |
| * 81400205 | HEAVY-DUTY HANDHOLE (SPECIAL)                                 | EACH   | 2                    |                         |         | 2            |             |                            |  |  |
| * 81500200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK                       | FOOT   | 305                  |                         |         | 305          |             |                            |  |  |
| * 84200800 | POLE FOUNDATION, REMOVED                                      | EACH   | 130                  | 130                     |         |              |             |                            |  |  |
| □ K1003660 | MOWING CYCLE  | EACH   | 6                    | 6                       |         |              |             |                            |  |  |
|            | X0320870 BRACED EXCAVATION                                    | CU YD  | 6,621                | 6,621                   |         |              |             |                            |  |  |
|            | X0322256 TEMPORARY INFORMATION SIGNING                        | SQ FT  | 625                  | 625                     |         |              |             |                            |  |  |
|            | X0323221 PLUG AND ABANDON EXISTING PIPE                       | CU YD  | 251                  | 251                     |         |              |             |                            |  |  |
| □ X0323426 | SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING    | EACH   | 209                  | 209                     |         |              |             |                            |  |  |
|            | X0323988 TEMPORARY SOIL RETENTION SYSTEM                      | SA FT  | 52,802               | 52,802                  |         |              |             |                            |  |  |
|            | X0324112 BARRIER BASE   | FOOT   | 27,958               | 27,958                  |         |              |             |                            |  |  |
|            | X0324431 TEMPORARY SOIL RETENTION SYSTEM (TO REMAIN IN PLACE) | SQ FT  | 763                  | 763                     |         |              |             |                            |  |  |
|            | X0324697 SOIL STABILIZERS                                     | POUND  | 65,508               | 65,508                  |         |              |             |                            |  |  |
|            | X0324698 APPLYING DUST SUPPRESSION AGENT                      | UNIT   | 110                  | 110                     |         |              |             |                            |  |  |
|            | X4210400 LUG SYSTEM REMOVAL                                   | EACH   | 3                    | 3                       |         |              |             |                            |  |  |
|            | X4834090 PORTLAND CEMENT CONCRETE SHOULDERS 14"               | SQ YD  | 52,802               | 52,802                  |         |              |             |                            |  |  |
|            | X6063401 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12    | FOOT   | 248                  | 248                     |         |              |             |                            |  |  |
|            | X6063600 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24    | FOOT   | 951                  | 951                     |         |              |             |                            |  |  |
|            | X6370910 CONCRETE BARRIER, SINGLE FACE 32" HEIGHT             | FOOT   | 1,742                | 1,742                   |         |              |             |                            |  |  |
|            | X6370925 CONCRETE BARRIER SINGLE FACE 42" (SPECIAL)           | FOOT   | 21,414               | 21,414                  |         |              |             |                            |  |  |
|            | X6370930 CONCRETE BARRIER, DOUBLE FACE, 32"                   | FOOT   | 2,715                | 2,715                   |         |              |             |                            |  |  |
|            | X6700410 ENGINEER'S FIELD OFFICE TYPE A (SPECIAL)             | CAL MO | 15                   | 15                      |         |              |             |                            |  |  |
|            | X7011015 TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)         | L SUM  | 1                    | 1                       |         |              |             |                            |  |  |
|            | X7013820 TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS            | CAL DA | 303                  | 303                     |         |              |             |                            |  |  |
|            | X7015000 CHANGEABLE MESSAGE SIGN                              | CAL MO | 59                   | 59                      |         |              |             |                            |  |  |
|            | X7040600 FURNISH TEMPORARY CONCRETE BARRIER                   | FOOT   | 17,081               | 17,081                  |         |              |             |                            |  |  |
| * X7330105 | OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A                       | FOOT   | 100                  |                         | 100     |              |             |                            |  |  |
|            | XX001854 STABILIZED SUB-BASE, 6"                              | SQ YD  | 213,296              | 213,296                 |         |              |             |                            |  |  |
|            | XX004201 PAVEMENT REINFORCEMENT 14"                           | SQ YD  | 148,867              | 148,867                 |         |              |             |                            |  |  |
| * XX004812 | VIDEO TAPING OF SEWERS  | FOOT   | 1,191                | 1,191                   |         |              |             |                            |  |  |
|            | Z0002600 BAR SPLICERS   | EACH   | 257                  |                         |         | 257          |             |                            |  |  |
|            | Z0013798 CONSTRUCTION LAYOUT                                  | L SUM  | 1                    | 1                       |         |              |             |                            |  |  |
| □ Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED                             | EACH   | 50                   | 50                      |         |              |             |                            |  |  |
| △ Z0029999 | IMPACT ATTENUATOR REMOVAL                                     | EACH   | 6                    | 6                       |         |              |             |                            |  |  |
| △ Z0030070 | IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3         | EACH   | 3                    | 3                       |         |              |             |                            |  |  |
| △ Z0030090 | IMPACT ATTENUATORS (SEVERE USE, WIDE), TEST LEVEL 3           | EACH   | 1                    | 1                       |         |              |             |                            |  |  |
| △ Z0030150 | IMPACT ATTENUATORS, (NON-REDIRECTIVE), TEST LEVEL 3           | EACH   | 1                    | 1                       |         |              |             |                            |  |  |
| △ Z0030250 | IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 | EACH   | 6                    | 6                       |         |              |             |                            |  |  |
|            | Z0040530 PIPE UNDERDRAIN REMOVAL                              | FOOT   | 290                  | 290                     |         |              |             |                            |  |  |

△ INDICATES PAY CODE TYPE SFTY-3N

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE  
 DATE: 7/1/05

DRAWN BY: TAI  
 CHECKED BY: PJM



\* SPECIALITY ITEM    □ NON-PARTICIPATING

06/28/2005 12:46:05 PM

SUMMARY OF QUANTITIES

|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                      | 556          | 10        |
| STA.                |         | TO STA.                   |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | 1818, ETC, 2324.6-1PR-8   |              |           |

| CODE NO.            | ITEM DESCRIPTION   | UNIT            | URBAN TOTAL QUANTITY | 90% FEDERAL / 10% STATE |         |              |             |                            |  |
|---------------------|--|-----------------|----------------------|-------------------------|---------|--------------|-------------|----------------------------|--|
|                     |  |                 |                      | ROADWAY                 | SIGNING | SURVEILLANCE | SN 016-2625 | SN 016-0142<br>SN 016-1148 |  |
|                     |  |                 |                      | J000-2A                 | Y002-1C | Y032-1F      | X928-2A     | SFTY-2A                    |  |
| Z0048665            | RAILROAD PROTECTIVE LIABILITY INSURANCE                  | L SUM           | 1                    | 0.8                     |         |              |             | 0.2                        |  |
| <del>Z0076600</del> | <del>TRAINEES</del>                                      | <del>HOOR</del> |                      |                         |         |              |             |                            |  |
| * X7360100          | REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER (VMS)        | EACH            | 1                    | 1                       |         |              |             |                            |  |
| * X8100042          | CONDUIT ENCASED, CONCRETE, 3" DIA., PVC                  | FOOT            | 766                  |                         |         | 766          |             |                            |  |
| * X0325080          | VIDEO TAPING OF MWRD CULVERT                             | FOOT            | 245                  |                         |         |              | 245         |                            |  |
| X4010100            | TEMPORARY SHOULDERS                                      | SQ YD           | 8,545                | 8,545                   |         |              |             |                            |  |
| X0325081            | CONCRETE SLAB HYDRO-DEMOLITION                           | SQ YD           | 237                  |                         |         |              | 237         |                            |  |
| X6370927            | CONCRETE BARRIER SINGLE FACE 72" (SPECIAL)               | FOOT            | 271                  | 271                     |         |              |             |                            |  |
| X0325082            | CTA BARRIER REMOVAL                                      | FOOT            | 21,781               | 21,781                  |         |              |             |                            |  |
| X0325083            | CTA FENCE  | FOOT            | 21,325               | 21,248                  |         |              | 87          |                            |  |
| X0325084            | CTA GATES  | EACH            | 23                   | 23                      |         |              |             |                            |  |
| X0325085            | TEMPORARY PAVEMENT (INTERSTATE)                          | SQ YD           | 9,394                | 9,394                   |         |              |             |                            |  |
| X7011008            | TRAFFIC CONTROL AND PROTECTION OR ALTERNAE ROUTE SIGNING | CAL MO          | 10                   | 10                      |         |              |             |                            |  |
| X0325086            | TEMPORARY CTA BALLAST RETENTION                          | L SUM           | 1                    |                         |         |              | 1           |                            |  |
| * X0325087          | VIDEO TAPING OF MAIN DRAIN                               | FOOT            | 43,620               | 32,960                  |         |              | 10,660      |                            |  |
| * X0321027          | DRILLING GROUT HOLES                                     | FOOT            | 60                   | 60                      |         |              |             |                            |  |
| * X3540580          | PORTLAND CEMENT IN GROUT                                 | CU FT           | 50                   | 50                      |         |              |             |                            |  |
| * X0325088          | PLACEMENT OF CEMENT GROUT                                | CU FT           | 150                  | 150                     |         |              |             |                            |  |
| * X0325089          | CONNECTION TO GROUT HOLE                                 | EACH            | 4                    | 4                       |         |              |             |                            |  |
| 60248000            | JUNCTION CHAMBER NO. 1                                   | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248100            | JUNCTION CHAMBER NO. 2                                   | EACH            | 1                    | 1                       |         |              |             |                            |  |
| X0325090            | MAINDRAIN DROP MANHOLE NO. 1                             | EACH            | 1                    | 1                       |         |              |             |                            |  |
| X0325091            | MAINDRAIN DROP MANHOLE NO. 2                             | EACH            | 1                    | 1                       |         |              |             |                            |  |
| X0325092            | MAINDRAIN DROP MANHOLE NO. 3                             | EACH            | 1                    | 1                       |         |              |             |                            |  |
| X0325093            | MAINDRAIN DROP MANHOLE NO. 4                             | EACH            | 1                    | 1                       |         |              |             |                            |  |
| X0325094            | MAINDRAIN DROP MANHOLE NO. 5                             | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248200            | JUNCTIONCHAMBER NO. 3                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248300            | JUNCTIONCHAMBER NO. 4                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248400            | JUNCTIONCHAMBER NO. 5                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248500            | JUNCTIONCHAMBER NO. 6                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248600            | JUNCTIONCHAMBER NO. 7                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248610            | JUNCTIONCHAMBER NO. 8                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248620            | JUNCTIONCHAMBER NO. 9                                    | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 60248630            | JUNCTIONCHAMBER NO. 10                                   | EACH            | 1                    | 1                       |         |              |             |                            |  |
| * X0325095          | MAIN DRAIN CLEANING                                      | FOOT            | 32,900               | 32,900                  |         |              |             |                            |  |
| * 66900200          | NON-SPECIAL WASTE DISPOSAL                               | CU YD           | 804                  | 804                     |         |              |             |                            |  |
| * 66900450          | SPECIAL WASTE PLANS AND REPORT                           | L SUM           | 1                    | 1                       |         |              |             |                            |  |
| * 66900530          | SOIL DISPOSAL ANALYSIS                                   | EACH            | 1                    | 1                       |         |              |             |                            |  |
| 66402900            | CHAIN LINK GATE, 6' X 6' SINGLE                          | EACH            | 23                   | 23                      |         |              |             |                            |  |

\* SPECIALITY ITEM

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

SUMMARY OF QUANTITIES

SCALE: NONE  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

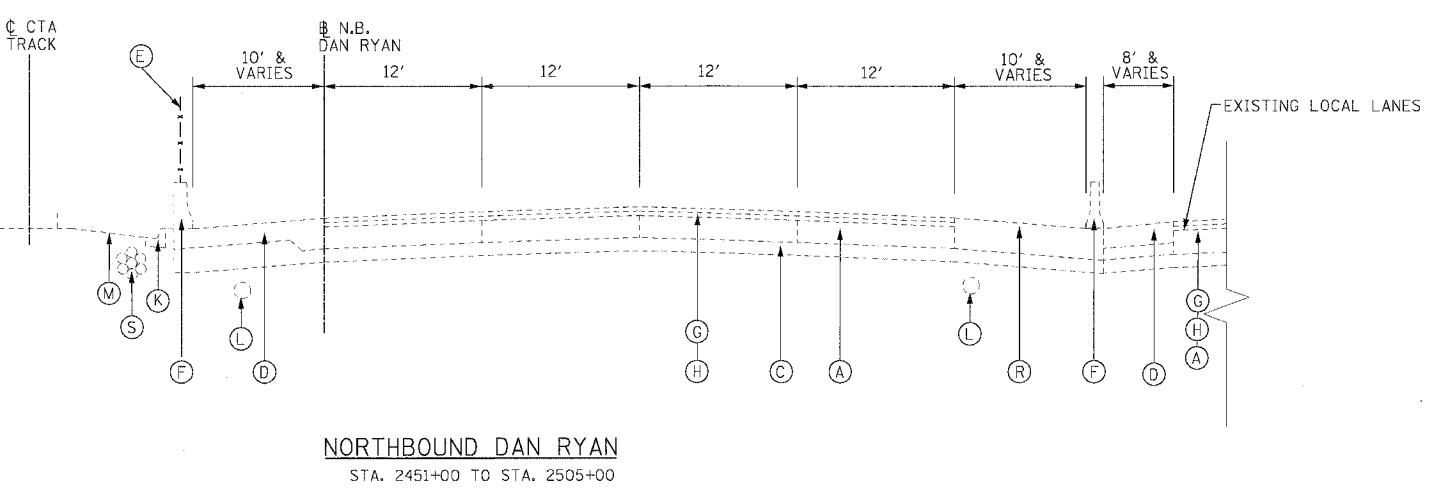
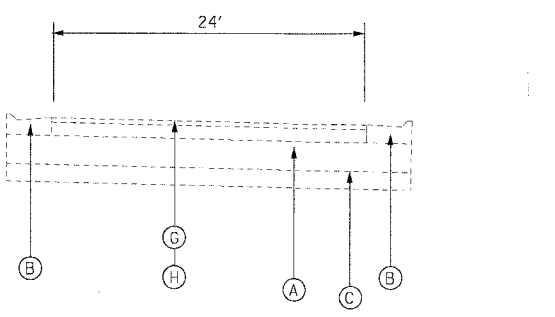
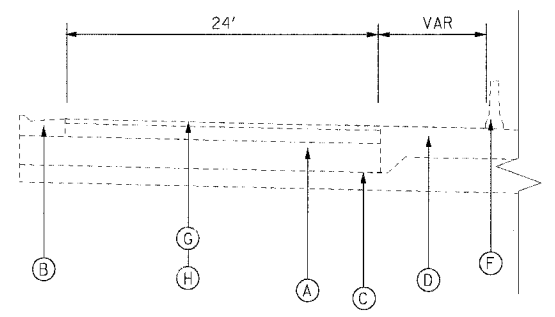
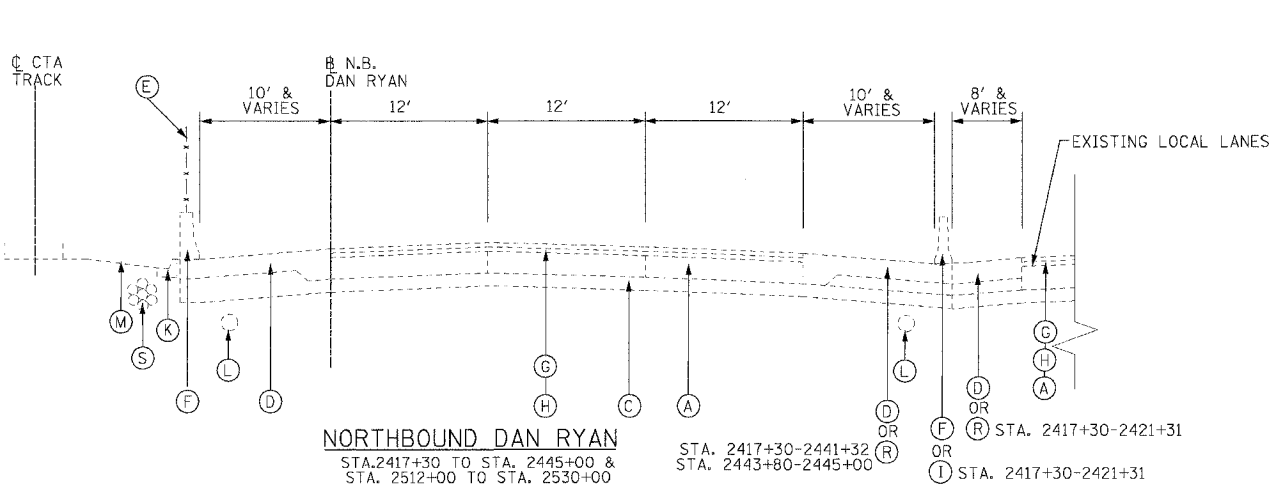
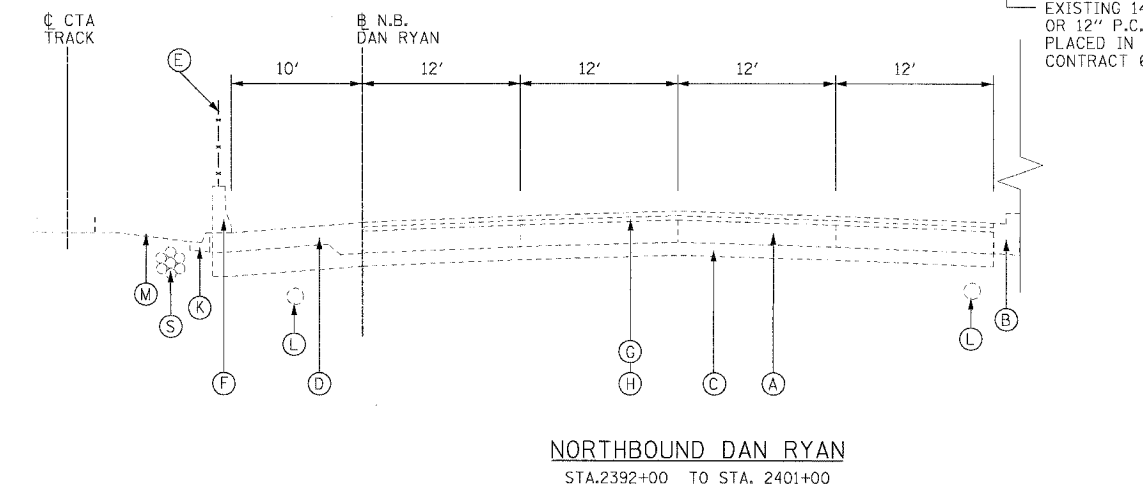
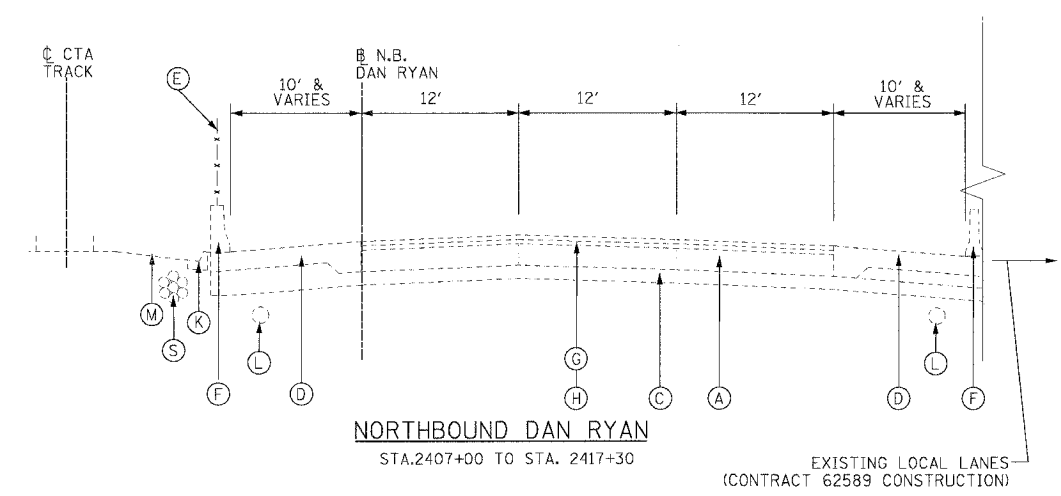
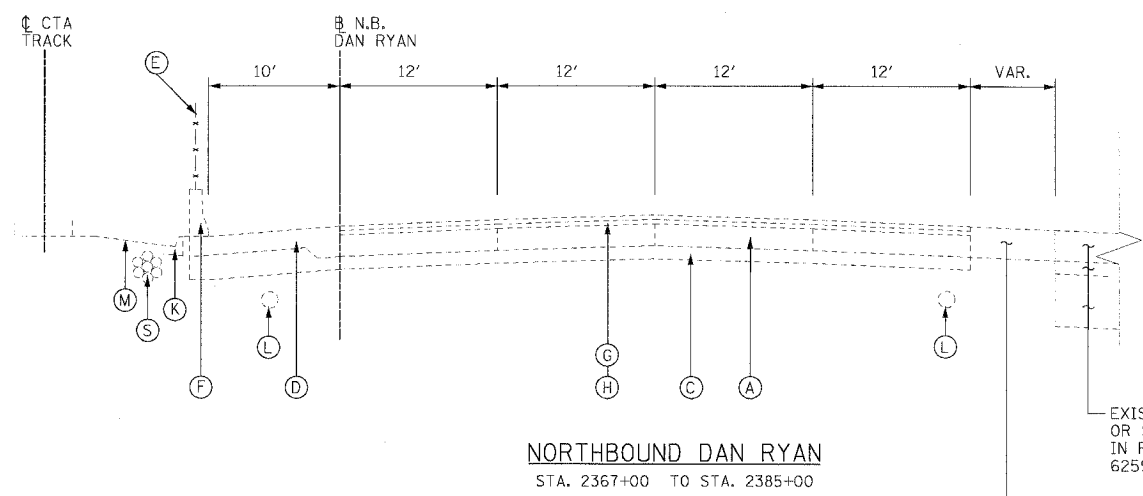


ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
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 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM





|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                      | 556          | 12        |
| STA.                |         | TO STA.                   |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | (1818, ETC, 2324.6-1PIR-8 |              |           |



- EXISTING CONDITIONS LEGEND**
- (A) P.C.C. PAVEMENT 10" OR C.R.C. PAVEMENT 8" (SEE NOTE 1)
  - (B) COMBINATION CONCRETE CURB AND GUTTER
  - (C) GRANULAR SUB-BASE 6"
  - (D) P.C.C. SHOULDER 9"
  - (E) CHAIN LINK FENCE
  - (F) CONCRETE BARRIER
  - (G) BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
  - (H) BITUMINOUS CONCRETE BINDER COURSE, 4 3/4"
  - (I) TEMPORARY CONCRETE BARRIER
  - (J) C.R.C. PAVEMENT 8"
  - (K) TYPE 34 CURB AND GUTTER
  - (L) PIPE UNDERDRAINS 8"
  - (M) C.T.A. BALLAST
  - (N) BITUMINOUS CONCRETE SURFACE COURSE 1 3/4"
  - (O) BITUMINOUS CONCRETE SURFACE COURSE 2 1/4"
  - (P) BITUMINOUS CONCRETE SURFACE COURSE 3 1/2"
  - (Q) 4" STABILIZED SHOULDER B.A.M.
  - (R) BITUMINOUS CONCRETE SURFACE COURSE 1 3/4"
  - (S) BITUMINOUS CONCRETE BASE COURSE 12 1/4"
  - (T) C.T.A. FIBER OPTIC DUCT

**NOTE:**

- P.C.C. PAVEMENT 10" STA. 2367+00 TO 2410+00  
C.R.C. PAVEMENT 8" STA 2410+00 TO STA 2530+00
- THICKNESS OF EXISTING PAVEMENT AND SUB BASES ARE TAKEN FROM AS-BUILT PLANS.
- REMOVAL OF TYPE 34 COMBINATION CONCRETE CURB AND GUTTER SHALL BE PERFORMED AS REQUIRED. THIS REMOVAL WILL BE INCLUDED IN THE COST OF CTA BARRIER REMOVAL AND WILL NOT BE PAID FOR SEPARATELY.

| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING TYPICAL SECTIONS  
NORTHBOUND DAN RYAN

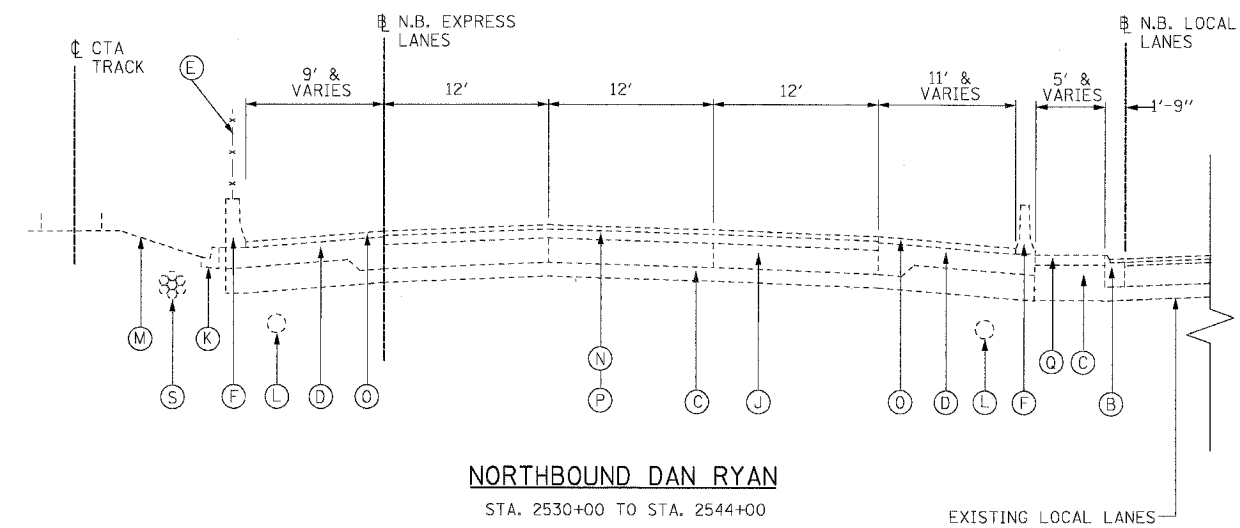
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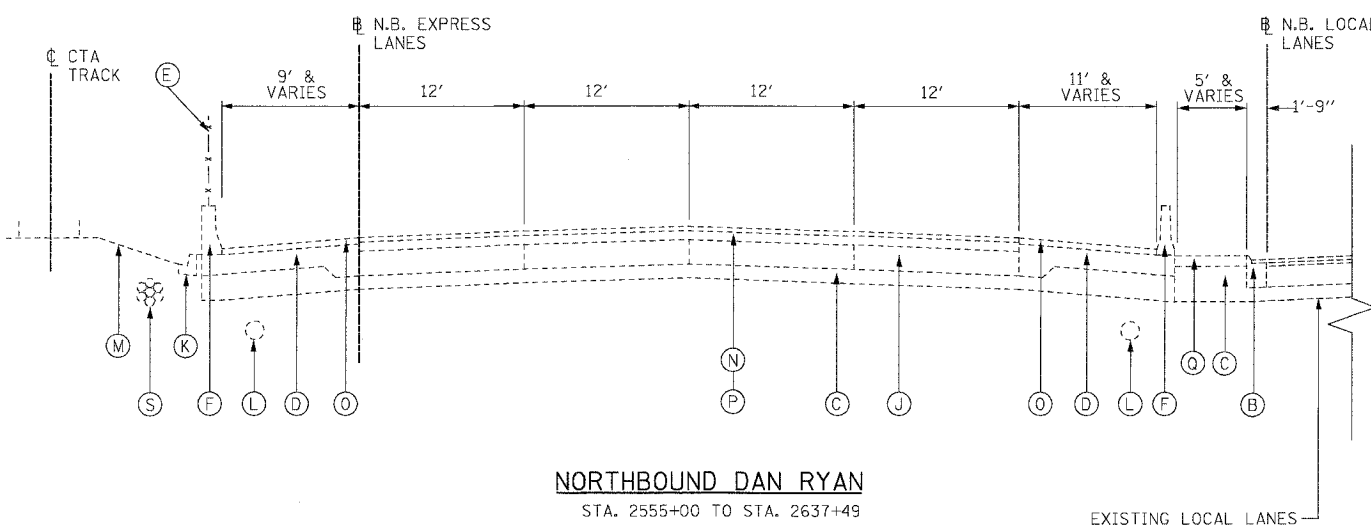


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| F.A.I.              | SECTION                  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                          | COOK             | 556          | 13        |
| STA.                | TO STA.                  |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                 | FED. AID PROJECT |              |           |
| 62300               | •1818, ETC, 2324.6-1PR-B |                  |              |           |

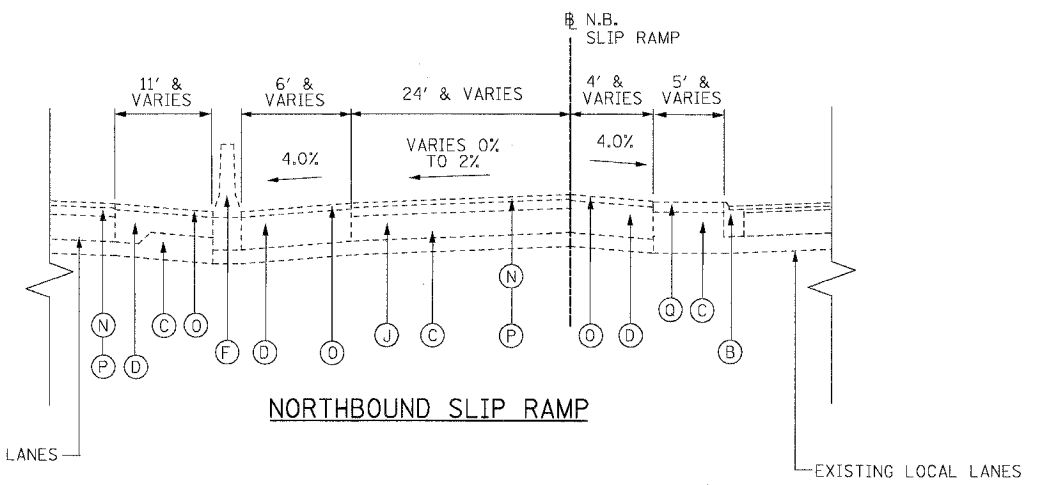


**NORTHBOUND DAN RYAN**  
STA. 2530+00 TO STA. 2544+00



**NORTHBOUND DAN RYAN**  
STA. 2555+00 TO STA. 2637+49

(AREA OF SLIP RAMP GORES FROM STA. 2544+00 TO STA. 2555+00 IS SIMILAR TO THE ABOVE SECTIONS)



**NORTHBOUND SLIP RAMP**

- EXISTING CONDITIONS LEGEND**
- (A) P.C.C. PAVEMENT 10"
  - (B) COMBINATION CONCRETE CURB AND GUTTER
  - (C) GRANULAR SUB-BASE 6" (VARIES 18"-42" FROM STA. 2582+21 TO STA. 2637+55 - SEE SCHEDULE ON THIS SHEET- AND AT SHOULDERS)
  - (D) P.C.C. SHOULDER 9"
  - (E) CHAIN LINK FENCE
  - (F) CONCRETE BARRIER
  - (G) BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
  - (H) BITUMINOUS CONCRETE BINDER COURSE, 4 3/4"
  - (I) TEMPORARY CONCRETE BARRIER
  - (J) C.R.C. PAVEMENT 8"
  - (K) TYPE 34 CURB AND GUTTER
  - (L) PIPE UNDERDRAINS 8 "
  - (M) C.T.A. BALLAST
  - (N) BITUMINOUS CONCRETE SURFACE COURSE, 1 3/4"
  - (O) BITUMINOUS CONCRETE SURFACE COURSE, 2 1/4"
  - (P) BITUMINOUS CONCRETE BINDER COURSE, 3 1/2"
  - (Q) 4" STABILIZED SHOULDER B.A.M.
  - (R) BITUMINOUS CONCRETE SURFACE COURSE 1 3/4" BITUMINOUS CONCRETE BASE COURSE 12 1/4"
  - (S) C.T.A. FIBER OPTIC DUCT

| STATION           | DEPTH     |
|-------------------|-----------|
| 2582+21 - 2586+54 | 18"       |
| 2586+54 - 2587+54 | 18" - 36" |
| 2587+54 - 2605+69 | 36"       |
| 2605+69 - 2607+84 | 36" - 18" |
| 2607+84 - 2608+79 | 18"       |
| 2608+79 - 2611+84 | 24" - 42" |
| 2611+84 - 2618+84 | 42"       |
| 2618+84 - 2622+84 | 42" - 18" |
| 2622+84 - 2627+34 | 18" - 42" |
| 2627+34 - 2631+64 | 42"       |
| 2631+64 - 2636+34 | 42" - 18" |
| 2636+34 - 2637+55 | 18" - 26" |

- NOTES:**
- THICKNESS OF EXISTING PAVEMENT AND SUB BASES ARE TAKEN FROM AS-BUILT PLANS.
  - SUPERELEVATED SECTIONS ARE SIMILAR TO TANGENT SECTIONS.
  - REMOVAL OF TYPE 34 COMBINATION CONCRETE CURB AND GUTTER SHALL BE PERFORMED AS REQUIRED. THIS REMOVAL WILL BE INCLUDED IN THE COST OF CTA BARRIER REMOVAL AND WILL NOT BE PAID FOR SEPARATELY.

| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94/90 (DAN RYAN EXPRESSWAY)**  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
**EXISTING TYPICAL SECTIONS**  
**NORTHBOUND DAN RYAN**

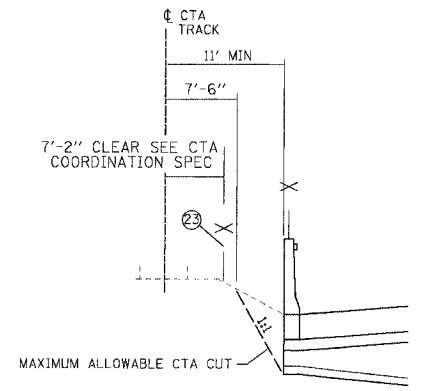
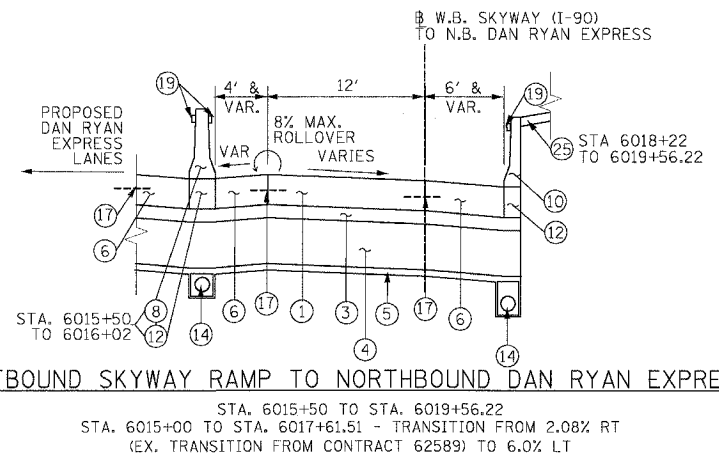
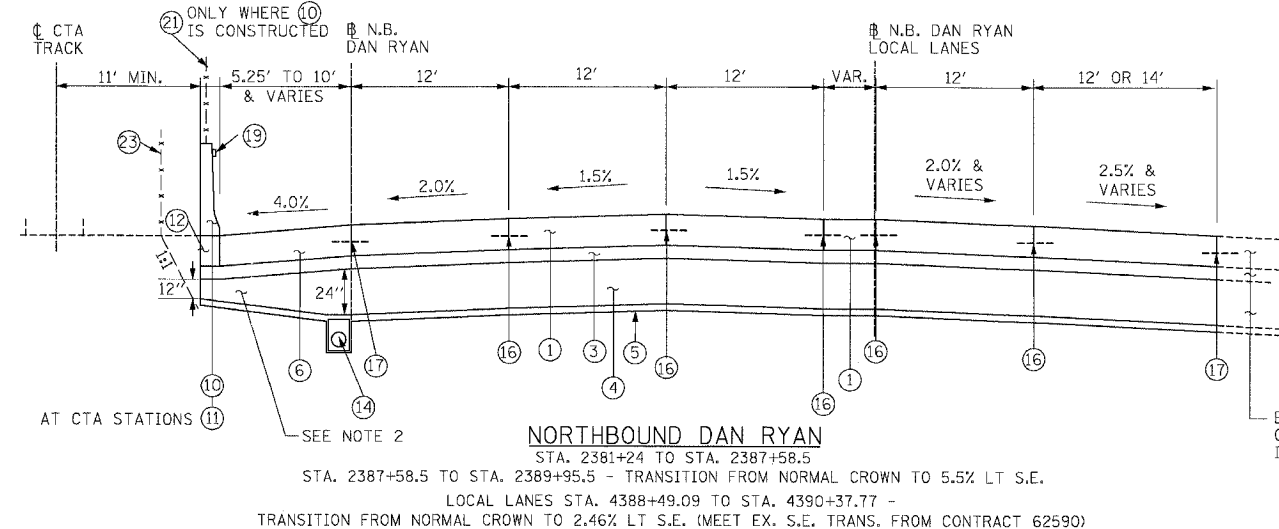
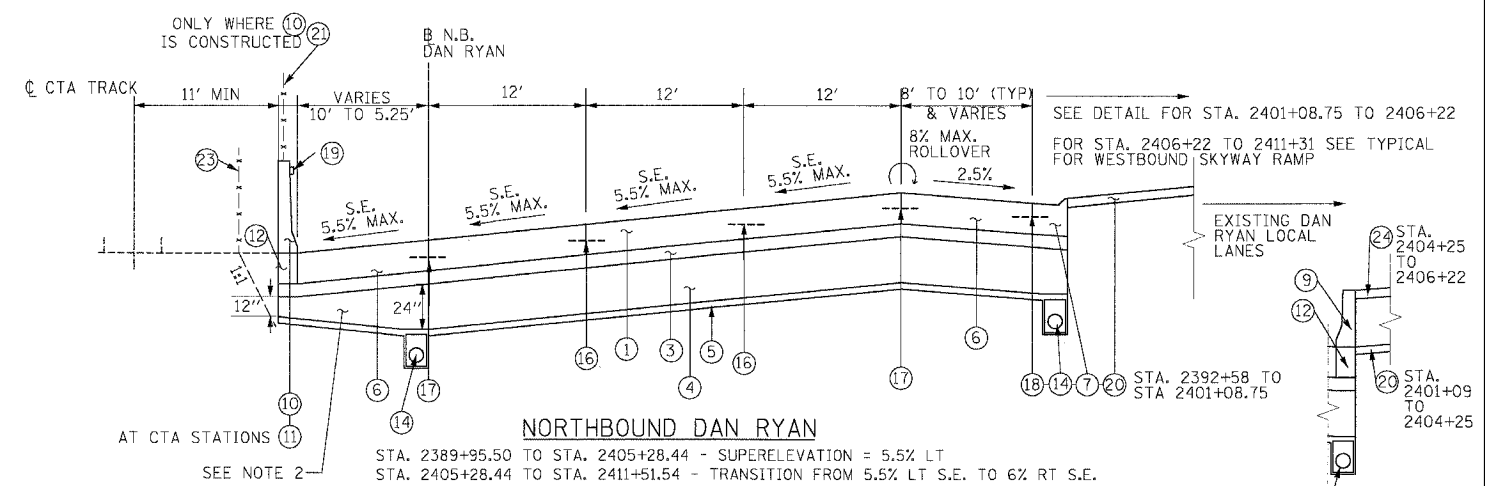
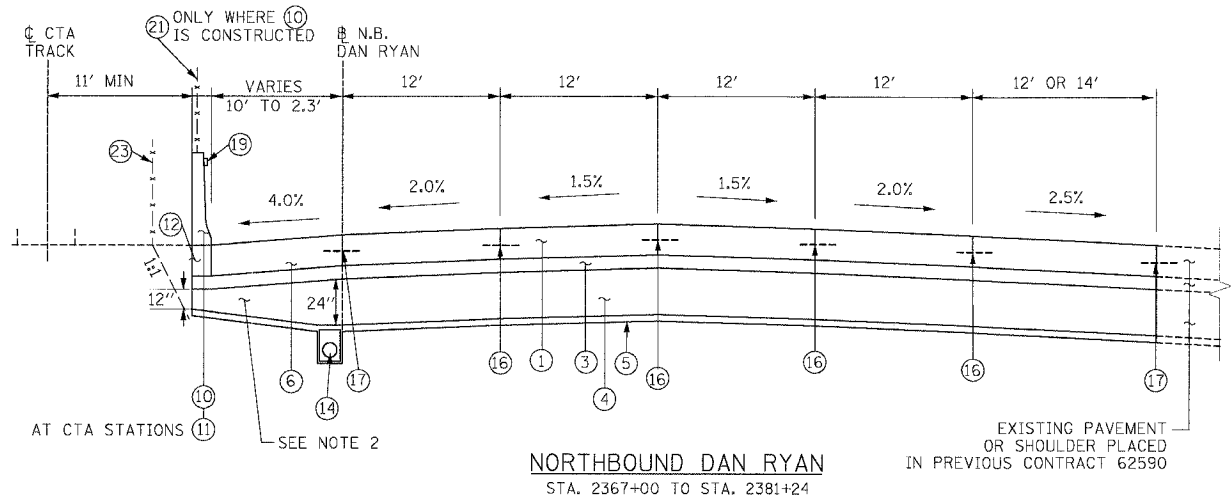
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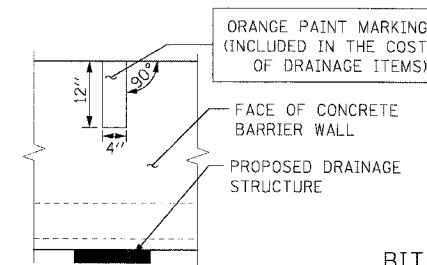
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 Chicago, Illinois  
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|                         |          |        |                     |           |
|-------------------------|----------|--------|---------------------|-----------|
| F.A.I. RTE.             | SECTION  | COUNTY | TOTAL SHEETS        | SHEET NO. |
| 94/90                   |          | COOK   | 556                 | 14        |
| STA.                    | TO STA.  |        | FED. ROAD DIST. NO. |           |
| 62300                   | ILLINOIS |        | FED. AID PROJECT    |           |
| 1818, ETC, 2324.6-1PR-8 |          |        |                     |           |



|                             |                   |
|-----------------------------|-------------------|
| STRUCTURAL DESIGN TRAFFIC:  | YEAR 2020         |
| PV= 125,272                 | SU= 10,930        |
| ROAD/STREET CLASSIFICATION: | MU= 31,949        |
| P= 8%                       | S= 37%            |
| TRAFFIC FACTOR:             | ACTUAL TF= 264.46 |
|                             | MINIMUM TF= 12.39 |
| AC GRADE:                   | BINDER= -         |
| SUBGRADE SUPPORT RATING:    | SR= 2.00          |
|                             | AC TYPE= N/A      |
|                             | SURFACE= -        |



**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ② NOT USED
- ③ STABILIZED SUB-BASE - 6"
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B - 24"
- ⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑥ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑦ COMBINATION CONCRETE CURB AND GUTTER, TYPE M4-24
- ⑧ CONCRETE BARRIER, DOUBLE FACE 32"
- ⑨ CONCRETE BARRIER, SINGLE FACE 32"
- ⑩ CONCRETE BARRIER, SINGLE FACE, 42" SPECIAL
- ⑪ EXISTING BARRIER WALL MODIFICATIONS AT CTA STATIONS (SEE CIVIL DETAILS)
- ⑫ BARRIER BASE

- ⑬ TEMPORARY CONCRETE BARRIER (TYPE & LOCATION AS INDICATED ON PLANS)
- ⑭ PIPE UNDERDRAINS 6"
- ⑮ TEMPORARY PAVEMENT (INTERSTATE) / TEMPORARY SHOULDERS
- ⑯ LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT POUR IN PLACE NO. 6 TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 TIE BARS 24" LONG AT 24" C-C.
- ⑰ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 TIE BARS 30" LONG AT 24" C-C.
- ⑱ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 TIE BARS 24" LONG AT 24" C-C.
- ⑲ BARRIER WALL MARKER, TYPE C (80' C-C)
- ⑳ TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 2A
- ㉑ CTA FENCE
- ㉒ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- ㉓ CHAIN LINK FENCE 6' (SPECIAL) (USE DURING ADJACENT CONSTRUCTION)
- ㉔ CONCRETE MEDIAN SURFACE 6" (SPECIAL)

**CONCRETE BARRIER WALL MARKING AT DRAINAGE STRUCTURE**

PLACE AT ALL PROPOSED DRAINAGE STRUCTURES

**BITUMINOUS MIXTURE REQUIREMENTS**

| LEGEND | PAY ITEM                          | MIX   | AC TYPE   | VOIDS        | RAP % |
|--------|-----------------------------------|---|-----------|--------------|-------|
| 3      | STABILIZED SUB-BASE 6"            | SUPERPAVE IL-19.0, N50 (6" DEPTH)   | PG 58-22  | 3% @ 50 GYR  | 50%   |
| 15     | TEMPORARY PAVEMENT (INTERSTATE)** | POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N105 (1 3/4" DEPTH) | SBS 70-22 | 4% @ 105 GYR | 0%    |
| 15     | TEMPORARY PAVEMENT (INTERSTATE)** | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105 (1 1/4" DEPTH)              | PG 64-22  | 4% @ 105 GYR | 0%    |
| 15     | TEMPORARY SHOULDERS***            | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105 (4" DEPTH)                  | PG 64-22  | 4% @ 105 GYR | 0%    |

\*\* NOTE, FOR TEMP. PAVEMENT, CONTRACTOR HAS THE OPTION OF USING 12" P.C.C. PAVEMENT IN LIEU OF BITUMINOUS PAVEMENT  
\*\*\* TEMPORARY SHOULDERS (CONTRACTOR HAS THE OPTION OF USING 4" P.C.C. SHOULDERS IN LIEU OF BIT. SHOULDERS)

**NOTES:**

- 1. ALL TIE BARS SHALL BE DEFORMED AND EPOXY COATED. TIE BARS SHALL BE INCLUDED IN THE COST OF PAVEMENT, SHOULDER, AND CURB AND GUTTER ITEMS AND WILL NOT BE PAID FOR SEPARATELY.
- 2. SUB-BASE GRANULAR MATERIAL DEPTH UNDERNEATH SHOULDER ADJACENT TO CTA VARIES FROM 12" UNDERNEATH BARRIER WALL TO 24" ABOVE UNDERDRAIN. THIS AND ALL OTHER VARYING DEPTH SUB-BASE GRANULAR MATERIAL WILL BE PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B, 24".
- 3. THE UNDERDRAIN WILL BE CONSTRUCTED TO PROVIDE FOR SUB-BASE DRAINAGE OF THE FUTURE LOCAL LANES. SEE PIPE UNDERDRAIN DETAILS.

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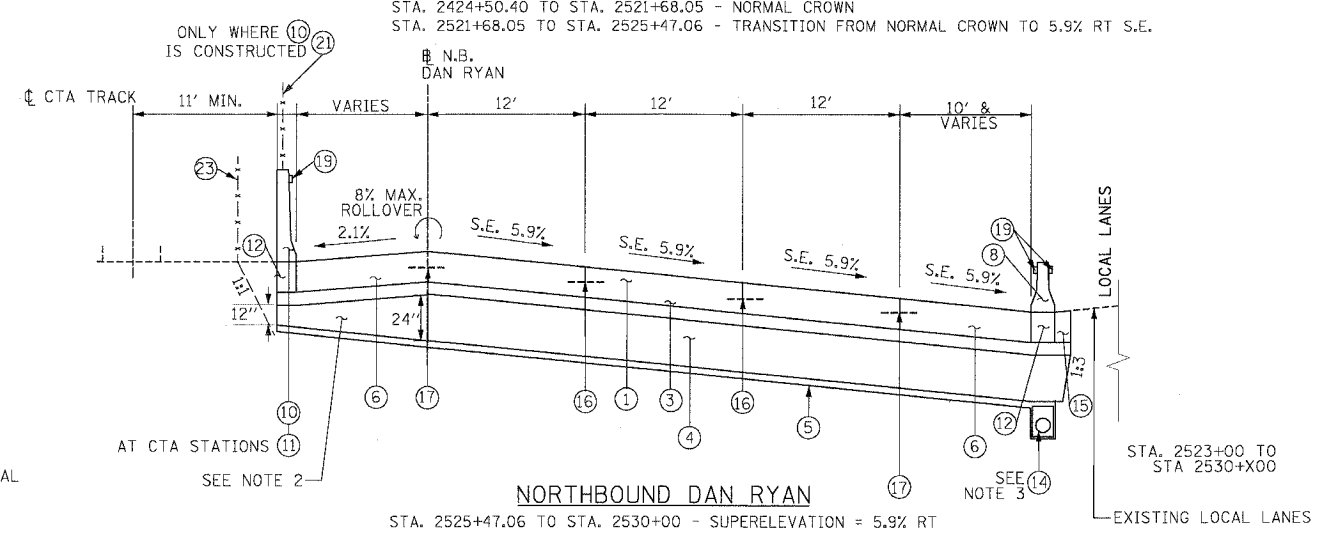
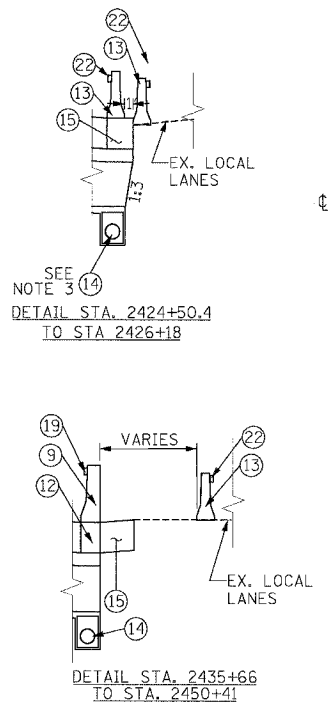
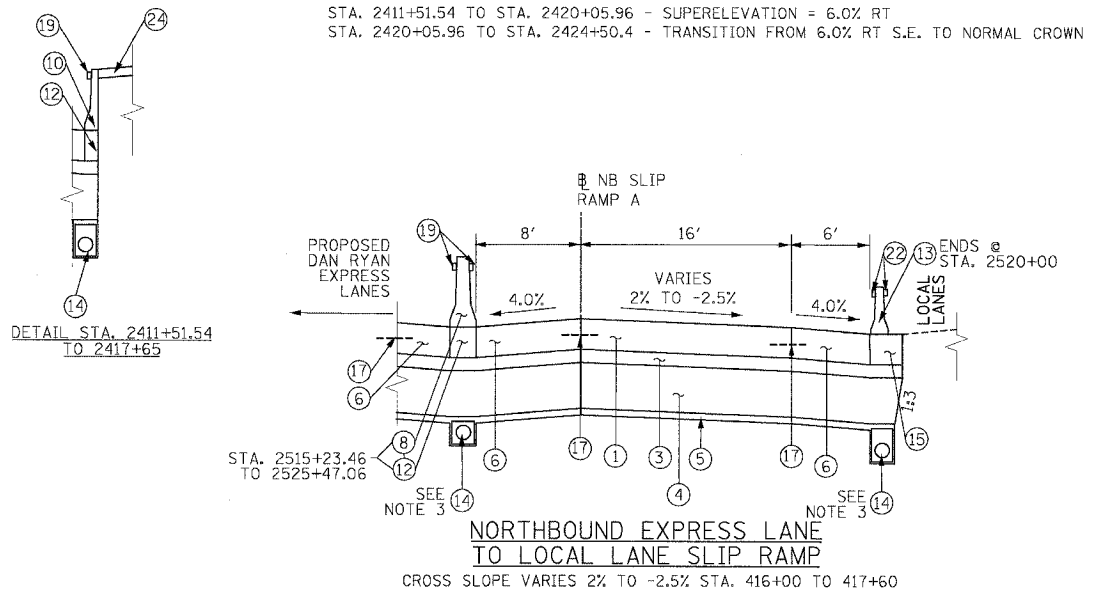
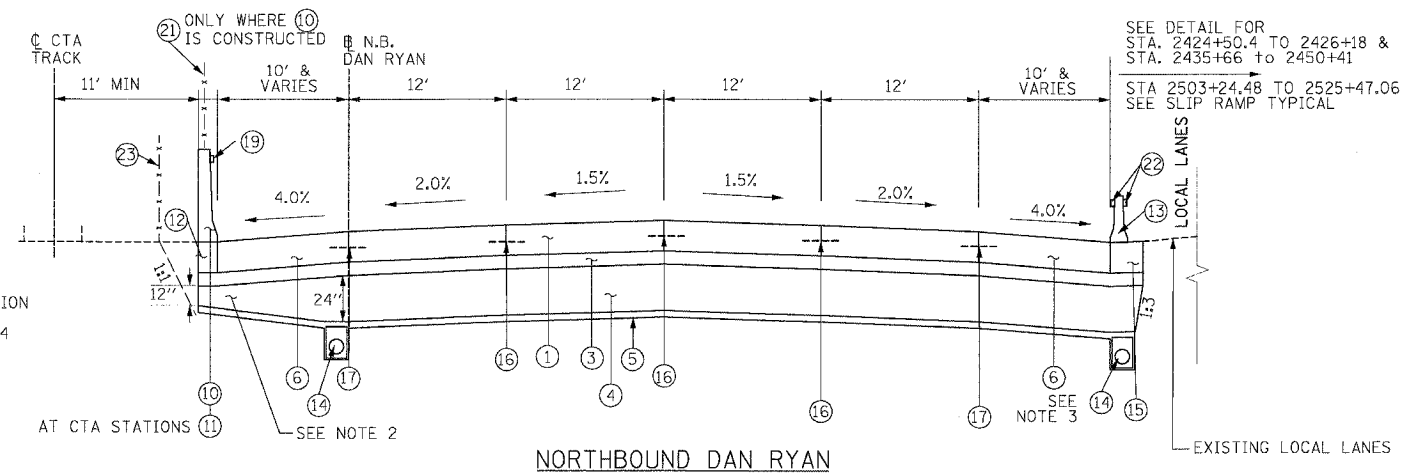
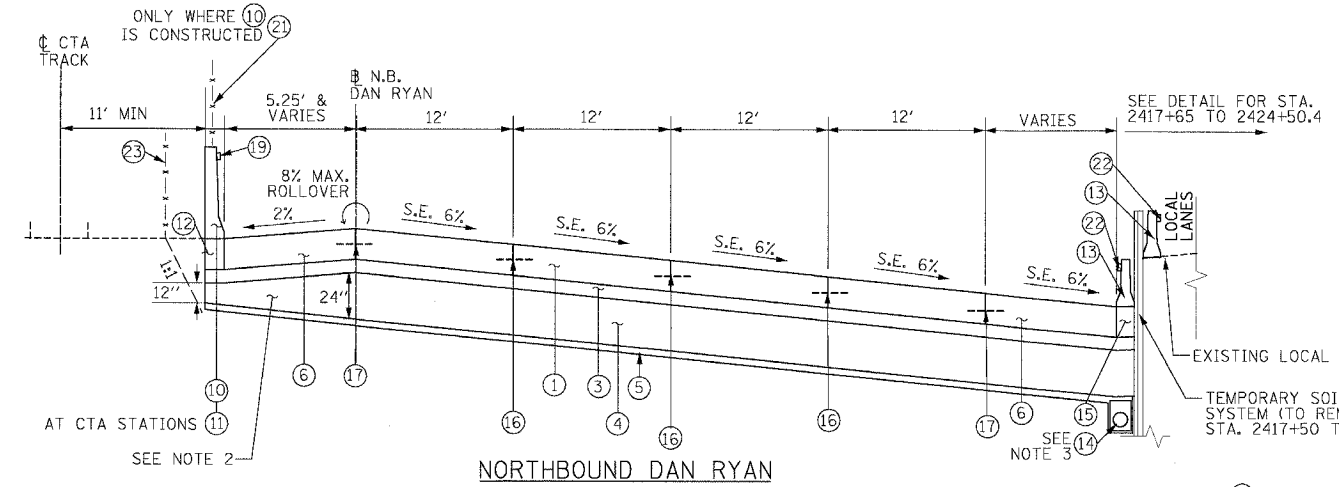
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
PROPOSED TYPICAL SECTIONS  
NORTHBOUND DAN RYAN

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PROPOSED LEGEND

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| (1) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14" | (13) TEMPORARY CONCRETE BARRIER (TYPE & LOCATION AS INDICATED ON PLANS)  |
| (2) NOT USED   | (14) PIPE UNDERDRAINS 6"   |
| (3) STABILIZED SUB-BASE - 6"   | (15) TEMPORARY PAVEMENT (INTERSTATE) / TEMPORARY SHOULDERS   |
| (4) SUB-BASE GRANULAR MATERIAL, TYPE B - 24"   | (16) LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT POUR IN PLACE NO. 6 TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 TIE BARS 24" LONG AT 24" C-C. |
| (5) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION   | (17) LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 TIE BARS 30" LONG AT 24" C-C.  |
| (6) PORTLAND CEMENT CONCRETE SHOULDERS 14"   | (18) LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 6 TIE BARS 24" LONG AT 24" C-C.  |
| (7) COMBINATION CONCRETE CURB AND GUTTER, TYPE M4-24   | (19) BARRIER WALL MARKER, TYPE C (80" C-C)   |
| (8) CONCRETE BARRIER, DOUBLE FACE 32"  | (20) TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 2A  |
| (9) CONCRETE BARRIER, SINGLE FACE 32"  | (21) CTA FENCE   |
| (10) CONCRETE BARRIER, SINGLE FACE, 42" SPECIAL  | (22) MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR   |
| (11) EXISTING BARRIER WALL MODIFICATIONS AT CTA STATIONS (SEE CIVIL DETAILS)                     | (23) CHAIN LINK FENCE 6' (SPECIAL) (USE DURING ADJACENT CONSTRUCTION)  |
| (12) BARRIER BASE  | (24) CONCRETE MEDIAN SURFACE 6" (SPECIAL)  |

|                             |                   |              |
|-----------------------------|-------------------|--------------|
| STRUCTURAL DESIGN TRAFFIC:  | YEAR 2020         |              |
| PV= 125,272                 | SU= 10,930        | MU= 31,949   |
| ROAD/STREET CLASSIFICATION: | CLASS 1           |              |
| P= 8%                       | S= 37%            | M= 37%       |
| TRAFFIC FACTOR:             | ACTUAL TF= 264.46 | AC TYPE= N/A |
|                             | MINIMUM TF= 12.39 |              |
| AC GRADE:                   | BINDER= -         | SURFACE= -   |
| SUBGRADE SUPPORT RATING:    | SR= 2.00          |              |

NOTES:

- ALL TIE BARS SHALL BE DEFORMED AND EPOXY COATED. TIE BARS SHALL BE INCLUDED IN THE COST OF PAVEMENT, SHOULDER, AND CURB AND GUTTER ITEMS AND WILL NOT BE PAID FOR SEPARATELY.
- SUB-BASE GRANULAR MATERIAL DEPTH UNDERNEATH SHOULDER ADJACENT TO CTA VARIES FROM 12" UNDERNEATH BARRIER WALL TO 24" ABOVE UNDERDRAIN. THIS AND ALL OTHER VARYING DEPTH SUB-BASE GRANULAR MATERIAL WILL BE PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B, 24".
- THE UNDERDRAIN WILL BE CONSTRUCTED TO PROVIDE FOR SUB-BASE DRAINAGE OF THE FUTURE LOCAL LANES. SEE PIPE UNDERDRAIN DETAILS.

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 PROPOSED TYPICAL SECTIONS  
 NORTHBOUND DAN RYAN

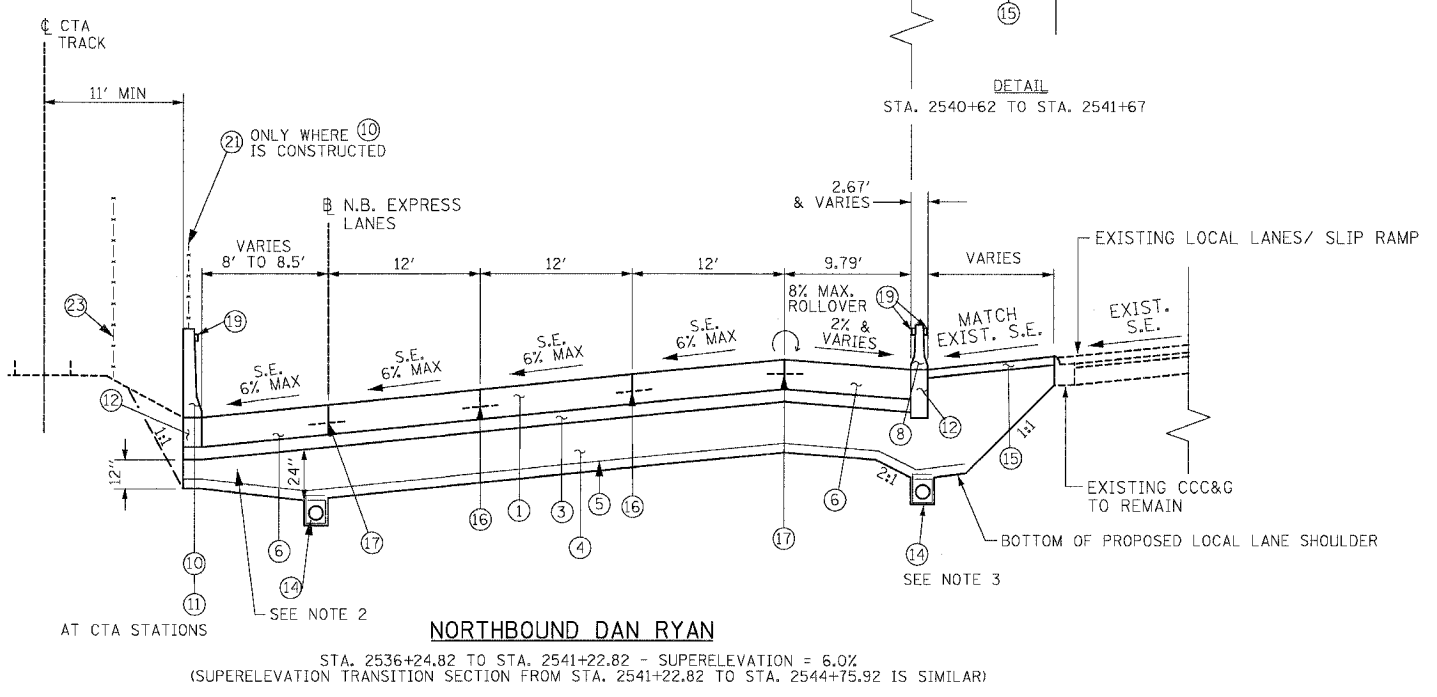
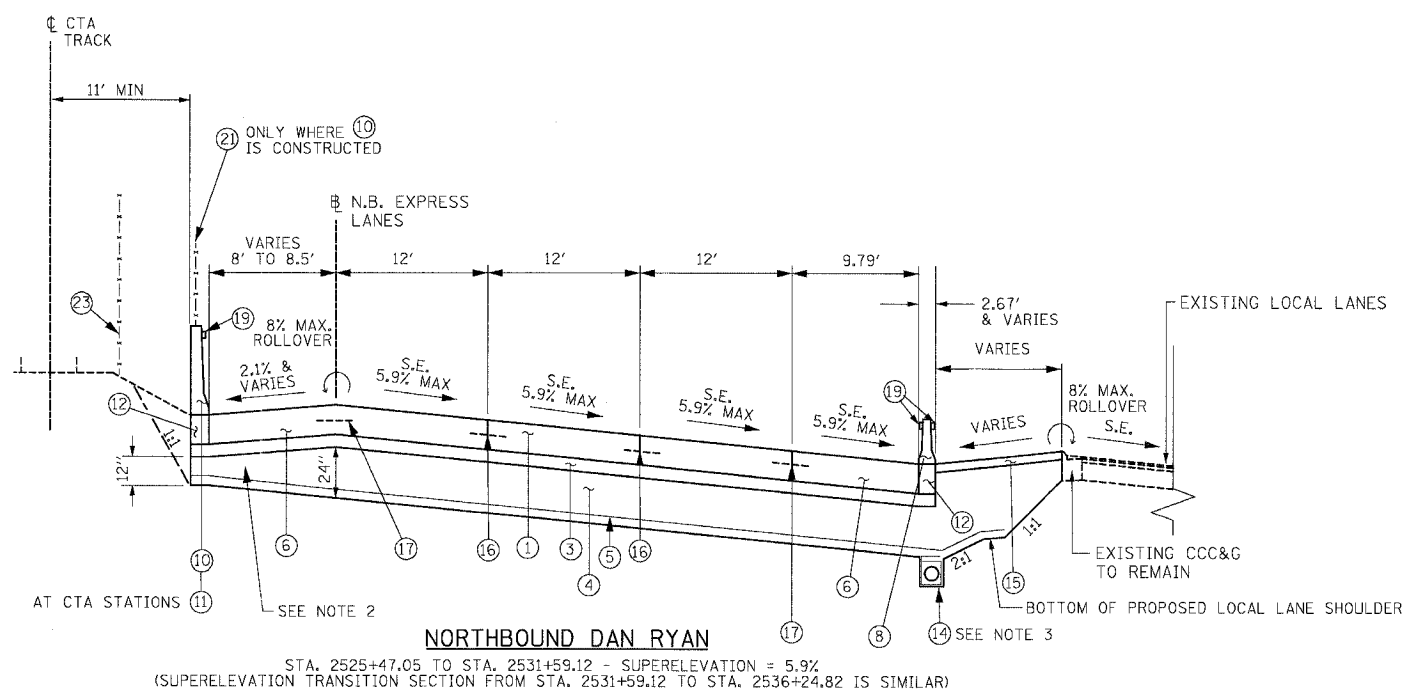
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| F.A.I.              | SECTION                   | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK   | 556          | 16        |
| STA.                | TO STA.                   |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |        |              |           |
| 62300               | *1818, ETC, 2324.6-1P1R-8 |        |              |           |



**PROPOSED LEGEND**

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|--|---|
| 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14" | 10 CONCRETE BARRIER, SINGLE FACE 42" SPECIAL  |
| 2 (NOT USED)   | 11 EXISTING BARRIER WALL MODIFICATIONS AT CTA STATIONS (SEE CIVIL DETAILS)  |
| 3 STABILIZED SUB-BASE - 6"   | 12 BARRIER BASE   |
| 4 SUB-BASE GRANULAR MATERIAL, TYPE B - 24" (INCLUDES 3" GRANULAR SUB-BASE CAP)                 | 13 TEMPORARY CONCRETE BARRIER (TYPE AND LOCATION AS SHOWN ON PLANS)   |
| 5 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION   | 14 PIPE UNDERDRAINS 6"  |
| 6 PORTLAND CEMENT CONCRETE SHOULDERS 14"   | 15 TEMPORARY PAVEMENT (INTERSTATE) / TEMPORARY SHOULDERS  |
| 7 COMBINATION CONCRETE CURB AND GUTTER, TYPE M4-24   | 16 LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 TIE BARS 24" LONG AT 24" C-C. |
| 8 CONCRETE BARRIER, DOUBLE FACE 32"  | 17 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 TIE BARS 30" LONG AT 24" C-C.   |
| 9 CONCRETE BARRIER, SINGLE FACE 32"  | 18 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 TIE BARS 24" LONG AT 24" C-C.   |
|  | 19 BARRIER WALL MARKERS, TYPE C (80' C-C)   |
|  | 20 TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 2A   |
|  | 21 CTA FENCE  |
|  | 22 MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR  |
|  | 23 CHAIN LINK FENCE, 6" (SPECIAL) (USED DURING ADJACENT CONSTRUCTION)   |
|  | 24 CONCRETE MEDIAN SURFACE 6" (SPECIAL)   |

**NOTES:**

- ALL TIE BARS SHALL BE DEFORMED AND EPOXY COATED. TIE BARS SHALL BE INCLUDED IN THE COST OF PAVEMENT, SHOULDER, AND CURB AND GUTTER ITEMS AND WILL NOT BE PAID FOR SEPARATELY.
- SUB-BASE GRANULAR MATERIAL DEPTH UNDERNEATH SHOULDER ADJACENT TO CTA VARIES FROM 12" UNDERNEATH BARRIER WALL TO 24" ABOVE UNDERDRAIN. THIS AND ALL OTHER VARYING DEPTH SUB-BASE GRANULAR MATERIAL WILL BE PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B, 24".
- THE UNDERDRAIN WILL BE CONSTRUCTED TO PROVIDE FOR SUB-BASE DRAINAGE OF THE FUTURE LOCAL LANES. SEE PIPE UNDERDRAIN DETAILS.

BOWMAN, BARRETT & ASSOCIATES INC.  
 CONSULTING ENGINEERS  
 Chicago, Illinois  
 312.228.0100  
 www.bbainc.com

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 PROPOSED TYPICAL SECTIONS  
 NORTHBOUND DAN RYAN

SCALE: NTS  
 DATE: 07/07/05

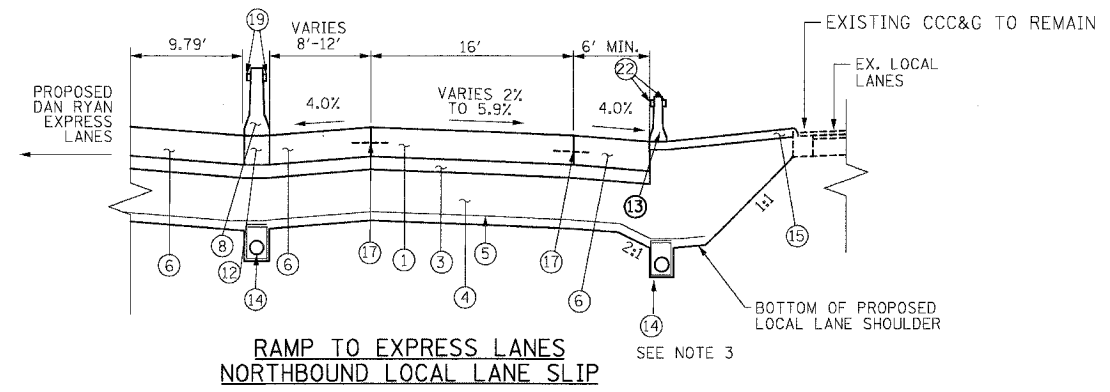
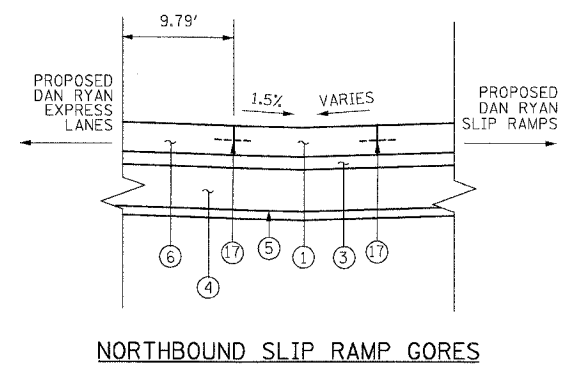
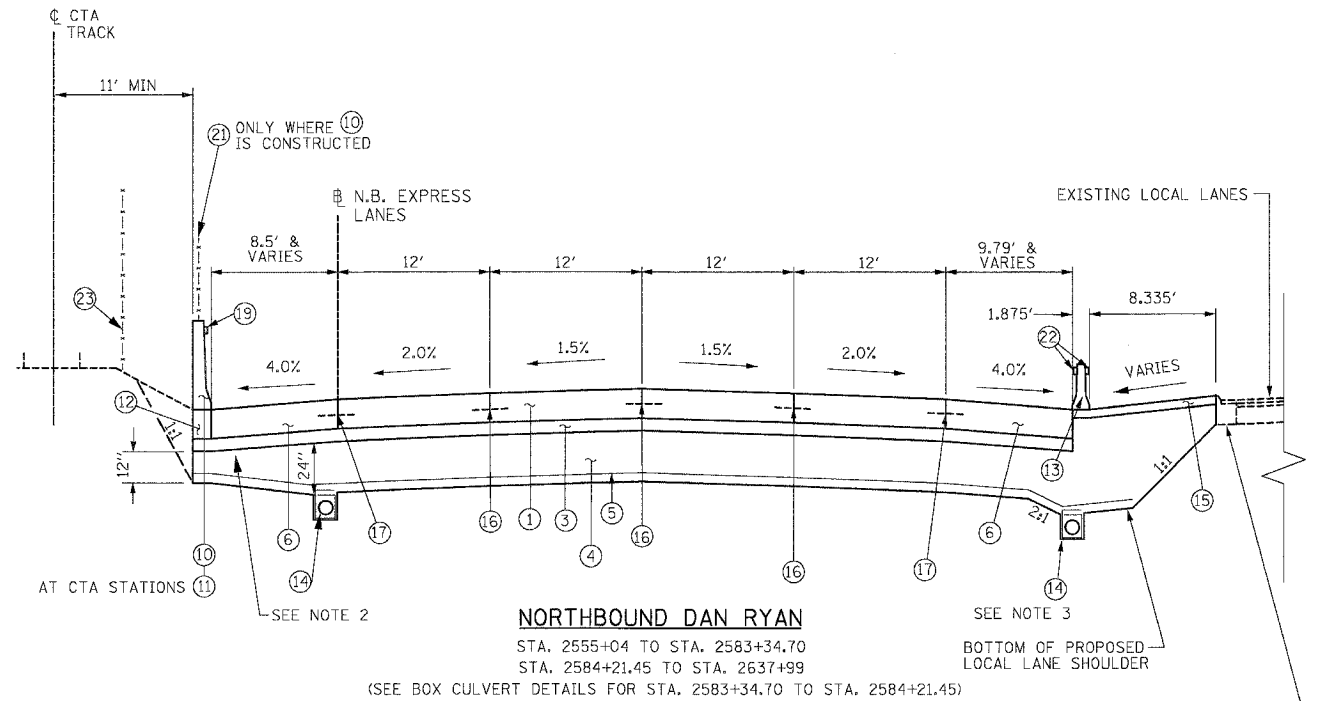
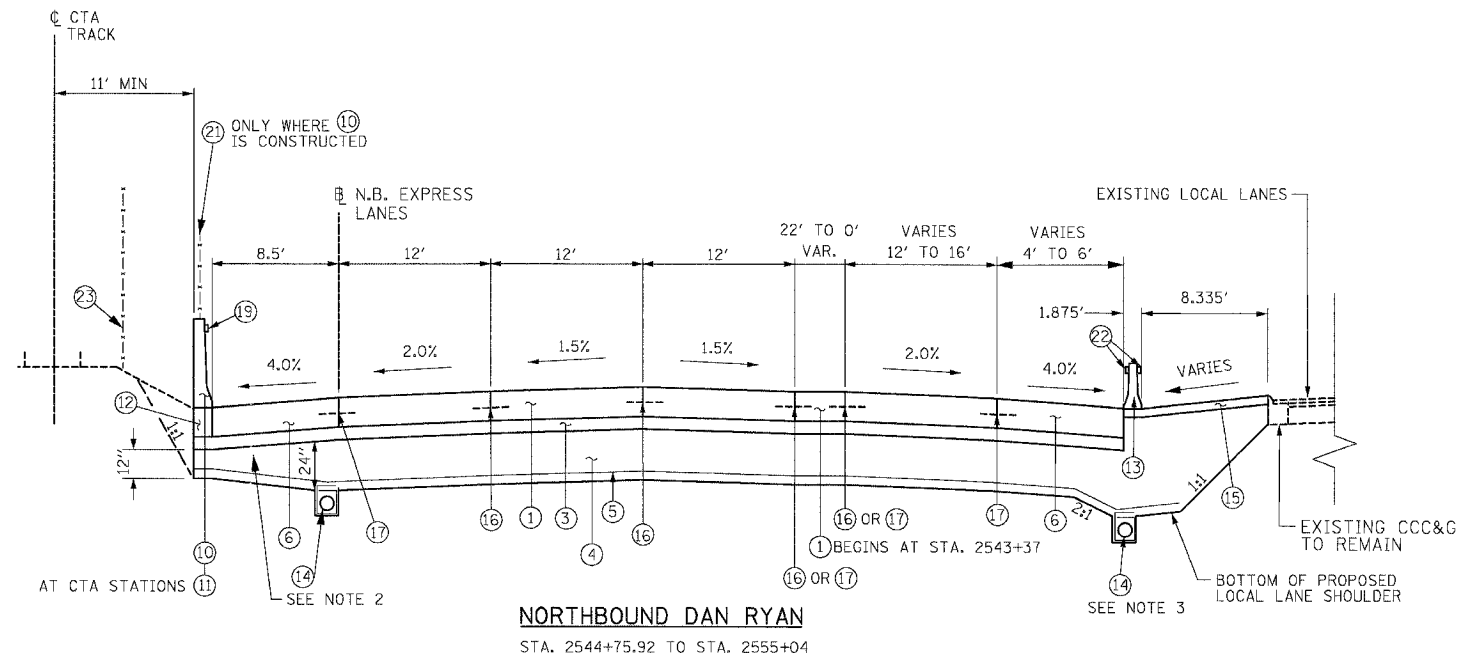
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|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                      | 556          | 17        |
| STA.                |         | TO STA.                   |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | *1818, ETC, 2324.6-IPR-8  |              |           |

15/07/07 JDC



**PROPOSED LEGEND**

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| <ul style="list-style-type: none"> <li>① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"</li> <li>② (NOT USED)</li> <li>③ STABILIZED SUB-BASE - 6"</li> <li>④ SUB-BASE GRANULAR MATERIAL, TYPE B - 24" (INCLUDES 3" GRANULAR SUB-BASE CAP)</li> <li>⑤ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION</li> <li>⑥ PORTLAND CEMENT CONCRETE SHOULDERS 14"</li> <li>⑦ COMBINATION CONCRETE CURB AND GUTTER, TYPE M4-24</li> <li>⑧ CONCRETE BARRIER, DOUBLE FACE 32"</li> <li>⑨ CONCRETE BARRIER, SINGLE FACE 32"</li> </ul> | <ul style="list-style-type: none"> <li>⑩ CONCRETE BARRIER, SINGLE FACE 42" SPECIAL</li> <li>⑪ EXISTING BARRIER WALL MODIFICATIONS AT CTA STATIONS (SEE CIVIL DETAILS)</li> <li>⑫ BARRIER BASE</li> <li>⑬ TEMPORARY CONCRETE BARRIER (TYPE AND LOCATION AS SHOWN ON PLANS)</li> <li>⑭ PIPE UNDERDRAINS 6"</li> <li>⑮ TEMPORARY PAVEMENT (INTERSTATE) / TEMPORARY SHOULDERS</li> <li>⑯ LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 TIE BARS 24" LONG AT 24" C-C.</li> <li>⑰ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 TIE BARS 30" LONG AT 24" C-C.</li> <li>⑱ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 TIE BARS 24" LONG AT 24" C-C.</li> <li>⑲ BARRIER WALL MARKERS, TYPE C (80' C-C)</li> <li>⑳ TOPSOIL FURNISH AND PLACE 4"; SEEDING CLASS 2A</li> <li>㉑ CTA FENCE</li> <li>㉒ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR</li> <li>㉓ CHAIN LINK FENCE, 6' (SPECIAL) (USED DURING ADJACENT CONSTRUCTION)</li> <li>㉔ CONCRETE MEDIAN SURFACE 6" (SPECIAL)</li> </ul> |
|--|--|

**NOTES:**

1. ALL TIE BARS SHALL BE DEFORMED AND EPOXY COATED. TIE BARS SHALL BE INCLUDED IN THE COST OF PAVEMENT, SHOULDER, AND CURB AND GUTTER ITEMS AND WILL NOT BE PAID FOR SEPARATELY.
2. SUB-BASE GRANULAR MATERIAL DEPTH UNDERNEATH SHOULDER ADJACENT TO CTA VARIES FROM 12" UNDERNEATH BARRIER WALL TO 24" ABOVE UNDERDRAIN. THIS AND ALL OTHER VARYING DEPTH SUB-BASE GRANULAR MATERIAL WILL BE PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B, 24".
3. THE UNDERDRAIN WILL BE CONSTRUCTED TO PROVIDE FOR SUB-BASE DRAINAGE OF THE FUTURE LOCAL LANES. SEE PIPE UNDERDRAIN DETAILS.

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
PROPOSED TYPICAL SECTIONS  
NORTHBOUND DAN RYAN

SCALE: NTS  
DATE: 07/07/05

DRAWN BY: TER  
CHECKED BY: JDC

TYP-06

15/07/07 JDC

PAVEMENT, SHOULDERS, AND MEDIANS

| STATION | TO STATION | CONT REINF<br>PCC PVT 14<br>(SQ YD) | PAVT<br>REINF 14<br>(SQ YD) | PCC<br>SHOULDERS 14<br>(SQ YD) | TEMP<br>PAVEMENT<br>(SQ YD) | TEMP<br>SHOULDERS<br>(SQ YD) | STAB SUB-<br>BASE 6<br>(SQ YD) | SUB GRAN<br>MAT B 24<br>(SQ YD) | GEOTECH FAB<br>F/GR STAB<br>(SQ YD) | CONC MEDIAN<br>SURF 6 SP<br>(SQ YD) | PROTECTIVE<br>COAT<br>(SQ YD) | BIT SHLD<br>SUPER 6<br>(SQ YD) |
|---------|------------|-------------------------------------|-----------------------------|--------------------------------|-----------------------------|------------------------------|--------------------------------|---------------------------------|-------------------------------------|-------------------------------------|-------------------------------|--------------------------------|
| 2367+00 | 2382+00    | 11,345                              | 11,345                      | 1,123                          | 545                         |                              | 12,657                         | 12,657                          | 12,657                              |                                     | 12,519                        |                                |
| 2382+00 | 2397+00    | 9,650                               | 9,650                       | 2,161                          | 693                         |                              | 12,164                         | 12,164                          | 12,164                              |                                     | 11,811                        | 36                             |
| 2397+00 | 2412+00    | 6,735                               | 6,735                       | 2,890                          |                             |                              | 10,154                         | 10,154                          | 10,154                              | 1810                                | 9,625                         |                                |
| 2412+00 | 2427+00    | 8,000                               | 8,000                       | 1,605                          | 178                         |                              | 10,112                         | 10,112                          | 10,112                              | 2187                                | 9,783                         |                                |
| 2427+00 | 2442+00    | 8,000                               | 8,000                       | 2,938                          | 500                         |                              | 11,799                         | 11,799                          | 11,799                              |                                     | 11,438                        |                                |
| 2442+00 | 2457+00    | 8,000                               | 8,000                       | 3,383                          | 420                         | 557                          | 12,222                         | 12,222                          | 12,222                              |                                     | 11,803                        |                                |
| 2457+00 | 2472+00    | 8,000                               | 8,000                       | 3,348                          | 413                         |                              | 12,014                         | 12,014                          | 12,014                              |                                     | 11,761                        |                                |
| 2472+00 | 2487+00    | 8,000                               | 8,000                       | 3,145                          | 531                         |                              | 11,805                         | 11,805                          | 11,805                              |                                     | 11,676                        |                                |
| 2487+00 | 2502+00    | 8,067                               | 8,067                       | 3,104                          | 660                         |                              | 12,098                         | 12,098                          | 12,098                              |                                     | 11,831                        |                                |
| 2502+00 | 2517+00    | 9,660                               | 9,660                       | 3,631                          | 1,953                       |                              | 15,532                         | 15,532                          | 15,532                              |                                     | 15,244                        |                                |
| 2517+00 | 2530+00    | 6,232                               | 6,232                       | 3,184                          | 1,407                       |                              | 11,373                         | 11,373                          | 11,373                              |                                     | 10,823                        |                                |
| 2530+00 | 2542+00    | 4862                                | 4862                        | 2515                           | 326                         | 1034                         | 7529                           | 9201                            | 7903                                |                                     | 7377                          |                                |
| 2542+00 | 2554+00    | 7959                                | 7959                        | 3140                           |                             |                              | 11365                          | 12878                           | 11823                               |                                     | 11099                         |                                |
| 2554+00 | 2566+00    | 6412                                | 6412                        | 2471                           |                             | 1054                         | 9149                           | 10215                           | 9682                                |                                     | 8883                          |                                |
| 2566+00 | 2578+00    | 6400                                | 6400                        | 2471                           | 426                         | 591                          | 9137                           | 10317                           | 9897                                |                                     | 8871                          |                                |
| 2578+00 | 2590+00    | 5937                                | 5937                        | 2264                           | 414                         | 659                          | 8449                           | 9676                            | 9316                                |                                     | 8201                          |                                |
| 2590+00 | 2602+00    | 6400                                | 6400                        | 2440                           |                             | 1167                         | 9108                           | 10288                           | 9881                                |                                     | 8840                          |                                |
| 2602+00 | 2614+00    | 6400                                | 6400                        | 2302                           | 409                         | 655                          | 8856                           | 9990                            | 9563                                |                                     | 8702                          |                                |
| 2614+00 | 2626+00    | 6400                                | 6400                        | 2147                           | 518                         | 590                          | 8568                           | 9701                            | 9221                                |                                     | 8547                          |                                |
| 2626+00 | 2637+49    | 6407                                | 6407                        | 2542                           |                             | 1011                         | 9215                           | 10348                           | 9848                                |                                     | 8949                          |                                |
| TOTAL   |            | 146,867                             | 146,867                     | 52,802                         | 9,394                       | 8,545                        | 213,296                        | 225,099                         | 219,063                             | 3,997                               | 207,782                       | 36                             |

PAVEMENT & SHOULDER REMOVAL

| STATION | TO STATION | PAVEMENT<br>REM<br>(SQ YD) | PAVED SHLD<br>REMOVAL<br>(SQ YD) | APPROACH<br>SLAB REM<br>(SQ YD) |
|---------|------------|----------------------------|----------------------------------|---------------------------------|
| 2367+00 | 2382+00    | 9,398                      | 1,500                            |                                 |
| 2382+00 | 2397+00    | 11,262                     | 1,951                            |                                 |
| 2397+00 | 2412+00    | 8,007                      | 3,107                            |                                 |
| 2412+00 | 2427+00    | 6,999                      | 3,039                            |                                 |
| 2427+00 | 2442+00    | 7,618                      | 3,367                            |                                 |
| 2442+00 | 2457+00    | 9,110                      | 3,524                            |                                 |
| 2457+00 | 2472+00    | 8,083                      | 3,333                            |                                 |
| 2472+00 | 2487+00    | 8,094                      | 3,127                            |                                 |
| 2487+00 | 2502+00    | 8,100                      | 3,333                            |                                 |
| 2502+00 | 2517+00    | 10,036                     | 4,352                            |                                 |
| 2517+00 | 2530+00    | 6,900                      | 4,117                            |                                 |
| 2530+00 | 2542+00    | 6094                       | 3044                             |                                 |
| 2542+00 | 2554+00    | 7774                       | 3982                             |                                 |
| 2554+00 | 2566+00    | 6406                       | 3060                             |                                 |
| 2566+00 | 2578+00    | 6400                       | 3147                             |                                 |
| 2578+00 | 2590+00    | 6038                       | 3071                             |                                 |
| 2590+00 | 2602+00    | 6400                       | 3167                             | 219                             |
| 2602+00 | 2614+00    | 6400                       | 3110                             |                                 |
| 2614+00 | 2626+00    | 6400                       | 3027                             |                                 |
| 2626+00 | 2637+49    | 6395                       | 3291                             |                                 |
| TOTAL   |            | 151,914                    | 63,648                           | 219                             |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

ROADWAY  
 SCHEDULE

SCALE: NONE  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

PRO:300/90/25/35/Con: 1/8/15/CADD/PA/SC/1400328/STF 06/28/2005 08:21:37 AM



CONCRETE BARRIER WALL, COMBINATION CONCRETE CURB AND GUTTER, & CTA FENCE

| STATION | TO STATION | CONC BAR<br>1F 32HT<br>(FOOT) | CONC BAR<br>1F 42HT SPL<br>(FOOT) | CTA<br>FENCE<br>(FOOT) | CONC BAR<br>1F 72HT SPL<br>(FOOT) | CONC BAR<br>2F 32HT<br>(FOOT) | CONC BAR<br>TRANS<br>(FOOT) | BARRIER<br>BASE<br>(FOOT) | BARRIER<br>WALL MARKERS<br>(EACH) | COMB CC&G<br>TM4.24<br>(FOOT) | CTA<br>GATE<br>(EACH) | PROTECTIVE<br>COAT<br>(SQ YD) |
|---------|------------|-------------------------------|-----------------------------------|------------------------|-----------------------------------|-------------------------------|-----------------------------|---------------------------|-----------------------------------|-------------------------------|-----------------------|-------------------------------|
| 2367+00 | 2382+00    |                               | 811                               | 826                    |                                   |                               | 15                          | 826                       | 10                                |                               | 1                     | 679                           |
| 2382+00 | 2397+00    |                               | 1297                              | 1338                   | 66                                |                               | 39                          | 1402                      | 18                                | 442                           | 1                     | 1,251                         |
| 2397+00 | 2412+00    | 413                           | 1600                              | 1418                   |                                   | 80                            | 60                          | 2153                      | 28                                | 509                           | 2                     | 1,834                         |
| 2412+00 | 2427+00    |                               | 1720                              | 1376                   |                                   |                               | 110                         | 1830                      | 23                                |                               | 2                     | 1,570                         |
| 2427+00 | 2442+00    | 500                           | 1500                              | 1467                   |                                   |                               |                             | 2000                      | 25                                |                               | 1                     | 1,563                         |
| 2442+00 | 2457+00    | 829                           | 1371                              | 1423                   |                                   |                               | 40                          | 2240                      | 28                                |                               | 2                     | 1,707                         |
| 2457+00 | 2472+00    |                               | 1411                              | 1441                   |                                   |                               | 60                          | 1471                      | 19                                |                               | 1                     | 1,209                         |
| 2472+00 | 2487+00    |                               | 527                               | 572                    | 30                                |                               | 91                          | 693                       | 9                                 |                               | 1                     | 586                           |
| 2487+00 | 2502+00    |                               | 1426                              | 1438                   | 39                                |                               | 68                          | 1533                      | 19                                |                               | 1                     | 1,282                         |
| 2502+00 | 2517+00    |                               | 1398                              | 1413                   |                                   | 177                           | 15                          | 1590                      | 22                                |                               | 1                     | 1,307                         |
| 2517+00 | 2530+00    |                               | 1134                              | 1149                   |                                   | 1171                          | 45                          | 2350                      | 44                                |                               | 1                     | 1,932                         |
| 2530+00 | 2542+00    |                               | 162                               | 162                    |                                   | 1150                          | 40                          | 1352                      | 45                                |                               |                       | 978                           |
| 2542+00 | 2554+00    |                               | 1125                              | 1100                   | 75                                | 137                           | 28                          | 1365                      | 19                                |                               | 2                     | 732                           |
| 2554+00 | 2566+00    |                               | 1076                              | 1096                   |                                   |                               | 102                         | 1177                      | 15                                |                               | 2                     | 538                           |
| 2566+00 | 2578+00    |                               | 993                               | 1066                   |                                   |                               | 128                         | 1121                      | 15                                |                               |                       | 496                           |
| 2578+00 | 2590+00    |                               | 1000                              | 1104                   |                                   |                               | 45                          | 1045                      | 15                                |                               | 1                     | 500                           |
| 2590+00 | 2602+00    |                               | 1200                              | 1188                   |                                   |                               | 24                          | 1224                      | 15                                |                               | 1                     | 600                           |
| 2602+00 | 2614+00    |                               | 680                               | 683                    |                                   |                               | 31                          | 711                       | 15                                |                               | 1                     | 340                           |
| 2614+00 | 2626+00    |                               | 93                                | 81                     |                                   |                               | 15                          | 108                       | 15                                |                               | 1                     | 47                            |
| 2626+00 | 2637+49    |                               | 890                               | 907                    | 61                                |                               | 52                          | 1002                      | 15                                |                               | 1                     | 495                           |
| TOTAL   |            | 1,742                         | 21,414                            | 21,248                 | 271                               | 2,715                         | 972                         | 27,958                    | 414                               | 951                           | 23                    | 19,648                        |

CONCRETE BARRIER & COMBINATION CONCRETE CURB AND GUTTER REMOVAL

| STATION | TO STATION | CONC BARRIER<br>REMOV<br>(FOOT) | CTA BARRIER<br>REMOV<br>(FOOT) | COMB CURB<br>GUTTER REM<br>(FOOT) |
|---------|------------|---------------------------------|--------------------------------|-----------------------------------|
| 2367+00 | 2382+00    |                                 | 907                            | 720                               |
| 2382+00 | 2397+00    |                                 | 1393                           | 593                               |
| 2397+00 | 2412+00    | 30                              | 1418                           | 880                               |
| 2412+00 | 2427+00    | 1019                            | 1418                           | 478                               |
| 2427+00 | 2442+00    | 1500                            | 1500                           | 68                                |
| 2442+00 | 2457+00    | 1,526                           | 1422                           | 604                               |
| 2457+00 | 2472+00    | 1441                            | 1441                           |                                   |
| 2472+00 | 2487+00    | 1376                            | 501                            |                                   |
| 2487+00 | 2502+00    | 1467                            | 1478                           |                                   |
| 2502+00 | 2517+00    | 1474                            | 1413                           | 1185                              |
| 2517+00 | 2530+00    | 1200                            | 1150                           | 1250                              |
| 2530+00 | 2542+00    | 1200                            | 162                            | 1045                              |
| 2542+00 | 2554+00    | 1250                            | 1200                           | 2008                              |
| 2554+00 | 2566+00    | 1126                            | 1117                           |                                   |
| 2566+00 | 2578+00    | 1051                            | 1060                           |                                   |
| 2578+00 | 2590+00    | 1102                            | 1114                           |                                   |
| 2590+00 | 2602+00    | 1200                            | 1200                           |                                   |
| 2602+00 | 2614+00    | 1112                            | 694                            |                                   |
| 2614+00 | 2626+00    | 1132                            | 93                             |                                   |
| 2626+00 | 2637+49    | 1111                            | 1100                           |                                   |
| TOTAL   |            | 21,318                          | 21,780                         | 8,832                             |

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TERMINAL SECTIONS AND IMPACT ATTENUATORS

| STATION | TO STATION | IMP ATTEN<br>SU NAR TL3<br>(EACH) | IMP ATTEN<br>SU WID TL3<br>(EACH) | IMPACT ATTEN<br>NRD TL3<br>(EACH) | IMP ATTEN<br>TEMP NRD TL3<br>(EACH) | IMPACT<br>ATTENUATOR<br>REM<br>(EACH) | TR BAR TRM<br>T1 SPL TAN<br>(EACH) | TRAF BAR<br>TERM T6<br>(EACH) |
|---------|------------|-----------------------------------|-----------------------------------|-----------------------------------|-------------------------------------|---------------------------------------|------------------------------------|-------------------------------|
| 2367+00 | 2382+00    |                                   |                                   |                                   | 4                                   | 2                                     |                                    |                               |
| 2382+00 | 2397+00    |                                   | 1                                 |                                   |                                     |                                       | 1                                  | 1                             |
| 2397+00 | 2412+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2412+00 | 2427+00    | 1                                 |                                   |                                   |                                     |                                       |                                    |                               |
| 2427+00 | 2442+00    |                                   |                                   | 1                                 | 1                                   |                                       |                                    |                               |
| 2442+00 | 2457+00    |                                   |                                   |                                   |                                     | 1                                     |                                    |                               |
| 2457+00 | 2472+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2472+00 | 2487+00    |                                   |                                   |                                   | 1                                   |                                       |                                    |                               |
| 2487+00 | 2502+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2502+00 | 2517+00    | 1                                 |                                   |                                   |                                     |                                       |                                    |                               |
| 2517+00 | 2530+00    |                                   |                                   |                                   |                                     | 1                                     |                                    |                               |
| 2530+00 | 2542+00    |                                   |                                   | 1                                 |                                     |                                       |                                    |                               |
| 2542+00 | 2554+00    | 1                                 |                                   |                                   |                                     | 1                                     |                                    |                               |
| 2554+00 | 2566+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2566+00 | 2578+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2578+00 | 2590+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2590+00 | 2602+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2602+00 | 2614+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2614+00 | 2626+00    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| 2626+00 | 2637+99    |                                   |                                   |                                   |                                     |                                       |                                    |                               |
| SKYWAY  |            |                                   |                                   |                                   |                                     | 1                                     |                                    |                               |
| TOTAL   |            | 3                                 | 1                                 | 1                                 | 6                                   | 6                                     | 1                                  | 1                             |

TEMPORARY CONCRETE BARRIER

| STATION | TO STATION | EXISTING<br>TEMP. BARRIER<br>ON SITE (FT) | TEMP. BARRIER<br>FOR STAGE<br>1 & 3 (FT) | ADDITIONAL<br>TEMP BARRIER<br>FOR STAGE 2<br>(FT) | TEMP. BARRIER<br>FOR FINAL<br>CONDITION (FT) | FUR TEMP<br>CONC BARRIER<br>(FOOT) | TEMP CONC<br>BARRIER<br>(FOOT) | REL TEMP<br>CONC BARRIER<br>(FOOT) |
|---------|------------|---|--|---|--|------------------------------------|--------------------------------|------------------------------------|
| 2367+00 | 2382+00    |   | 1850                                     |   |  |                                    | 1850                           | 3524                               |
| 2382+00 | 2397+00    | 1211                                      | 1790                                     |   |  |                                    | 1790                           | 3205                               |
| 2397+00 | 2412+00    | 751                                       | 948                                      |   |  |                                    | 948                            |                                    |
| 2412+00 | 2427+00    | 497                                       | 1500                                     |   | 1536   |                                    | -36                            | 394                                |
| 2427+00 | 2442+00    |   | 1500                                     | 1000  | 1500   | 577                                | 1000                           | 577                                |
| 2442+00 | 2457+00    |   | 1500                                     | 1500  | 1500   | 1500                               | 1500                           | 1500                               |
| 2457+00 | 2472+00    |   | 1500                                     | 1500  | 1350   | 1350                               | 1650                           | 1350                               |
| 2472+00 | 2487+00    |   | 1500                                     | 1500  | 1365   | 1365                               | 1635                           | 1365                               |
| 2487+00 | 2502+00    |   | 1500                                     | 1500  | 1435   | 1435                               | 1565                           | 1435                               |
| 2502+00 | 2517+00    |   | 1500                                     | 1300  | 1425   | 1425                               | 1375                           | 1425                               |
| 2517+00 | 2530+00    |   | 1275                                     |   | 300  | 300                                | 975                            | 300                                |
| 2530+00 | 2542+00    |   | 1225                                     |   |  | 605                                | 620                            |                                    |
| 2542+00 | 2554+00    |   | 1120                                     | 1063  | 1104   | 1120                               | 1063                           | 1104                               |
| 2554+00 | 2566+00    |   | 1270                                     | 1200  | 1059   | 1190                               | 1280                           | 1059                               |
| 2566+00 | 2578+00    |   | 1210                                     | 1200  | 1393   | 750                                | 1660                           | 1393                               |
| 2578+00 | 2590+00    |   | 1220                                     | 1200  | 1099   | 1110                               | 1310                           | 1099                               |
| 2590+00 | 2602+00    |   | 1200                                     | 1200  | 1275   | 1200                               | 1200                           | 1275                               |
| 2602+00 | 2614+00    |   | 1200                                     | 1200  | 1107   | 1100                               | 1300                           | 1107                               |
| 2614+00 | 2626+00    |   | 1200                                     | 1200  | 1112   | 1120                               | 1280                           | 1112                               |
| 2626+00 | 2637+99    |   | 1160                                     | 1250  | 1106   | 1060                               | 1350                           | 1106                               |
| SKYWAY  |            | 142                                       |  |   |  |                                    |                                |                                    |
| TOTAL   |            |   |  |   |  | 17,065                             | 25,315                         | 24,312                             |

\* NOTE: A NEGATIVE NUMBER MEANS THAT MORE TEMPORARY CONCRETE BARRIER IS REQUIRED FOR THE FINAL CONDITION THAN DURING TRAFFIC STAGING.



| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94/90 (DAN RYAN EXPRESSWAY)**  
**31ST STREET TO 71ST STREET**  
**BB EXPRESS LANE RECONSTRUCTION**

ROADWAY  
SCHEDULE

SCALE: NONE  
DATE: 7/7/05

DRAWN BY: TAI  
CHECKED BY: PJM

06/28/2005 11:08:57 AM

TEMPORARY SOIL RETENTION SYSTEM

| STATION TO STATION | TEMPORARY SOIL RETENTION SYSTEM (SQ FT) |     |
|--------------------|---|-----|
| 2372+00.00         | 2373+00.00                              | 85  |
| 2373+00.00         | 2374+00.00                              | 185 |
| 2374+00.00         | 2375+00.00                              | 300 |
| 2413+00.00         | 2414+00.00                              | 10  |
| 2414+00.00         | 2415+00.00                              | 80  |
| 2415+00.00         | 2416+00.00                              | 195 |
| 2416+00.00         | 2417+00.00                              | 290 |
| 2417+00.00         | 2418+00.00                              | 260 |
| 2418+00.00         | 2419+00.00                              | 135 |
| 2419+00.00         | 2420+00.00                              | 40  |
| 2432+00.00         | 2433+00.00                              | 25  |
| 2433+00.00         | 2434+00.00                              | 25  |
| 2450+00.00         | 2451+00.00                              | 10  |
| 2451+00.00         | 2452+00.00                              | 55  |
| 2452+00.00         | 2453+00.00                              | 50  |
| 2453+00.00         | 2454+00.00                              | 5   |
| 2461+00.00         | 2462+00.00                              | 5   |
| 2462+00.00         | 2463+00.00                              | 50  |
| 2463+00.00         | 2464+00.00                              | 45  |
| 2464+00.00         | 2465+00.00                              | 5   |
| 2465+00.00         | 2466+00.00                              | 10  |
| 2466+00.00         | 2467+00.00                              | 25  |
| 2467+00.00         | 2468+00.00                              | 70  |
| 2468+00.00         | 2469+00.00                              | 75  |
| 2469+00.00         | 2470+00.00                              | 55  |
| 2470+00.00         | 2471+00.00                              | 50  |
| 2471+00.00         | 2472+00.00                              | 50  |
| 2472+00.00         | 2473+00.00                              | 50  |
| 2473+00.00         | 2474+00.00                              | 80  |
| 2474+00.00         | 2475+00.00                              | 130 |
| 2483+00.00         | 2484+00.00                              | 360 |
| 2484+00.00         | 2485+00.00                              | 205 |
| 2485+00.00         | 2486+00.00                              | 95  |
| 2486+00.00         | 2487+00.00                              | 55  |
| 2487+00.00         | 2488+00.00                              | 45  |
| 2488+00.00         | 2489+00.00                              | 55  |
| 2489+00.00         | 2490+00.00                              | 50  |
| 2490+00.00         | 2491+00.00                              | 35  |
| 2491+00.00         | 2492+00.00                              | 40  |
| 2492+00.00         | 2493+00.00                              | 20  |
| 2493+00.00         | 2494+00.00                              | 30  |
| 2494+00.00         | 2495+00.00                              | 45  |
| 2495+00.00         | 2496+00.00                              | 15  |
| 2496+00.00         | 2497+00.00                              | 0   |
| 2497+00.00         | 2498+00.00                              | 30  |
| 2498+00.00         | 2499+00.00                              | 55  |
| 2499+00.00         | 2500+00.00                              | 40  |

| STATION TO STATION    | TEMPORARY SOIL RETENTION SYSTEM (SQ FT) |        |
|-----------------------|---|--------|
| 2500+00.00            | 2501+00.00                              | 30     |
| 2501+00.00            | 2502+00.00                              | 25     |
| 2502+00.00            | 2503+00.00                              | 20     |
| 2506+00.00            | 2507+00.00                              | 5      |
| 2507+00.00            | 2508+00.00                              | 5      |
| 2521+00.00            | 2522+00.00                              | 5      |
| 2522+00.00            | 2523+00.00                              | 5      |
| 2523+00.00            | 2524+00.00                              | 25     |
| 2524+00.00            | 2525+00.00                              | 30     |
| 2525+00.00            | 2526+00.00                              | 55     |
| 2526+00.00            | 2527+00.00                              | 85     |
| 2527+00.00            | 2528+00.00                              | 80     |
| 2537+00.00            | 2538+00.00                              | 343    |
| 2619+00.00            | 2620+00.00                              | 235    |
| 2620+00.00            | 2621+00.00                              | 241    |
| 2621+00.00            | 2622+00.00                              | 234    |
| 2622+00.00            | 2623+00.00                              | 362    |
| 2623+00.00            | 2624+00.00                              | 263    |
| 2624+00.00            | 2625+00.00                              | 321    |
| 2625+00.00            | 2626+00.00                              | 292    |
| SUBTOTAL              |   |        |
| FROM DRAINAGE STRUCT. |   |        |
| TOTAL                 |   | 56,269 |

POLE FOUNDATION, REMOVED

| STATION   | OFFSET  | LIGHTING FND REM (EACH) |
|-----------|---------|-------------------------|
| 2368+64.5 | 12.9 LT | 1                       |
| 2372+15.3 | 11.4 LT | 1                       |
| 2373+45.8 | 6.6 LT  | 1                       |
| 2376+66.9 | 3.9 LT  | 1                       |
| 2380+22.8 | 5.9 LT  | 1                       |
| 2382+15.4 | 8.5 LT  | 1                       |
| 2383+83.7 | 11.4 LT | 1                       |
| 2385+15.6 | 12.5 LT | 1                       |
| 2386+39.9 | 12.3 LT | 1                       |
| 2387+65.6 | 12.2 LT | 1                       |
| 2389+9.5  | 12.2 LT | 1                       |
| 2390+90.8 | 13.1 LT | 1                       |
| 2393+52.8 | 13.2 LT | 1                       |
| 2395+53.5 | 13.1 LT | 1                       |
| 2397+48.5 | 13.1 LT | 1                       |
| 2399+56.4 | 11.7 LT | 1                       |
| 2401+60.4 | 11.9 LT | 1                       |
| 2403+36.4 | 10.9 LT | 1                       |
| 2405+11.4 | 8.8 LT  | 1                       |
| 2406+75.1 | 7.7 LT  | 1                       |
| 2410+29.5 | 52.1 RT | 1                       |
| 2412+16.1 | 52.1 RT | 1                       |
| 2413+64.8 | 52.4 RT | 1                       |
| 2415+88.9 | 52.6 RT | 1                       |
| 2419+67.8 | 51.9 RT | 1                       |
| 2417+76.3 | 51.8 RT | 1                       |
| 2421+57.4 | 54.1 RT | 1                       |
| 2423+57.8 | 54.5 RT | 1                       |
| 2425+58.9 | 53.5 RT | 1                       |
| 2427+67.4 | 52.1 RT | 1                       |
| 2429+80.3 | 51.4 RT | 1                       |
| 2431+81.4 | 50.2 RT | 1                       |
| 2433+87.6 | 49.1 RT | 1                       |
| 2435+93.3 | 48.1 RT | 1                       |
| 2437+99.8 | 46.8 RT | 1                       |
| 2440+08.6 | 43.1 RT | 1                       |
| 2442+07.0 | 37.8 RT | 1                       |
| 2444+23.4 | 33.0 RT | 1                       |
| 2446+37.8 | 72.8 RT | 1                       |
| 2448+29.7 | 65.0 RT | 1                       |
| 2450+20.4 | 64.1 RT | 1                       |
| 2452+15.6 | 60.0 RT | 1                       |
| 2454+05.2 | 59.3 RT | 1                       |
| 2455+94.9 | 59.2 RT | 1                       |
| 2457+83.5 | 59.3 RT | 1                       |
| 2459+66.1 | 59.2 RT | 1                       |
| 2461+61.2 | 59.3 RT | 1                       |
| 2463+54.3 | 59.5 RT | 1                       |
| 2465+46.3 | 59.7 RT | 1                       |
| 2467+41.7 | 59.6 RT | 1                       |
| 2469+44.4 | 59.7 RT | 1                       |
| 2471+42.5 | 59.8 RT | 1                       |
| 2473+47.8 | 59.8 RT | 1                       |
| 2476+72.8 | 60.0 RT | 1                       |
| 2478+69.4 | 60.0 RT | 1                       |
| 2480+71.8 | 59.9 RT | 1                       |
| 2482+79.7 | 60.1 RT | 1                       |
| 2484+81.5 | 60.0 RT | 1                       |
| 2486+86.9 | 60.2 RT | 1                       |
| 2488+92.7 | 60.3 RT | 1                       |
| 2490+98.0 | 60.4 RT | 1                       |
| 2493+03.6 | 60.5 RT | 1                       |
| 2495+07.7 | 60.5 RT | 1                       |
| 2497+12.9 | 60.6 RT | 1                       |
| 2499+18.6 | 60.7 RT | 1                       |
| 2501+22.7 | 60.0 RT | 1                       |
| 2503+31.9 | 60.0 RT | 1                       |
| 2505+36.4 | 62.0 RT | 1                       |
| 2507+36.6 | 70.5 RT | 1                       |
| 2509+45.3 | 80.5 RT | 1                       |
| 2511+49.8 | 86.6 RT | 1                       |
| 2513+58.5 | 47.9 RT | 1                       |
| 2515+68.2 | 47.8 RT | 1                       |
| 2517+72.6 | 47.7 RT | 1                       |
| 2519+68.3 | 47.8 RT | 1                       |
| 2521+81.8 | 47.7 RT | 1                       |
| 2523+81.8 | 48.0 RT | 1                       |
| 2525+88.8 | 49.5 RT | 1                       |
| 2527+89.8 | 48.9 RT | 1                       |

| STATION   | OFFSET | LIGHTING FND REM (EACH) |
|-----------|--------|-------------------------|
| 2530+44.3 | RT     | 1                       |
| 2532+48.7 | RT     | 1                       |
| 2534+51.4 | RT     | 1                       |
| 2536+61.0 | RT     | 1                       |
| 2538+69.2 | RT     | 1                       |
| 2540+80.5 | RT     | 1                       |
| 2542+94.3 | RT     | 1                       |
| 2544+90.9 | RT     | 1                       |
| 2546+95.4 | RT     | 1                       |
| 2548+98.8 | RT     | 1                       |
| 2551+05.6 | RT     | 1                       |
| 2553+05.3 | RT     | 1                       |
| 2555+16.9 | RT     | 1                       |
| 2557+24.5 | RT     | 1                       |
| 2559+30.7 | RT     | 1                       |
| 2561+27.3 | RT     | 1                       |
| 2563+29.3 | RT     | 1                       |
| 2565+30.5 | RT     | 1                       |
| 2567+36.7 | RT     | 1                       |
| 2569+62.4 | RT     | 1                       |
| 2571+68.6 | RT     | 1                       |
| 2573+53.4 | RT     | 1                       |
| 2575+73.0 | RT     | 1                       |
| 2577+80.2 | RT     | 1                       |
| 2579+73.4 | RT     | 1                       |
| 2581+58.5 | RT     | 1                       |
| 2584+23.6 | RT     | 1                       |
| 2586+18.0 | RT     | 1                       |
| 2588+18.3 | RT     | 1                       |
| 2590+17.0 | RT     | 1                       |
| 2592+20.2 | RT     | 1                       |
| 2594+15.8 | RT     | 1                       |
| 2596+03.4 | RT     | 1                       |
| 2598+12.4 | RT     | 1                       |
| 2600+12.4 | RT     | 1                       |
| 2602+15.6 | RT     | 1                       |
| 2604+16.6 | RT     | 1                       |
| 2606+16.1 | RT     | 1                       |
| 2608+08.0 | RT     | 1                       |
| 2610+37.7 | RT     | 1                       |
| 2612+62.9 | RT     | 1                       |
| 2614+88.3 | RT     | 1                       |
| 2617+07.1 | RT     | 1                       |
| 2619+26.3 | RT     | 1                       |
| 2621+44.7 | RT     | 1                       |
| 2623+61.1 | RT     | 1                       |
| 2625+80.9 | RT     | 1                       |
| 2628+15.9 | RT     | 1                       |
| 2630+21.6 | RT     | 1                       |
| 2632+42.5 | RT     | 1                       |
| 2634+73.5 | RT     | 1                       |
| TOTAL     |        | 130                     |

ELECTRICAL ITEMS

| STATION | TO STATION | CON T 2 GALVS (FOOT) | CON T 3 GALVS (FOOT) | CON ENC C 3 PVC (FOOT) | HD HANDHOLE (EACH) | HD HANDHOLE SPL (EACH) | TR & BKFIL F ELECT WK (FOOT) |
|---------|------------|----------------------|----------------------|------------------------|--------------------|------------------------|------------------------------|
| 1367+00 | 1376+00    | 68                   |                      | 68                     | 1                  |                        | 68                           |
| 1376+00 | 1387+80    |                      |                      |                        |                    |                        |                              |
| 1387+80 | 1398+00    | 93                   |                      | 136                    | 2                  |                        | 93                           |
| 1398+00 | 1406+00    |                      |                      |                        |                    |                        |                              |
| 1406+00 | 1416+00    |                      |                      |                        |                    |                        |                              |
| 1416+00 | 1426+00    |                      |                      |                        |                    |                        |                              |
| 1426+00 | 1436+00    | 18                   |                      | 96                     |                    | 2                      | 18                           |
| 1436+00 | 1446+50    |                      |                      |                        |                    |                        |                              |
| 1446+50 | 1458+50    | 2                    |                      | 2                      | 1                  |                        | 2                            |
| 1458+50 | 1471+00    |                      |                      |                        |                    |                        |                              |
| 1471+00 | 1482+50    | 2                    |                      | 54                     | 1                  |                        | 2                            |
| 1482+50 | 1495+50    |                      |                      |                        |                    |                        |                              |
| 1495+50 | 1506+50    | 2                    |                      |                        | 1                  |                        | 2                            |
| 1506+50 | 1518+00    | 35                   |                      | 70                     | 1                  |                        | 35                           |
| 1518+00 | 1529+50    |                      |                      |                        |                    |                        |                              |
| 1529+50 | 1536+00    |                      |                      |                        |                    |                        |                              |
| 1536+00 | 1548+00    | 31                   |                      | 64                     | 2                  |                        | 31                           |
| 1548+00 | 1560+00    |                      |                      |                        |                    |                        |                              |
| 1560+00 | 1572+00    | 12                   |                      | 54                     | 1                  |                        | 12                           |
| 1572+00 | 1584+00    | 12                   |                      | 54                     | 1                  |                        | 12                           |
| 1584+00 | 1596+00    |                      |                      |                        |                    |                        |                              |
| 1596+00 | 1608+00    | 12                   | 6                    | 54                     | 1                  |                        | 18                           |
| 1608+00 | 1620+00    |                      |                      |                        |                    |                        |                              |
| 1620+00 | 1632+00    | 12                   |                      | 54                     | 1                  |                        | 12                           |
| TOTAL   |            | 299                  | 6                    | 766                    | 13                 | 2                      | 305                          |

|   |                                    |             |                  |              |
|---|------------------------------------|-------------|------------------|--------------|
| F.A.I. RTE. 94/90                             | SECTION *                          | COUNTY COOK | TOTAL SHEETS 556 | SHEET NO. 21 |
| STA. 62300                                    | TO STA. (1818, ETC, 2324.6-1PIR-8) |             |                  |              |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |                                    |             |                  |              |

NOTE: ADDITIONAL LOCATIONS AND QUANTITIES OF TEMPORARY SOIL RETENTION SYSTEM WILL BE REQUIRED TO SUPPORT AND PROTECT EXISTING SURFACE AND UNDERGROUND FACILITIES WITHIN THE CTA OPERATING AREA. THESE FACILITIES MAY INCLUDE BUT ARE NOT LIMITED TO POWER DISTRIBUTION CABLES, TRAIN CONTROL SIGNAL CABLES, TRAIN CONTROL SIGNALS, TRAIN CONTROL SIGNAL CABINETS, AND COMMUNICATION SERVICE LINES. EXACT LOCATIONS OF THESE FACILITIES ARE NOT KNOWN.



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

ROADWAY SCHEDULE

SCALE: NONE  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

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| SHEET NUMBER    | LINE DESCRIPTION | STATION | TO STATION | WORKZONE PAVEMENT MARKING REMOVAL (SQ FT) |
|-----------------|------------------|---------|------------|---|
| <b>STAGE IA</b> |                  |         |            |   |
| <b>MOT-4</b>    |                  |         |            |   |
| 4"              | 4" SOLID (Y)     | 2352+00 | 2367+00    | 1500                                      |
| 4"              | 6'S - 2'D (W)    | 2359+50 | 2362+53    | 76  |
| 4"              | 4" SOLID (W)     | 2354+35 | 2367+00    | 1265                                      |
| 4"              | 4" SOLID (Y)     | 2367+00 | 2382+00    | 1500                                      |
| 4"              | 4" SOLID (W)     | 2367+00 | 2372+14    | 514                                       |
| 4"              | 4" SOLID (Y)     | 2367+52 | 2374+60    | 708                                       |
| 4"              | 4" SOLID (W)     | 2367+52 | 2382+00    | 1448                                      |
| 5"              | 5" 30'S - 10'D   | 2364+04 | 2367+00    | 74  |
| 5"              | 5" 30'S - 10'D   | 2367+00 | 2382+00    | 375                                       |
| 12"             | 12" SOLID (W)    | 2354+35 | 2359+50    | 313                                       |
| 12"             | 12" SOLID (W)    | 2364+04 | 2367+52    | 202                                       |
| <b>MOT-5</b>    |                  |         |            |   |
| 4"              | 4" SOLID (Y)     | 4381+76 | 4397+07    | 1531                                      |
| 4"              | 4" SOLID (W)     | 4381+76 | 4389+83    | 807                                       |
| 4"              | 4" SOLID (Y)     | 4384+24 | 4389+83    | 559                                       |
| 4"              | 4" SOLID (W)     | 4384+24 | 4397+07    | 1283                                      |
| 4"              | 4" SOLID (Y)     | 4397+07 | 4400+96    | 389                                       |
| 4"              | 4" SOLID (W)     | 4397+07 | 4400+96    | 389                                       |
| 5"              | 5" 30'S - 10'D   | 4381+76 | 4397+07    | 383                                       |
| 5"              | 5" 30'S - 10'D   | 4390+95 | 4397+07    | 153                                       |
| 5"              | 5" 30'S - 10'D   | 4397+07 | 4412+42    | 384                                       |
| 5"              | 5" 30'S - 10'D   | 4397+07 | 4412+42    | 384                                       |
| 12"             | 12" SOLID (W)    | 4389+83 | 4390+95    | 13  |
| <b>STAGE IB</b> |                  |         |            |   |
| <b>MOT-6</b>    |                  |         |            |   |
| 4"              | 4" SOLID (Y)     | 2356+78 | 2367+00    | 1022                                      |
| 4"              | 4" SOLID (W)     | 2354+35 | 2367+00    | 1265                                      |
| 4"              | 4" SOLID (Y)     | 2354+35 | 2356+78    | 243                                       |
| 4"              | 6'S - 2'D (W)    | 2360+22 | 2363+22    | 75  |
| 4"              | 4" SOLID (Y)     | 2367+00 | 2382+00    | 1500                                      |
| 4"              | 4" SOLID (W)     | 2374+71 | 2382+00    | 729                                       |
| 4"              | 4" SOLID (W)     | 2367+00 | 2374+37    | 737                                       |
| 5"              | 5" 30'S - 10'D   | 2356+78 | 2367+00    | 256                                       |
| 5"              | 5" 30'S - 10'D   | 2356+78 | 2367+00    | 256                                       |
| 5"              | 5" 30'S - 10'D   | 2367+00 | 2382+00    | 375                                       |
| 5"              | 5" 30'S - 10'D   | 2367+00 | 2370+28    | 82  |
| 8"              | 8" SOLID (W)     | 2356+78 | 2360+22    | 344                                       |
| 8"              | 8" SOLID (W)     | 2356+78 | 2360+22    | 344                                       |
| 8"              | 8" SOLID (W)     | 2370+28 | 2374+71    | 443                                       |
| 8"              | 8" SOLID (W)     | 2370+28 | 2374+71    | 443                                       |
| 12"             | 12" SOLID (W)    | 2356+78 | 2360+22    | 137                                       |
| 12"             | 12" SOLID (W)    | 2370+28 | 2374+71    | 125                                       |
| <b>MOT-7</b>    |                  |         |            |   |
| 4"              | 4" SOLID (Y)     | 4381+76 | 4391+37    | 961                                       |
| 4"              | 4" SOLID (W)     | 4381+76 | 4389+83    | 807                                       |
| 4"              | 4" SOLID (Y)     | 4384+63 | 4391+37    | 674                                       |
| 4"              | 4" SOLID (W)     | 4384+63 | 4389+83    | 520                                       |
| 5"              | 5" 30'S - 10'D   | 4381+76 | 4391+37    | 240                                       |
| 5"              | 5" 30'S - 10'D   | 4390+99 | 4391+37    | 10  |
| 8"              | 8" SOLID (W)     | 4389+83 | 4390+99    | 116                                       |
| 8"              | 8" SOLID (W)     | 4389+83 | 4390+99    | 116                                       |
| 12"             | 12" SOLID (W)    | 4389+83 | 4390+99    | 9   |
| <b>STAGE IC</b> |                  |         |            |   |
| <b>MOT-8</b>    |                  |         |            |   |
| 4"              | 4" SOLID (Y)     | 2367+00 | 2382+00    | 1500                                      |
| 4"              | 4" SOLID (W)     | 2367+00 | 2374+76    | 776                                       |
| 4"              | 4" SOLID (W)     | 2374+60 | 2382+00    | 740                                       |
| 5"              | 5" 30'S - 10'D   | 2367+00 | 2382+00    | 375                                       |
| 5"              | 5" 30'S - 10'D   | 2367+00 | 2368+71    | 43  |
| 8"              | 8" SOLID (W)     | 2368+71 | 2374+60    | 589                                       |
| 8"              | 8" SOLID (W)     | 2368+71 | 2374+76    | 605                                       |
| 12"             | 12" SOLID (W)    | 2368+71 | 2374+76    | 707                                       |

| SHEET NUMBER   | LINE DESCRIPTION | STATION | TO STATION | WORKZONE PAVEMENT MARKING REMOVAL (SQ FT) |
|----------------|------------------|---------|------------|---|
| <b>MOT-9</b>   |                  |         |            |   |
| 4"             | 4" SOLID (Y)     | 4381+76 | 4387+27    | 551                                       |
| 4"             | 4" SOLID (W)     | 4381+76 | 4387+27    | 551                                       |
| 5"             | 5" 30'S - 10'D   | 4381+76 | 4387+27    | 138                                       |
| <b>STAGE I</b> |                  |         |            |   |
| <b>MOT-4</b>   |                  |         |            |   |
| 4"             | 4" SOLID (Y)     | 4400+96 | 4412+42    | 1146                                      |
| 4"             | 4" SOLID (W)     | 4400+96 | 4412+42    | 1146                                      |
| <b>MOT-10</b>  |                  |         |            |   |
| 4"             | 4" SOLID (Y)     | 4412+42 | 4426+98    | 1456                                      |
| 4"             | 4" SOLID (W)     | 4412+42 | 4414+24    | 182                                       |
| 4"             | 4" SOLID (W)     | 4414+24 | 4426+98    | 1274                                      |
| 4"             | 6'S - 2'D (W)    | 4416+78 | 4426+98    | 255                                       |
| 4"             | 6'S - 2'D (W)    | 4426+98 | 4430+00    | 76  |
| 4"             | 4" SOLID (Y)     | 4426+98 | 4441+96    | 1498                                      |
| 4"             | 4" SOLID (W)     | 4426+98 | 4432+84    | 586                                       |
| 4"             | 4" SOLID (W)     | 4432+84 | 4440+60    | 776                                       |
| 4"             | 4" SOLID (W)     | 4440+60 | 4441+96    | 136                                       |
| 4"             | 6'S - 2'D (W)    | 4434+89 | 4438+07    | 80  |
| 5"             | 5" 30'S - 10'D   | 4412+42 | 4426+98    | 364                                       |
| 5"             | 5" 30'S - 10'D   | 4412+42 | 4426+98    | 364                                       |
| 5"             | 5" 30'S - 10'D   | 4426+98 | 4441+96    | 375                                       |
| 5"             | 5" 30'S - 10'D   | 4426+98 | 4441+96    | 375                                       |
| 8"             | 8" SOLID (W)     | 4414+24 | 4416+78    | 254                                       |
| 8"             | 8" SOLID (W)     | 4414+24 | 4416+78    | 254                                       |
| 8"             | 8" SOLID (W)     | 4432+84 | 4434+89    | 205                                       |
| 8"             | 8" SOLID (W)     | 4432+84 | 4434+89    | 205                                       |
| 8"             | 8" SOLID (W)     | 4438+07 | 4440+60    | 253                                       |
| 8"             | 8" SOLID (W)     | 4438+07 | 4440+60    | 253                                       |
| 12"            | 12" SOLID (W)    | 4414+24 | 4416+78    | 59  |
| 12"            | 12" SOLID (W)    | 4432+84 | 4434+89    | 94  |
| 12"            | 12" SOLID (W)    | 4438+07 | 4440+60    | 205                                       |
| <b>MOT-11</b>  |                  |         |            |   |
| 4"             | 4" SOLID (Y)     | 4441+96 | 4457+00    | 1504                                      |
| 4"             | 4" SOLID (W)     | 4441+96 | 4457+00    | 1504                                      |
| 4"             | 6'S - 2'D (W)    | 4455+57 | 4457+00    | 36  |
| 4"             | 4" SOLID (Y)     | 4457+00 | 4471+99    | 1499                                      |
| 4"             | 6'S - 2'D (W)    | 4457+00 | 4458+85    | 46  |
| 4"             | 4" SOLID (W)     | 4457+00 | 4461+99    | 499                                       |
| 4"             | 4" SOLID (W)     | 4461+99 | 4471+99    | 1000                                      |
| 5"             | 5" 30'S - 10'D   | 4441+96 | 4457+00    | 376                                       |
| 5"             | 5" 30'S - 10'D   | 4441+96 | 4457+00    | 376                                       |
| 5"             | 5" 30'S - 10'D   | 4457+00 | 4471+99    | 375                                       |
| 5"             | 5" 30'S - 10'D   | 4457+00 | 4471+99    | 375                                       |
| 8"             | 8" SOLID (W)     | 4458+85 | 4461+99    | 314                                       |
| 8"             | 8" SOLID (W)     | 4458+85 | 4461+99    | 314                                       |
| 12"            | 12" SOLID (W)    | 4458+85 | 4461+99    | 100                                       |
| <b>MOT-12</b>  |                  |         |            |   |
| 4"             | 4" SOLID (Y)     | 4471+99 | 4486+99    | 1500                                      |
| 4"             | 4" SOLID (W)     | 4471+99 | 4486+99    | 1500                                      |
| 4"             | 4" SOLID (Y)     | 4486+99 | 4502+00    | 1501                                      |
| 4"             | 4" SOLID (W)     | 4487+50 | 4487+50    | 51  |
| 4"             | 6'S - 2'D (W)    | 4488+99 | 4492+60    | 90  |
| 4"             | 4" SOLID (W)     | 4487+50 | 4502+00    | 1450                                      |
| 5"             | 5" 30'S - 10'D   | 4471+99 | 4486+99    | 375                                       |
| 5"             | 5" 30'S - 10'D   | 4471+99 | 4486+99    | 375                                       |
| 5"             | 5" 30'S - 10'D   | 4486+99 | 4502+00    | 375                                       |
| 5"             | 5" 30'S - 10'D   | 4486+99 | 4502+00    | 375                                       |
| 8"             | 8" SOLID (W)     | 4487+50 | 4488+99    | 149                                       |
| 8"             | 8" SOLID (W)     | 4487+50 | 4488+99    | 149                                       |
| 12"            | 12" SOLID (W)    | 4487+50 | 4488+99    | 22  |

| SHEET NUMBER  | LINE DESCRIPTION  | STATION    | TO STATION | WORKZONE PAVEMENT MARKING REMOVAL (SQ FT) |
|---------------|-------------------|------------|------------|---|
| <b>MOT-13</b> |                   |            |            |   |
| 4"            | 4" SOLID (Y)      | 4502+00    | 4517+01    | 1501                                      |
| 4"            | 4" SOLID (W)      | 4502+00    | 4514+05    | 1205                                      |
| 4"            | 6'S - 2'D (W)     | 4506+05    | 4510+02    | 99  |
| 4"            | 4" SOLID (W)      | 4514+05    | 4517+01    | 296                                       |
| 4"            | 4" SOLID (Y)      | 4517+01    | 4529+76    | 1275                                      |
| 4"            | 4" SOLID (W)      | 4517+01    | 4529+76    | 1275                                      |
| 5"            | 5" 30'S - 10'D    | 4502+00    | 4517+01    | 375                                       |
| 5"            | 5" 30'S - 10'D    | 4502+00    | 4517+01    | 375                                       |
| 5"            | 5" 30'S - 10'D    | 4517+01    | 4529+76    | 319                                       |
| 5"            | 5" 30'S - 10'D    | 4517+01    | 4529+76    | 319                                       |
| 8"            | 8" SOLID (W)      | 4510+02    | 4514+05    | 403                                       |
| 8"            | 8" SOLID (W)      | 4510+02    | 4514+05    | 403                                       |
| 12"           | 12" SOLID (W)     | 4510+02    | 4514+05    | 102                                       |
| <b>MOT-14</b> |                   |            |            |   |
| 4"            | SOLID (W)         | 4540+70.00 | 4542+31.00 | 54  |
| 4"            | 6'S - 2'D (W)     | 4543+00.00 | 4547+05.00 | 34  |
| 4"            | SOLID (W)         | 4550+00.00 | 4554+05.00 | 135                                       |
| 4"            | SOLID (Y)         | 4529+80.00 | 4554+05.00 | 808                                       |
| 5"            | 30'S - 10'D (W)   | 4529+80.00 | 4554+05.00 | 505                                       |
| 8"            | @ GORES           | 4542+31.00 | 4543+00.00 | 92  |
| 8"            | @ GORES           | 4547+06.00 | 4550+00.00 | 196                                       |
| 12"           | @ GORE (DIAGONAL) | 4542+31.00 | 4543+00.00 | 20  |
| <b>MOT-15</b> |                   |            |            |   |
| 4"            | SOLID (W)         | 4554+05.00 | 4564+00.00 | 332                                       |
| 4"            | SOLID (W)         | 4565+51.00 | 4569+83.00 | 144                                       |
| 4"            | SOLID (W)         | 4573+88.00 | 4578+05.00 | 139                                       |
| 4"            | SOLID (Y)         | 4554+05.00 | 4578+05.00 | 800                                       |
| 4"            | 6'S - 2'D (W)     | 4565+15.00 | 4571+25.00 | 51  |
| 5"            | 30'S - 10'D (W)   | 4554+05.00 | 4578+05.00 | 500                                       |
| 8"            | @ GORES           | 4564+00.00 | 4565+15.00 | 77  |
| 8"            | @ GORES           | 4571+25.00 | 4573+88.00 | 175                                       |
| <b>MOT-16</b> |                   |            |            |   |
| 4"            | SOLID (W)         | 4578+05.00 | 4582+66.00 | 154                                       |
| 4"            | SOLID (W)         | 4586+40.00 | 4601+00.00 | 487                                       |
| 4"            | SOLID (Y)         | 4578+05.00 | 4602+05.00 | 800                                       |
| 4"            | 6'S - 2'D (W)     | 4582+66.00 | 4584+51.00 | 15  |
| 5"            | 30'S - 10'D (W)   | 4578+05.00 | 4602+05.00 | 500                                       |
| 8"            | @ GORES           | 4584+51.00 | 4586+40.00 | 126                                       |
| 8"            | @ GORES           | 4601+00.00 | 4602+05.00 | 70  |
| <b>MOT-17</b> |                   |            |            |   |
| 4"            | SOLID (W)         | 4610+50.00 | 4616+86.00 | 212                                       |
| 4"            | SOLID (W)         | 4621+67.00 | 4624+32.00 | 88  |
| 4"            | SOLID (Y)         | 4602+05.00 | 4626+05.00 | 800                                       |
| 4"            | 6'S - 2'D (W)     | 4604+50.00 | 4610+50.00 | 50  |
| 4"            | 6'S - 2'D (W)     | 4620+17.00 | 4624+59.00 | 37  |
| 5"            | 30'S - 10'D (W)   | 4602+05.00 | 4626+05.00 | 250                                       |
| 5"            | 30'S - 10'D (W)   | 4602+05.00 | 4621+66.00 | 204                                       |
| 8"            | @ GORES           | 4602+05.00 | 4604+50.00 | 163                                       |
| 8"            | @ GORES           | 4616+86.00 | 4620+17.00 | 221                                       |
| 8"            | @ GORES           | 4624+59.00 | 4626+05.00 | 97  |
| 8"            | 6'S - 2'D (W)     | 4621+66.00 | 4626+05.00 | 73  |
| LET/SYM       | LEFT TURN ONLY    | 4621+80.00 |            | 36  |
| LET/SYM       | LEFT TURN ONLY    | 4626+80.00 |            | 36  |
| <b>MOT-18</b> |                   |            |            |   |
| 4"            | SOLID (W)         | 4626+90.00 | 4629+80.00 | 97  |
| 4"            | SOLID (Y)         | 4626+05.00 | 4629+80.00 | 125                                       |
| 5"            | 30'S - 10'D (W)   | 4625+05.00 | 4629+80.00 | 49  |
| 8"            | @ GORES           | 4626+05.00 | 4626+90.00 | 57  |
| 8"            | 6'S - 2'D (W)     | 4626+05.00 | 4629+80.00 | 63  |

| SHEET NUMBER    | LINE DESCRIPTION    | STATION | TO STATION | WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT) |
|-----------------|---------------------|---------|------------|--|
| <b>STAGE II</b> |                     |         |            |  |
| <b>MOT-19</b>   |                     |         |            |  |
| 4"              | 4" SOLID (Y)        | 4428+00 | 4442+00    | 1400                                       |
| 4"              | 6'S - 2'D (W)       | 4428+00 | 4432+00    | 100  |
| 4"              | 4" SOLID (W)        | 4436+98 | 4442+00    | 502  |
| 8"              | 8" SOLID (W)        | 4432+00 | 4436+98    | 498  |
| 8"              | 8" SOLID (W)        | 4432+00 | 4436+98    | 498  |
| 12"             | 12" SOLID (W)       | 4432+00 | 4436+98    | 153  |
| 12"             | @ SHLDR. (DIAGONAL) | 4436+98 | 4442+00    | 122  |
| <b>MOT-20</b>   |                     |         |            |  |
| 4"              | 4" SOLID (Y)        | 2442+00 | 2457+00    | 1500                                       |
| 4"              | 4" SOLID (W)        | 2442+00 | 2457+00    | 1500                                       |
| 4"              | 4" SOLID (Y)        | 2457+00 | 2472+00    | 1500                                       |
| 4"              | 4" SOLID (W)        | 2457+00 | 2472+00    | 1500                                       |
| 12"             | @ SHLDR. (DIAGONAL) | 2442+00 | 2472+00    | 122  |
| <b>MOT-21</b>   |                     |         |            |  |
| 4"              | 4" SOLID (Y)        | 2472+00 | 2487+00    | 1500                                       |
|                 |                     |         |            |  |

|                                   |                           |        |              |           |
|-----------------------------------|---------------------------|--------|--------------|-----------|
| F.A.I. RTE.                       | SECTION                   | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90                             | *                         | COOK   | 556          | 24        |
| STA.                              | TO STA.                   |        |              |           |
| FED. ROAD DIST. NO.               | ILLINOIS FED. AID PROJECT |        |              |           |
| 62300 • (1818, ETC, 2324.6-1PIR-8 |                           |        |              |           |

| SHEET NUMBER    | LINE DESCRIPTION | STATION   | TO STATION | PAVEMENT MARKING REMOVAL (SQ FT) |     |
|-----------------|------------------|-----------|------------|----------------------------------|-----|
| PMK-1           | 30'S - 10'D (W)  | 2367+00   | 2382+00    | 156                              |     |
|                 | 30'S - 10'D (W)  | 2367+00   | 2382+00    | 156                              |     |
|                 | SOLID (Y)        | 2367+00   | 2382+00    | 500                              |     |
| PMK-2           | SOLID (Y)        | 2382+00   | 2393+67    | 389                              |     |
|                 | 30'S - 10'D (W)  | 2382+00   | 2393+67    | 97                               |     |
|                 | 30'S - 10'D (W)  | 2382+00   | 2393+67    | 97                               |     |
|                 | @ GORES          | 4384+25   | 4391+37    | 475                              |     |
|                 | @ GORES          | 4384+25   | 4391+37    | 475                              |     |
|                 | 30'S - 10'D (W)  | 4385+88   | 4397+07    | 117                              |     |
|                 | SOLID (W)        | 4385+88   | 4397+07    | 373                              |     |
|                 | SOLID (Y)        | 4391+37   | 4397+07    | 190                              |     |
|                 | 6'S - 2'D (W)    | 4391+37   | 4401+02    | 80                               |     |
|                 | SOLID (Y)        | 4397+07   | 4412+42    | 512                              |     |
|                 | SOLID (W)        | 4397+07   | 4412+42    | 512                              |     |
|                 | 30'S - 10'D (W)  | 4397+07   | 4412+42    | 160                              |     |
|                 | PMK-3            | SOLID (W) | 4412+25    | 4426+98                          | 491 |
|                 |                  | SOLID (W) | 4412+42    | 4414+25                          | 61  |
|                 |                  | SOLID (Y) | 4412+42    | 4426+98                          | 485 |
| 30'S - 10'D (W) |                  | 4412+42   | 4426+98    | 152                              |     |
| @ GORES         |                  | 4414+25   | 4417+50    | 217                              |     |
| @ GORES         |                  | 4414+25   | 4417+50    | 217                              |     |
| 30'S - 10'D (W) |                  | 4417+50   | 4426+98    | 99                               |     |
| SOLID (W)       |                  | 4426+98   | 4432+84    | 195                              |     |
| 30'S - 10'D (W) |                  | 4426+98   | 4437+32    | 86                               |     |
| SOLID (Y)       |                  | 4426+98   | 4441+96    | 499                              |     |
| 30'S - 10'D (W) |                  | 4426+98   | 4441+96    | 156                              |     |
| @ GORES         |                  | 4432+83   | 4434+87    | 136                              |     |
| @ GORES         |                  | 4432+83   | 4434+87    | 136                              |     |
| 6'S - 2'D (W)   |                  | 4434+87   | 4436+38    | 13                               |     |
| @ GORES         |                  | 4436+38   | 4443+93    | 503                              |     |
| @ GORES         |                  | 4436+38   | 4443+93    | 503                              |     |
| @ GORES         |                  | 4437+32   | 4442+80    | 365                              |     |
| @ GORES         |                  | 4437+32   | 4442+80    | 365                              |     |
| PMK-4           | SOLID (Y)        | 4442+80   | 4457+00    | 473                              |     |
|                 | SOLID (W)        | 4443+93   | 4457+00    | 436                              |     |
|                 | 30'S - 10'D (W)  | 4441+96   | 4457+00    | 157                              |     |
|                 | 6'S - 2'D (W)    | 4453+83   | 4457+00    | 26                               |     |
|                 | SOLID (W)        | 4457+00   | 4461+99    | 166                              |     |
|                 | @ GORES          | 4457+00   | 4461+99    | 333                              |     |
|                 | @ GORES          | 4457+00   | 4461+99    | 333                              |     |
|                 | SOLID (Y)        | 4457+00   | 4471+99    | 500                              |     |
|                 | 30'S - 10'D (W)  | 4457+00   | 4471+99    | 156                              |     |
|                 | SOLID (W)        | 4461+99   | 4471+99    | 333                              |     |
|                 | PMK-5            | SOLID (Y) | 4471+99    | 4486+99                          | 500 |
|                 |                  | SOLID (W) | 4471+99    | 4486+99                          | 500 |
| 30'S - 10'D (W) |                  | 4471+99   | 4486+99    | 156                              |     |
| SOLID (W)       |                  | 4486+99   | 4487+49    | 17                               |     |
| SOLID (Y)       |                  | 4486+99   | 4502+00    | 500                              |     |
| 30'S - 10'D (W) |                  | 4486+99   | 4502+00    | 156                              |     |
| @ GORES         |                  | 4487+49   | 4492+04    | 303                              |     |
| @ GORES         |                  | 4487+49   | 4492+04    | 303                              |     |
| SOLID (W)       |                  | 4487+49   | 4502+00    | 484                              |     |
| 6'S - 2'D (W)   |                  | 4492+04   | 4494+21    | 18                               |     |
| PMK-6           | SOLID (W)        | 4502+00   | 4511+67    | 322                              |     |
|                 | SOLID (Y)        | 4502+00   | 4515+15    | 438                              |     |
|                 | 30'S - 10'D (W)  | 4502+00   | 4517+01    | 156                              |     |
|                 | 6'S - 2'D (W)    | 4504+13   | 4507+28    | 26                               |     |
|                 | @ GORES          | 4507+28   | 4514+06    | 452                              |     |
|                 | @ GORES          | 4507+28   | 4514+06    | 452                              |     |
|                 | SOLID (W)        | 4514+06   | 4517+01    | 98                               |     |
|                 | @ GORES          | 4515+15   | 4517+55    | 160                              |     |
|                 | @ GORES          | 4515+15   | 4517+55    | 160                              |     |
|                 | SOLID (Y)        | 4515+15   | 4529+76    | 487                              |     |
|                 | SOLID (W)        | 4517+00   | 4529+76    | 425                              |     |
|                 | 30'S - 10'D (W)  | 4517+01   | 4529+76    | 133                              |     |
|                 | 30'S - 10'D (W)  | 4517+55   | 4523+15    | 58                               |     |
|                 | 30'S - 10'D (W)  | 4524+56   | 4529+76    | 54                               |     |
| 12'S - 3'D (W)  | 4523+15          | 4529+76   | 110        |                                  |     |

| SHEET NUMBER      | LINE DESCRIPTION   | STATION           | TO STATION     | WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT) |            |       |
|-------------------|--------------------|-------------------|----------------|--|------------|-------|
| STAGE I<br>MOT-14 | SOLID (W)          | 4540+70.00        | 4542+31.00     | 54   |            |       |
|                   | 4"                 | 6'S - 2'D (W)     | 4543+00.00     | 4547+05.00                                 | 34         |       |
|                   | 4"                 | SOLID (W)         | 4550+00.00     | 4554+05.00                                 | 135        |       |
|                   | 4"                 | SOLID (Y)         | 4529+80.00     | 4554+05.00                                 | 808        |       |
|                   | 5"                 | 30'S - 10'D (W)   | 4529+80.00     | 4554+05.00                                 | 505        |       |
|                   | 8"                 | @ GORES           | 4542+31.00     | 4543+00.00                                 | 92         |       |
|                   | 8"                 | @ GORES           | 4547+06.00     | 4550+00.00                                 | 196        |       |
|                   | 12"                | @ GORE (DIAGONAL) | 4542+31.00     | 4543+00.00                                 | 20         |       |
|                   | MOT-15             | 4"                | SOLID (W)      | 4554+05.00                                 | 4564+00.00 | 332   |
|                   |                    | 4"                | SOLID (W)      | 4565+51.00                                 | 4569+83.00 | 144   |
| 4"                |                    | SOLID (W)         | 4573+88.00     | 4578+05.00                                 | 139        |       |
| 4"                |                    | SOLID (Y)         | 4554+05.00     | 4578+05.00                                 | 800        |       |
| 4"                |                    | 6'S - 2'D (W)     | 4565+15.00     | 4571+25.00                                 | 51         |       |
| 5"                |                    | 30'S - 10'D (W)   | 4554+05.00     | 4578+05.00                                 | 500        |       |
| 8"                |                    | @ GORES           | 4564+00.00     | 4565+15.00                                 | 77         |       |
| 8"                |                    | @ GORES           | 4571+25.00     | 4573+88.00                                 | 175        |       |
| MOT-16            | 4"                 | SOLID (W)         | 4578+05.00     | 4582+66.00                                 | 154        |       |
|                   | 4"                 | SOLID (W)         | 4586+40.00     | 4601+00.00                                 | 487        |       |
|                   | 4"                 | SOLID (Y)         | 4578+05.00     | 4602+05.00                                 | 800        |       |
|                   | 4"                 | 6'S - 2'D (W)     | 4582+66.00     | 4584+51.00                                 | 15         |       |
|                   | 5"                 | 30'S - 10'D (W)   | 4578+05.00     | 4602+05.00                                 | 500        |       |
|                   | 8"                 | @ GORES           | 4584+51.00     | 4586+40.00                                 | 126        |       |
|                   | 8"                 | @ GORES           | 4601+00.00     | 4602+05.00                                 | 70         |       |
|                   | MOT-17             | 4"                | SOLID (W)      | 4610+50.00                                 | 4616+86.00 | 212   |
| 4"                |                    | SOLID (W)         | 4621+67.00     | 4624+32.00                                 | 88         |       |
| 4"                |                    | SOLID (Y)         | 4602+05.00     | 4626+05.00                                 | 800        |       |
| 4"                |                    | 6'S - 2'D (W)     | 4604+50.00     | 4610+50.00                                 | 50         |       |
| 4"                |                    | 6'S - 2'D (W)     | 4620+17.00     | 4624+59.00                                 | 37         |       |
| 5"                |                    | 30'S - 10'D (W)   | 4602+05.00     | 4626+05.00                                 | 250        |       |
| 5"                |                    | 30'S - 10'D (W)   | 4602+05.00     | 4621+66.00                                 | 204        |       |
| 8"                |                    | @ GORES           | 4602+05.00     | 4604+50.00                                 | 163        |       |
| 8"                |                    | @ GORES           | 4616+86.00     | 4620+17.00                                 | 221        |       |
| 8"                |                    | @ GORES           | 4624+59.00     | 4626+05.00                                 | 97         |       |
| 8"                |                    | 6'S - 2'D (W)     | 4621+66.00     | 4626+05.00                                 | 73         |       |
| LET/SYM           |                    | LEFT TURN ONLY    | 4621+80.00     |  | 36         |       |
| LET/SYM           | LEFT TURN ONLY     | 4626+80.00        |                | 36   |            |       |
| MOT-18            | 4"                 | SOLID (W)         | 4626+90.00     | 4629+80.00                                 | 97         |       |
|                   | 4"                 | SOLID (Y)         | 4626+05.00     | 4629+80.00                                 | 125        |       |
|                   | 5"                 | 30'S - 10'D (W)   | 4625+05.00     | 4629+80.00                                 | 49         |       |
|                   | 8"                 | @ GORES           | 4626+05.00     | 4626+90.00                                 | 57         |       |
|                   | 8"                 | 6'S - 2'D (W)     | 4626+05.00     | 4629+80.00                                 | 63         |       |
|                   | STAGE II<br>MOT-23 | LET/SYM           | LEFT TURN ONLY | 4531+50.00                                 |            | 36    |
|                   |                    | LET/SYM           | LEFT TURN ONLY | 4534+80.00                                 |            | 36    |
|                   |                    | 4"                | SOLID (W)      | 4541+99.00                                 | 4626+05.00 | 2,802 |
| 4"                |                    | SOLID (Y)         | 4541+99.00     | 4626+05.00                                 | 2,802      |       |
| 8"                |                    | 12'S - 3'D (W)    | 4529+80.00     | 4534+70.00                                 | 65         |       |
| 8"                |                    | @ GORES X 2       | 4534+70.00     | 4541+99.00                                 | 972        |       |
| 8"                |                    | SOLID (W)         | 4529+80.00     | 454199                                     | 813        |       |
| MOT-24            |                    | LET/SYM           | LEFT TURN ONLY | 4639+00.00                                 |            | 36    |
|                   | 4"                 | SOLID (W)         | 4541+99.00     | 4642+29.00                                 | 3,343      |       |
|                   | 4"                 | SOLID (Y)         | 4541+99.00     | 4642+29.00                                 | 3,343      |       |
|                   | 12"                | @ SHLDR DIAG.     | 4541+99.00     | 4637+65.00                                 | 270        |       |
|                   | TOTAL              |                   |                |  | 26,297     |       |

| SHEET NUMBER | LINE DESCRIPTION | STATION        | TO STATION | WORKZONE PAVEMENT MARKING REMOVAL CONT'D (SQ FT) |      |
|--------------|------------------|----------------|------------|--|------|
| MOT-25       | 4"               | 4" SOLID (Y)   | 2364+20    | 2367+00  | 280  |
|              | 4"               | 4" SOLID (W)   | 2364+20    | 2367+00  | 280  |
|              | 4"               | 6'S - 2'D (W)  | 2364+20    | 2367+00  | 70   |
|              | 4"               | 4" SOLID (Y)   | 2367+00    | 2382+00  | 1500 |
|              | 4"               | 4" SOLID (W)   | 2367+00    | 2374+60  | 760  |
|              | 4"               | 4" SOLID (W)   | 2372+75    | 2382+00  | 925  |
|              | 4"               | 4" SOLID (Y)   | 2372+75    | 2374+60  | 185  |
|              | 5"               | 5" 30'S - 10'D | 2364+20    | 2367+00  | 70   |
|              | 5"               | 5" 30'S - 10'D | 2364+20    | 2367+00  | 70   |
|              | 5"               | 5" 30'S - 10'D | 2367+00    | 2382+00  | 375  |
| MOT-26       | 5"               | 5" 30'S - 10'D | 2367+00    | 2382+00  | 375  |
|              | 8"               | 8" SOLID (W)   | 2367+00    | 2372+75  | 575  |
|              | 8"               | 8" SOLID (W)   | 2367+00    | 2372+75  | 575  |
|              | 12"              | 12" SOLID (W)  | 2367+00    | 2372+75  | 457  |
|              | 4"               | 4" SOLID (Y)   | 2382+00    | 2392+67  | 1067 |
|              | 4"               | 4" SOLID (W)   | 2382+00    | 2392+67  | 1067 |
|              | 4"               | 4" SOLID (Y)   | 4384+63    | 4391+37  | 674  |
|              | 4"               | 4" SOLID (W)   | 4384+63    | 4391+37  | 674  |
|              | 5"               | 5" 30'S - 10'D | 2382+00    | 2392+67  | 267  |
|              | 5"               | 5" 30'S - 10'D | 2382+00    | 2392+67  | 267  |
| TOTAL        |                  |                |            | 64,198   |      |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC  
 SCHEDULE

SCALE: NONE  
 DATE: 7/7/05

DRAWN BY: ATD  
 CHECKED BY: TAI

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| SHEET NUMBER   | LINE DESCRIPTION          | STATION    | TO STATION | TEMPORARY PAVEMENT MARKING-LINE 6" (FOOT) |
|----------------|---------------------------|------------|------------|---|
| STAGE IA MOT-4 | SOLID (Y) AT BARRIER WALL | 2367+52    | 2374+60    | 708                                       |
|                |                           | 2367+52    | 2382+00    | 1448                                      |
| MOT-5          | SOLID (Y) AT BARRIER WALL | 4381+76    | 4384+75    | 299                                       |
|                |                           | 4382+15    | 4391+39    | 924                                       |
| STAGE IB MOT-6 | SOLID (Y) AT BARRIER WALL | 2365+00    | 2367+00    | 200                                       |
|                |                           | 2367+00    | 2382+00    | 1500                                      |
| MOT-7          | SOLID (Y) AT BARRIER WALL | 4381+76    | 4390+99    | 923                                       |
|                |                           | 4384+24    | 4387+25    | 301                                       |
| STAGE IC MOT-8 | SOLID (Y) AT BARRIER WALL | 2367+00    | 2374+76    | 776                                       |
| MOT-9          | SOLID (Y) AT BARRIER WALL | 4382+08    | 4387+27    | 519                                       |
| STAGE I MOT-10 | SOLID (Y) AT BARRIER WALL | 4417+50    | 4426+98    | 948                                       |
|                |                           | 4426+98    | 4441+96    | 1498                                      |
| MOT-11         | SOLID (Y) AT BARRIER WALL | 4441+96    | 4457+00    | 1504                                      |
|                |                           | 4457+00    | 4471+99    | 1499                                      |
| MOT-12         | SOLID (Y) AT BARRIER WALL | 4471+99    | 4486+99    | 1500                                      |
|                |                           | 4486+99    | 4502+00    | 1501                                      |
| MOT-13         | SOLID (Y) AT BARRIER WALL | 4502+00    | 4517+01    | 1501                                      |
|                |                           | 4517+01    | 4529+76    | 1275                                      |
| MOT-14         | SOLID (Y) AT BARRIER WALL | 4529+80.00 | 4554+05.00 | 2,425                                     |
| MOT-15         | SOLID (Y) AT BARRIER WALL | 4554+05.00 | 4578+05.00 | 2,400                                     |
| MOT-16         | SOLID (Y) AT BARRIER WALL | 4578+05.00 | 4602+05.00 | 2,400                                     |
| MOT-17         | SOLID (Y) AT BARRIER WALL | 4602+05.00 | 4626+05.00 | 2,400                                     |
| MOT-18         | SOLID (Y) AT BARRIER WALL | 4626+05.00 | 4637+60.00 | 1,155                                     |
| MOT-25         | SOLID (Y) AT BARRIER WALL | 2373+00    | 2382+00    | 900                                       |
| MOT-26         | SOLID (Y) AT BARRIER WALL | 4381+76    | 4391+37    | 961                                       |
|                |                           |            | TOTAL      | 31,465                                    |

| SHEET NUMBER    | LINE DESCRIPTION | STATION    | TO STATION | PAVEMENT MARKING, TYPE III 8" (FOOT) |
|-----------------|------------------|------------|------------|--------------------------------------|
| STAGE IA MOT-4  | ⊙ GORES          | 2354+35    | 2359+50    | 515                                  |
|                 |                  | 2354+35    | 2359+50    | 515                                  |
|                 |                  | 2364+04    | 2367+52    | 348                                  |
|                 |                  | 2364+04    | 2367+52    | 348                                  |
| MOT-5           | ⊙ GORES          | 4389+83    | 4390+95    | 112                                  |
|                 |                  | 4389+83    | 4390+95    | 112                                  |
| STAGE IB MOT-6  | ⊙ GORES          | 2356+78    | 2360+22    | 344                                  |
|                 |                  | 2356+78    | 2360+22    | 344                                  |
|                 |                  | 2370+28    | 2374+71    | 443                                  |
|                 |                  | 2370+28    | 2374+71    | 443                                  |
| MOT-7           | ⊙ GORES          | 4389+83    | 4390+99    | 116                                  |
|                 |                  | 4389+83    | 4390+99    | 116                                  |
| STAGE IC MOT-8  | ⊙ GORES          | 2368+71    | 2374+60    | 589                                  |
|                 |                  | 2368+71    | 2374+76    | 605                                  |
|                 |                  | 4414+24    | 4416+78    | 254                                  |
|                 |                  | 4414+24    | 4416+78    | 254                                  |
|                 |                  | 4432+84    | 4434+89    | 205                                  |
|                 |                  | 4432+84    | 4434+89    | 205                                  |
|                 |                  | 4438+07    | 4440+60    | 253                                  |
|                 |                  | 4438+07    | 4440+60    | 253                                  |
| MOT-11          | ⊙ GORES          | 4458+85    | 4461+99    | 314                                  |
|                 |                  | 4458+85    | 4461+99    | 314                                  |
| MOT-12          | ⊙ GORES          | 4487+50    | 4488+99    | 149                                  |
|                 |                  | 4487+50    | 4488+99    | 149                                  |
| MOT-13          | ⊙ GORES          | 4510+02    | 4514+05    | 403                                  |
|                 |                  | 4510+02    | 4514+05    | 403                                  |
| STAGE II MOT-25 | ⊙ GORES          | 2367+00    | 2372+75    | 575                                  |
|                 |                  | 2367+00    | 2372+75    | 575                                  |
|                 |                  | 4432+00    | 4436+98    | 498                                  |
|                 |                  | 4432+00    | 4436+98    | 498                                  |
| MOT-19          | ⊙ GORES          | 4520+00    | 4523+76    | 376                                  |
|                 |                  | 4520+00    | 4523+76    | 376                                  |
| MOT-22          | ⊙ GORES          | 4520+00    | 4530+00    | 50                                   |
|                 |                  | 4528+00    | 4530+00    | 50                                   |
| STAGE I MOT-14  | ⊙ GORES          | 4542+31.00 | 4543+00.00 | 138                                  |
|                 | ⊙ GORES          | 4547+06.00 | 4550+00.00 | 294                                  |
| MOT-15          | ⊙ GORES          | 4564+00.00 | 4565+15.00 | 115                                  |
|                 | ⊙ GORES          | 4571+25.00 | 4573+88.00 | 263                                  |
| MOT-16          | ⊙ GORES          | 4584+51.00 | 4586+40.00 | 189                                  |
|                 | ⊙ GORES          | 4601+00.00 | 4602+05.00 | 105                                  |
| MOT-17          | ⊙ GORES          | 4602+05.00 | 4604+50.00 | 245                                  |
|                 | ⊙ GORES          | 4616+86.00 | 4620+17.00 | 331                                  |
| MOT-18          | ⊙ GORES          | 4624+59.00 | 4626+05.00 | 146                                  |
|                 | 6'S - 2'D (W)    | 4621+66.00 | 4626+05.00 | 110                                  |
| STAGE II MOT-23 | ⊙ GORES          | 4626+05.00 | 4626+90.00 | 85                                   |
|                 | 12'S - 3'D (W)   | 4626+05.00 | 4629+80.00 | 75                                   |
|                 | 12'S - 3'D (W)   | 4529+80.00 | 4534+70.00 | 98                                   |
|                 | ⊙ GORES X 2      | 4534+70.00 | 4541+99.00 | 1,458                                |
|                 | SOLID (W)        | 4529+80.00 | 4541+99.00 | 1,219                                |
|                 |                  |            | TOTAL      | 15,925                               |

| SHEET NUMBER     | LINE DESCRIPTION | STATION    | TO STATION | MARKING, TYPE III 5" (FOOT) |
|------------------|------------------|------------|------------|-----------------------------|
| STAGE IA MOT-4   | 30'S - 10'D (W)  | 2364+04    | 2367+00    | 74                          |
|                  |                  | 2367+00    | 2382+00    | 375                         |
|                  |                  | 4381+76    | 4397+07    | 383                         |
| MOT-5            | 30'S - 10'D (W)  | 4390+95    | 4397+07    | 153                         |
|                  |                  | 4397+07    | 4412+42    | 384                         |
|                  |                  | 4397+07    | 4412+42    | 384                         |
| STAGE IB MOT-6   | 30'S - 10'D (W)  | 2356+78    | 2367+00    | 256                         |
|                  |                  | 2356+78    | 2367+00    | 256                         |
|                  |                  | 2367+00    | 2382+00    | 375                         |
|                  |                  | 2367+00    | 2370+28    | 82                          |
| MOT-7            | 30'S - 10'D (W)  | 4381+76    | 4391+37    | 240                         |
|                  |                  | 4390+99    | 4391+37    | 10                          |
| STAGE IC MOT-8   | 30'S - 10'D (W)  | 2367+00    | 2382+00    | 375                         |
|                  |                  | 2367+00    | 2368+71    | 43                          |
| MOT-9            | 30'S - 10'D (W)  | 4381+76    | 4387+27    | 138                         |
| STAGE I MOT-10   |                  | 4412+42    | 4426+98    | 364                         |
|                  |                  | 4412+42    | 4426+98    | 364                         |
| MOT-10           | 30'S - 10'D (W)  | 4426+98    | 4441+96    | 375                         |
|                  |                  | 4426+98    | 4441+96    | 375                         |
|                  |                  | 4441+96    | 4457+00    | 376                         |
| MOT-11           | 30'S - 10'D (W)  | 4441+96    | 4457+00    | 376                         |
|                  |                  | 4457+00    | 4471+99    | 375                         |
|                  |                  | 4457+00    | 4471+99    | 375                         |
|                  |                  | 4471+99    | 4486+99    | 375                         |
| MOT-12           | 30'S - 10'D (W)  | 4471+99    | 4486+99    | 375                         |
|                  |                  | 4486+99    | 4502+00    | 375                         |
|                  |                  | 4486+99    | 4502+00    | 375                         |
|                  |                  | 4502+00    | 4517+01    | 375                         |
| MOT-13           | 30'S - 10'D (W)  | 4502+00    | 4517+01    | 375                         |
|                  |                  | 4517+01    | 4529+76    | 319                         |
|                  |                  | 4517+01    | 4529+76    | 319                         |
| MOT-14           | 30'S - 10'D (W)  | 4529+80.00 | 4554+05.00 | 1,213                       |
| MOT-15           | 30'S - 10'D (W)  | 4554+05.00 | 4578+05.00 | 1,200                       |
| MOT-16           | 30'S - 10'D (W)  | 4578+05.00 | 4602+05.00 | 1,200                       |
| MOT-17           | 30'S - 10'D (W)  | 4602+05.00 | 4626+05.00 | 600                         |
|                  |                  | 4602+05.00 | 4621+66.00 | 490                         |
| MOT-18           | 30'S - 10'D (W)  | 4625+05.00 | 4629+80.00 | 119                         |
| STAGE III MOT-25 | 30'S - 10'D (W)  | 2364+20    | 2367+00    | 70                          |
|                  |                  | 2364+20    | 2367+00    | 70                          |
|                  |                  | 2367+00    | 2382+00    | 375                         |
|                  |                  | 2367+00    | 2382+00    | 375                         |
| MOT-26           | 30'S - 10'D (W)  | 2382+00    | 2392+67    | 267                         |
|                  |                  | 2382+00    | 2392+67    | 267                         |
|                  |                  |            | TOTAL      | 15,638                      |

| SHEET NUMBER    | LINE DESCRIPTION | STATION    | TO STATION | PAVEMENT MARKING TAPE, TYPE III -LETTERS & SYMBOLS (SQ FT) |
|-----------------|------------------|------------|------------|--|
| STAGE I MOT-13  | LEFT TURN ONLY   | 2517+00    | 2530+00    | 36   |
|                 | LEFT TURN ONLY   | 2517+00    | 2530+00    | 36   |
| MOT-17          | LEFT TURN ONLY   | 4621+80.00 |            | 36   |
|                 | LEFT TURN ONLY   | 4626+80.00 |            | 36   |
| STAGE II MOT-23 | LEFT TURN ONLY   | 4531+50.00 |            | 36   |
|                 | LEFT TURN ONLY   | 4534+80.00 |            | 36   |
| MOT-24          | LEFT TURN ONLY   | 4639+00.00 |            | 36   |
|                 |                  |            | TOTAL      | 218  |

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION**

MAINTENANCE OF TRAFFIC SCHEDULE

SCALE: NONE      DRAWN BY: ATD  
 DATE: 7/7/05      CHECKED BY: TAI



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| SHEET NUMBER               | LINE DESCRIPTION | STATION | TO STATION | PAVEMENT MARKING TYPE III 4" (FOOT) |
|----------------------------|------------------|---------|------------|-------------------------------------|
| STAGE IA<br>MOT-4          | SOLID (Y)        | 2352+00 | 2367+00    | 1500                                |
|                            | 6'S - 2'D (W)    | 2359+50 | 2362+53    | 76                                  |
|                            | SOLID (W)        | 2354+35 | 2367+00    | 1265                                |
|                            | SOLID (Y)        | 2367+00 | 2382+00    | 1500                                |
|                            | SOLID (W)        | 2367+00 | 2372+14    | 514                                 |
|                            | SOLID (Y)        | 2367+52 | 2374+60    | 708                                 |
|                            | SOLID (W)        | 2367+52 | 2382+00    | 1448                                |
|                            | SOLID (Y)        | 4381+76 | 4397+07    | 1531                                |
|                            | SOLID (W)        | 4381+76 | 4389+83    | 807                                 |
|                            | SOLID (Y)        | 4384+24 | 4389+83    | 559                                 |
| MOT-5                      | SOLID (W)        | 4384+24 | 4397+07    | 1283                                |
|                            | SOLID (Y)        | 4397+07 | 4400+96    | 389                                 |
|                            | SOLID (W)        | 4397+07 | 4400+96    | 389                                 |
|                            | SOLID (Y)        | 2356+78 | 2367+00    | 1022                                |
|                            | SOLID (W)        | 2354+35 | 2367+00    | 1265                                |
|                            | SOLID (Y)        | 2354+35 | 2356+78    | 243                                 |
|                            | 6'S - 2'D (W)    | 2360+22 | 2363+22    | 75                                  |
|                            | SOLID (Y)        | 2367+00 | 2382+00    | 1500                                |
|                            | SOLID (W)        | 2374+71 | 2382+00    | 729                                 |
|                            | SOLID (W)        | 2367+00 | 2374+37    | 737                                 |
| MOT-7                      | SOLID (Y)        | 4381+76 | 4391+37    | 961                                 |
|                            | SOLID (W)        | 4381+76 | 4389+83    | 807                                 |
|                            | SOLID (W)        | 4384+63 | 4391+37    | 674                                 |
|                            | SOLID (Y)        | 4384+63 | 4389+83    | 520                                 |
|                            | SOLID (Y)        | 2367+00 | 2382+00    | 1500                                |
| STAGE IC<br>MOT-8          | SOLID (W)        | 2367+00 | 2374+76    | 776                                 |
|                            | SOLID (W)        | 2374+60 | 2382+00    | 740                                 |
|                            | SOLID (Y)        | 4381+76 | 4387+27    | 551                                 |
| MOT-9                      | SOLID (W)        | 4381+76 | 4387+27    | 551                                 |
|                            | SOLID (Y)        | 4400+96 | 4412+42    | 1146                                |
| STAGE I<br>MOT-4<br>MOT-10 | SOLID (W)        | 4400+96 | 4412+42    | 1146                                |
|                            | SOLID (Y)        | 4412+42 | 4426+98    | 1456                                |
|                            | SOLID (W)        | 4412+42 | 4414+24    | 182                                 |
|                            | SOLID (W)        | 4414+24 | 4426+98    | 1274                                |
|                            | 6'S - 2'D (W)    | 4416+78 | 4426+98    | 255                                 |
|                            | 6'S - 2'D (W)    | 4426+98 | 4430+00    | 76                                  |
|                            | SOLID (Y)        | 4426+98 | 4441+96    | 1498                                |
|                            | SOLID (W)        | 4426+98 | 4432+84    | 586                                 |
|                            | SOLID (W)        | 4432+84 | 4440+60    | 776                                 |
|                            | SOLID (W)        | 4440+60 | 4441+96    | 136                                 |
| MOT-11                     | 6'S - 2'D (W)    | 4434+89 | 4438+07    | 80                                  |
|                            | SOLID (Y)        | 4441+96 | 4457+00    | 1504                                |
|                            | SOLID (W)        | 4441+96 | 4457+00    | 1504                                |
|                            | 6'S - 2'D (W)    | 4455+57 | 4457+00    | 36                                  |
|                            | SOLID (Y)        | 4457+00 | 4471+99    | 1499                                |
|                            | 6'S - 2'D (W)    | 4457+00 | 4458+85    | 46                                  |
|                            | SOLID (W)        | 4457+00 | 4461+99    | 499                                 |
|                            | SOLID (W)        | 4461+99 | 4471+99    | 1000                                |
|                            | SOLID (Y)        | 4471+99 | 4486+99    | 1500                                |
|                            | SOLID (W)        | 4471+99 | 4486+99    | 1500                                |
| MOT-12                     | SOLID (Y)        | 4486+99 | 4502+00    | 1501                                |
|                            | SOLID (W)        | 4486+99 | 4487+50    | 51                                  |
|                            | 6'S - 2'D (W)    | 4488+99 | 4492+60    | 90                                  |
|                            | SOLID (W)        | 4487+50 | 4502+00    | 1450                                |
|                            | SOLID (Y)        | 4502+00 | 4517+01    | 1501                                |
|                            | SOLID (W)        | 4502+00 | 4514+05    | 1205                                |
|                            | 6'S - 2'D (W)    | 4506+05 | 4510+02    | 99                                  |
|                            | SOLID (W)        | 4514+05 | 4517+01    | 296                                 |
|                            | SOLID (Y)        | 4517+01 | 4529+76    | 1275                                |
|                            | SOLID (W)        | 4517+01 | 4529+76    | 1275                                |

| SHEET NUMBER       | LINE DESCRIPTION | STATION    | TO STATION | PAVEMENT MARKING TYPE III 4" (FOOT) |
|--------------------|------------------|------------|------------|-------------------------------------|
| STAGE II<br>MOT-25 | SOLID (Y)        | 2364+20    | 2367+00    | 280                                 |
|                    | SOLID (W)        | 2364+20    | 2367+00    | 280                                 |
|                    | 6'S - 2'D (W)    | 2364+20    | 2367+00    | 70                                  |
|                    | SOLID (Y)        | 2367+00    | 2382+00    | 1500                                |
|                    | SOLID (W)        | 2367+00    | 2374+60    | 760                                 |
|                    | SOLID (W)        | 2372+75    | 2382+00    | 925                                 |
|                    | SOLID (Y)        | 2372+75    | 2374+60    | 185                                 |
|                    | SOLID (Y)        | 2382+00    | 2392+67    | 1067                                |
|                    | SOLID (W)        | 2382+00    | 2392+67    | 1067                                |
|                    | SOLID (Y)        | 4384+63    | 4391+37    | 674                                 |
| MOT-26             | SOLID (W)        | 4384+63    | 4391+37    | 674                                 |
|                    | SOLID (W)        | 4428+00    | 4442+00    | 1400                                |
|                    | SOLID (Y)        | 4428+00    | 4432+00    | 100                                 |
|                    | SOLID (W)        | 4436+98    | 4442+00    | 502                                 |
|                    | SOLID (Y)        | 2442+00    | 2457+00    | 1500                                |
| MOT-19             | SOLID (W)        | 2442+00    | 2457+00    | 1500                                |
|                    | SOLID (Y)        | 2457+00    | 2472+00    | 1500                                |
|                    | SOLID (W)        | 2457+00    | 2472+00    | 1500                                |
|                    | SOLID (Y)        | 2472+00    | 2487+00    | 1500                                |
|                    | SOLID (W)        | 2472+00    | 2487+00    | 1500                                |
| MOT-20             | SOLID (Y)        | 2487+00    | 2502+00    | 1500                                |
|                    | SOLID (W)        | 2487+00    | 2502+00    | 1500                                |
|                    | SOLID (Y)        | 2487+00    | 2502+00    | 1500                                |
|                    | SOLID (W)        | 2502+00    | 2517+00    | 1500                                |
|                    | SOLID (Y)        | 2502+00    | 2517+00    | 1500                                |
|                    | SOLID (W)        | 2517+00    | 2530+00    | 1300                                |
|                    | SOLID (Y)        | 2517+00    | 2520+00    | 300                                 |
|                    | SOLID (W)        | 2517+00    | 2520+00    | 300                                 |
|                    | 6'S - 2'D (W)    | 4523+76    | 4528+00    | 106                                 |
|                    | SOLID (W)        | 4540+70.00 | 4542+31.00 | 161                                 |
| STAGE I<br>MOT-14  | 6'S - 2'D (W)    | 4543+00.00 | 4547+06.00 | 102                                 |
|                    | SOLID (W)        | 4550+00.00 | 4554+05.00 | 405                                 |
|                    | SOLID (Y)        | 4529+80.00 | 4554+05.00 | 2,425                               |
|                    | SOLID (W)        | 4554+05.00 | 4564+00.00 | 995                                 |
|                    | SOLID (W)        | 4565+51.00 | 4569+83.00 | 432                                 |
| MOT-15             | SOLID (W)        | 4573+88.00 | 4578+05.00 | 417                                 |
|                    | SOLID (Y)        | 4554+05.00 | 4578+05.00 | 2,400                               |
|                    | 6'S - 2'D (W)    | 4565+15.00 | 4571+25.00 | 153                                 |
|                    | SOLID (W)        | 4578+05.00 | 4582+66.00 | 461                                 |
|                    | SOLID (W)        | 4586+40.00 | 4601+00.00 | 1,460                               |
| MOT-16             | SOLID (Y)        | 4578+05.00 | 4602+05.00 | 2,400                               |
|                    | 6'S - 2'D (W)    | 4582+66.00 | 4584+51.00 | 46                                  |
|                    | SOLID (W)        | 4610+50.00 | 4616+86.00 | 636                                 |
|                    | SOLID (W)        | 4621+67.00 | 4624+32.00 | 265                                 |
|                    | SOLID (Y)        | 4602+05.00 | 4626+05.00 | 2,400                               |
|                    | 6'S - 2'D (W)    | 4604+50.00 | 4610+50.00 | 150                                 |
|                    | 6'S - 2'D (W)    | 4620+17.00 | 4624+59.00 | 111                                 |
|                    | SOLID (W)        | 4626+90.00 | 4629+80.00 | 290                                 |
|                    | SOLID (Y)        | 4626+05.00 | 4629+80.00 | 375                                 |
|                    | SOLID (W)        | 4541+99.00 | 4626+05.00 | 8,406                               |
| STAGE II<br>MOT-23 | SOLID (Y)        | 4541+99.00 | 4626+05.00 | 8,406                               |
|                    | SOLID (W)        | 4626+05.00 | 4642+29.00 | 1,624                               |
|                    | SOLID (Y)        | 4626+05.00 | 4642+29.00 | 1,624                               |
|                    | SOLID (W)        | 4626+05.00 | 4642+29.00 | 1,624                               |
|                    | TOTAL            |            |            |                                     |

| SHEET NUMBER       | LINE DESCRIPTION    | STATION    | TO STATION | PAVEMENT MARKING TYPE III 12" (FOOT) |
|--------------------|---------------------|------------|------------|--------------------------------------|
| STAGE IA<br>MOT-4  | ⊙ GORE (DIAGONAL)   | 2354+35    | 2359+50    | 313                                  |
|                    |                     | 2364+04    | 2367+52    | 202                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4389+83    | 4390+95    | 13                                   |
| STAGE IB<br>MOT-6  | ⊙ GORE (DIAGONAL)   | 2356+78    | 2360+22    | 137                                  |
|                    |                     | 2370+28    | 2374+71    | 125                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4389+83    | 4390+99    | 9                                    |
| STAGE IC<br>MOT-8  | ⊙ GORE (DIAGONAL)   | 2368+71    | 2374+76    | 707                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4414+24    | 4416+78    | 59                                   |
| STAGE I<br>MOT-10  | ⊙ GORE (DIAGONAL)   | 4432+84    | 4434+89    | 94                                   |
|                    |                     | 4438+07    | 4440+60    | 205                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4458+85    | 4461+99    | 100                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4487+50    | 4488+99    | 22                                   |
|                    | ⊙ GORE (DIAGONAL)   | 4510+02    | 4514+05    | 102                                  |
| MOT-14             | ⊙ GORE (DIAGONAL)   | 4542+31.00 | 4543+00.00 | 20                                   |
|                    | SHLDR DIAG.         | 4541+99.00 | 4637+65.00 | 541                                  |
| STAGE II<br>MOT-19 | ⊙ GORE (DIAGONAL)   | 4432+00    | 4436+98    | 153                                  |
|                    | ⊙ SHLDR. (DIAGONAL) | 4436+98    | 4442+00    | 27                                   |
|                    | ⊙ SHLDR. (DIAGONAL) | 2442+00    | 2472+00    | 122                                  |
|                    | ⊙ SHLDR. (DIAGONAL) | 2472+00    | 2502+00    | 151                                  |
|                    | ⊙ GORE (DIAGONAL)   | 4520+00    | 4523+76    | 122                                  |
| MOT-22             | ⊙ SHLDR. (DIAGONAL) | 2502+00    | 2530+00    | 96                                   |
|                    | ⊙ GORE (DIAGONAL)   | 2367+00    | 2372+75    | 457                                  |
| TOTAL              |                     |            |            | 3,774                                |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC  
 SCHEDULE

SCALE: NONE  
 DATE: 7/7/05  
 DRAWN BY: ATD  
 CHECKED BY: TAI

PA0300090335.Con 48/USG.A00/VAS/400826.SHT 06/28/2005 08:26:26 AM

| SHEET NUMBER  | LINE DESCRIPTION | STATION   | TO STATION | EPOXY PAVEMENT MARKING - LINE 4" (FOOT) | SHEET NUMBER   | LINE DESCRIPTION | STATION       | TO STATION    | EPOXY PAVEMENT MARKING - LINE 4" (FOOT) |            |       |
|---------------|------------------|-----------|------------|---|----------------|------------------|---------------|---------------|---|------------|-------|
| PMK-1         | SOLID (Y)        | 2367+00   | 2382+00    | 1500                                    | PMK-6 (CONT'D) | 6'S - 2'D (W)    | 4504+28       | 4507+28       | 75                                      |            |       |
|               | SOLID (W)        | 2367+00   | 2374+91    | 791                                     |                | SOLID (Y)        | 2517+00       | 2530+00       | 1300                                    |            |       |
|               | 6'S - 2'D (W)    | 2367+00   | 2368+62    | 41                                      |                | SOLID (W)        | 2517+00       | 2530+00       | 1300                                    |            |       |
|               | SOLID (W)        | 2375+80   | 2382+00    | 620                                     |                | SOLID (Y)        | 4517+01       | 4529+76       | 1275                                    |            |       |
| PMK-2         | SOLID (Y)        | 2382+00   | 2397+00    | 1500                                    | PMK-7          | SOLID (W)        | 4517+01       | 4529+76       | 1275                                    |            |       |
|               | SOLID (W)        | 2391+59   | 2397+00    | 541                                     |                | EXPRESS          |               |               |   |            |       |
|               | SOLID (W)        | 4381+76   | 4384+25    | 249                                     |                | SOLID (Y)        | 2530+00.00    | 2543+78.00    | 1,378                                   |            |       |
|               | SOLID (Y)        | 4391+38   | 4397+07    | 569                                     |                | SOLID (W)        | 2530+00.00    | 2554+00.00    | 2,400                                   |            |       |
|               | SOLID (W)        | 4384+25   | 4397+07    | 1282                                    |                | SB SLIP RAMP     |               |               |   |            |       |
|               | 6'S - 2'D (W)    | 4391+37   | 4401+02    | 241                                     |                | SOLID (W)        | 0815+50.00    | 0828+00.00    | 1,250                                   |            |       |
|               | SOLID (Y)        | 2397+00   | 2412+00    | 1500                                    |                | SOLID (Y)        | 0810+00.00    | 0818+80.00    | 880                                     |            |       |
|               | SOLID (W)        | 2397+00   | 2408+02    | 1102                                    |                | LOCAL            |               |               |   |            |       |
|               | SOLID (Y)        | 2407+22   | 2408+02    | 80                                      |                | SOLID (W)        | 4540+70.00    | 4542+90.00    | 220                                     |            |       |
|               | SOLID (W)        | 2407+22   | 2412+00    | 478                                     |                | SOLID (W)        | 4550+68.60    | 4554+05.00    | 336                                     |            |       |
|               | SOLID (Y)        | 4397+07   | 4412+42    | 1535                                    |                | SOLID (Y)        | 4529+80.00    | 4536+00.00    | 620                                     |            |       |
|               | SOLID (W)        | 4397+07   | 4412+42    | 1535                                    |                | SOLID (Y)        | 4542+57.00    | 4554+05.00    | 1,148                                   |            |       |
|               | PMK-3            | SOLID (Y) | 2412+00    | 2427+00                                 |                | 1500             | PMK-8         | 6'S - 2'D (W) | 4543+52.70                              | 4546+55.00 | 76    |
|               |                  | SOLID (W) | 2412+00    | 2427+00                                 |                | 1500             |               | EXPRESS       |   |            |       |
|               |                  | SOLID (Y) | 4412+42    | 4426+98                                 |                | 1456             |               | SOLID (W)     | 2554+00.00                              | 2578+00.00 | 2,400 |
| SOLID (W)     |                  | 4412+42   | 4414+25    | 183                                     | SOLID (Y)      | 2554+00.00       |               | 2578+00.00    | 2,400                                   |            |       |
| SOLID (W)     |                  | 4414+25   | 4426+98    | 1273                                    | LOCAL          |                  |               |               |   |            |       |
| 6'S - 2'D (W) |                  | 4419+78   | 4426+98    | 180                                     | SOLID (W)      | 4554+05.00       |               | 4564+00.00    | 995                                     |            |       |
| 6'S - 2'D (W) |                  | 4426+98   | 4429+09    | 53                                      | SOLID (W)      | 4573+88.00       |               | 4578+05.00    | 417                                     |            |       |
| SOLID (Y)     |                  | 2427+00   | 2442+00    | 1500                                    | SOLID (Y)      | 4554+05.00       |               | 4578+05.00    | 2,400                                   |            |       |
| SOLID (W)     |                  | 2427+00   | 2442+00    | 1500                                    | 6'S - 2'D (W)  | 4565+81.90       |               | 4570+97.20    | 129                                     |            |       |
| SOLID (Y)     |                  | 4426+98   | 4441+96    | 1498                                    | PMK-9          | EXPRESS          |               |               |   |            |       |
| SOLID (W)     |                  | 4426+98   | 4432+84    | 586                                     |                | SOLID (W)        |               | 2578+00.00    | 2602+00.00                              | 2,400      |       |
| SOLID (W)     |                  | 4432+84   | 4440+61    | 777                                     |                | SOLID (Y)        |               | 2578+00.00    | 2602+00.00                              | 2,400      |       |
| SOLID (W)     |                  | 4440+61   | 4441+96    | 135                                     |                | LOCAL            |               |               |   |            |       |
| 6'S - 2'D (W) |                  | 4434+62   | 4437+52    | 73                                      |                | SOLID (W)        |               | 4578+05.00    | 4582+78.00                              | 473        |       |
| PMK-4         |                  | SOLID (Y) | 2442+00    | 2457+00                                 |                | 1500             |               | SOLID (W)     | 4586+40.00                              | 4601+00.00 | 1,460 |
|               | SOLID (W)        | 2442+00   | 2457+00    | 1500                                    |                | SOLID (Y)        | 4578+05.00    | 4602+05.00    | 2,400                                   |            |       |
|               | SOLID (Y)        | 4441+96   | 4457+00    | 1504                                    |                | 6'S - 2'D (W)    | 4582+43.50    | 4584+34.30    | 48                                      |            |       |
|               | SOLID (W)        | 4441+96   | 4457+00    | 1504                                    |                | PMK-10           | EXPRESS       |               |   |            |       |
|               | 6'S - 2'D (W)    | 4453+83   | 4457+00    | 79                                      |                |                  | SOLID (W)     | 2602+00.00    | 2626+00.00                              | 2,400      |       |
|               | SOLID (Y)        | 2457+00   | 2472+00    | 1500                                    |                |                  | SOLID (Y)     | 2602+00.00    | 2626+00.00                              | 2,400      |       |
|               | SOLID (W)        | 2457+00   | 2472+00    | 1500                                    |                |                  | LOCAL         |               |   |            |       |
|               | SOLID (Y)        | 4457+00   | 4471+99    | 1499                                    |                |                  | SOLID (W)     | 4611+54.30    | 4616+86.00                              | 532        |       |
|               | SOLID (W)        | 4457+00   | 4461+99    | 499                                     |                |                  | SOLID (Y)     | 4602+05.00    | 4626+05.00                              | 2,400      |       |
|               | SOLID (W)        | 4461+99   | 4471+99    | 1000                                    |                |                  | 6'S - 2'D (W) | 4605+29.30    | 4611+54.30                              | 156        |       |
| PMK-5         | SOLID (Y)        | 2472+00   | 2487+00    | 1500                                    | 6'S - 2'D (W)  |                  | 4620+70.00    | 4624+40.60    | 94                                      |            |       |
|               | SOLID (W)        | 2472+00   | 2487+00    | 1500                                    | PMK-11         |                  | EXPRESS       |               |   |            |       |
|               | SOLID (Y)        | 4471+99   | 4486+99    | 1500                                    |                |                  | SOLID (W)     | 2626+00.00    | 2637+50.00                              | 1,150      |       |
|               | SOLID (W)        | 4471+99   | 4486+99    | 1500                                    |                | SOLID (Y)        | 2626+00.00    | 2637+50.00    | 1,150                                   |            |       |
|               | SOLID (Y)        | 2487+00   | 2502+00    | 1500                                    |                | LOCAL            |               |               |   |            |       |
|               | SOLID (W)        | 2487+00   | 2502+00    | 1500                                    |                | SOLID (W)        | 4626+90.70    | 4629+80.00    | 289                                     |            |       |
|               | SOLID (Y)        | 4486+99   | 4502+00    | 1501                                    |                | SOLID (Y)        | 4626+05.00    | 4629+80.00    | 375                                     |            |       |
|               | SOLID (W)        | 4486+99   | 4487+49    | 50                                      |                | PMK-12           | SOLID (Y)     | 5997+48       | 6006+31                                 | 883        |       |
|               | SOLID (W)        | 4487+49   | 4502+00    | 1451                                    |                |                  | SOLID (W)     | 5997+48       | 6006+40                                 | 892        |       |
|               | 6'S - 2'D (W)    | 4491+10   | 4494+21    | 78                                      |                |                  | SOLID (W)     | 6004+70       | 6006+31                                 | 161        |       |
| PMK-6         | SOLID (Y)        | 2502+00   | 2517+00    | 1500                                    |                |                  | SOLID (Y)     | 6004+70       | 6006+40                                 | 170        |       |
|               | SOLID (W)        | 4502+00   | 4516+33    | 1433                                    | TOTAL          |                  |               |               | 101,671                                 |            |       |
|               | SOLID (Y)        | 2515+23   | 2517+00    | 177                                     |                |                  |               |               |   |            |       |
|               | SOLID (W)        | 2515+23   | 2517+00    | 177                                     |                |                  |               |               |   |            |       |
|               | SOLID (Y)        | 4502+00   | 4516+33    | 1433                                    |                |                  |               |               |   |            |       |
|               | SOLID (W)        | 4502+00   | 4514+06    | 1206                                    |                |                  |               |               |   |            |       |
|               | SOLID (W)        | 4514+06   | 4517+01    | 295                                     |                |                  |               |               |   |            |       |

| SHEET NUMBER | LINE DESCRIPTION | STATION | TO STATION | EPOXY PAVEMENT MARKING - LINE 5" (FOOT) |
|--------------|------------------|---------|------------|---|
| PMK-1        | 30'S - 10'D (W)  | 2367+00 | 2382+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2367+00 | 2382+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2375+80 | 2382+00    | 155                                     |
|              | 30'S - 10'D (W)  | 2367+00 | 2381+24    | 356                                     |
| PMK-2        | 30'S - 10'D (W)  | 2382+00 | 2397+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2382+00 | 2397+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4381+76 | 4397+07    | 383                                     |
|              | 30'S - 10'D (W)  | 2397+00 | 2412+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2397+00 | 2412+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2411+32 | 2412+00    | 17                                      |
|              | 30'S - 10'D (W)  | 4397+07 | 4412+42    | 384                                     |
|              | 30'S - 10'D (W)  | 4397+07 | 4412+42    | 384                                     |
| PMK-3        | 30'S - 10'D (W)  | 2412+00 | 2427+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2412+00 | 2427+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2412+00 | 2427+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4412+42 | 4426+98    | 364                                     |
|              | 30'S - 10'D (W)  | 4417+50 | 4419+78    | 57                                      |
|              | 30'S - 10'D (W)  | 2427+00 | 2442+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2427+00 | 2442+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2427+00 | 2442+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4426+98 | 4441+96    | 375                                     |
|              | 30'S - 10'D (W)  | 4426+98 | 4441+96    | 375                                     |
| PMK-4        | 30'S - 10'D (W)  | 2442+00 | 2457+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2442+00 | 2457+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2442+00 | 2457+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4441+96 | 4457+00    | 376                                     |
|              | 30'S - 10'D (W)  | 2457+00 | 2472+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2457+00 | 2472+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2457+00 | 2472+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4457+00 | 4471+99    | 375                                     |
|              | 30'S - 10'D (W)  | 4457+00 | 4471+99    | 375                                     |
|              | 30'S - 10'D (W)  | 4457+00 | 4471+99    | 375                                     |
| PMK-5        | 30'S - 10'D (W)  | 2472+00 | 2487+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2472+00 | 2487+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2472+00 | 2482+11    | 253                                     |
|              | 30'S - 10'D (W)  | 4471+99 | 4486+99    | 375                                     |
|              | 30'S - 10'D (W)  | 2487+00 | 2502+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2487+00 | 2502+00    | 375                                     |
| PMK-6        | 30'S - 10'D (W)  | 2502+00 | 2517+00    | 375                                     |
|              | 30'S - 10'D (W)  | 2502+00 | 2517+00    | 375                                     |
|              | 30'S - 10'D (W)  | 4502+00 | 4517+01    | 375                                     |
|              | 30'S - 10'D (W)  | 2517+00 | 2530+00    | 325                                     |
|              | 30'S - 10'D (W)  | 2517+00 | 2530+00    | 325                                     |
|              | 30'S - 10'D (W)  | 4517+01 | 4529+76    | 319                                     |
| PMK-7        | 30'S - 10'D (W)  | 4524+56 | 4529+76    | 130                                     |
|              | 30'S - 10'D (W)  | 4524+56 | 4527+14    | 65                                      |
|              | 30'S - 10'D (W)  | 4524+56 | 4527+14    | 65                                      |
|              | 30'S - 10'D (W)  | 4524+56 | 4527+14    | 65                                      |

| SHEET NUMBER | LINE DESCRIPTION | STATION    | TO STATION | EPOXY PAVEMENT MARKING - LINE 5" (FOOT) |
|--------------|------------------|------------|------------|---|
| PMK-7        | EXPRESS          |            |            |   |
|              | 30'S - 10'D (W)  | 2530+00.00 | 2554+00.00 | 1,200                                   |
|              | 30'S - 10'D (W)  | 2553+00.00 | 2554+00.00 | 25                                      |
|              | LOCAL            |            |            |   |
| PMK-8        | 30'S - 10'D (W)  | 4529+80.00 | 4554+05.00 | 1,213                                   |
|              | EXPRESS          |            |            |   |
|              | 30'S - 10'D (W)  | 2554+00.00 | 2578+00.00 | 1,800                                   |
|              | LOCAL            |            |            |   |
| PMK-9        | 30'S - 10'D (W)  | 4554+05.00 | 4578+05.00 | 1,200                                   |
|              | EXPRESS          |            |            |   |
|              | 30'S - 10'D (W)  | 2578+00.00 | 2602+00.00 | 1,800                                   |
|              | LOCAL            |            |            |   |
| PMK-10       | 30'S - 10'D (W)  | 4578+05.00 | 4602+05.00 | 1,200                                   |
|              | EXPRESS          |            |            |   |
|              | 30'S - 10'D (W)  | 2602+00.00 | 2626+00.00 | 1,800                                   |
|              | LOCAL            |            |            |   |
| PMK-11       | 30'S - 10'D (W)  | 4602+05.00 | 4621+60.00 | 978                                     |
|              | 30'S - 10'D (W)  | 4621+60.00 | 4626+05.00 | 111                                     |
|              | EXPRESS          |            |            |   |
|              | 30'S - 10'D (W)  | 2626+00.00 | 2637+50.00 | 863                                     |
| PMK-12       | 30'S - 10'D (W)  | 4626+05.00 | 4629+80.00 | 94                                      |
|              | 30'S - 10'D (W)  | 5997+48    | 6001+20    | 93                                      |
|              | TOTAL            |            |            | 26,758                                  |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

PAVEMENT MARKING SCHEDULE

SCALE: NONE DRAWN BY: ATD  
 DATE: 7/7/05 CHECKED BY: TAI

367285-2005 08/27/05 AM

| SHEET NUMBER | LINE DESCRIPTION     | STATION    | TO STATION | EPOXY PAVEMENT MARKING - LINE 12" (FOOT) |
|--------------|----------------------|------------|------------|--|
| PMK-1        | SOLID (W) @ GORE     | 2368+62    | 2375+80    | 540.50                                   |
|              | SOLID (W)            | 2367+00    | 2382+00    | 44.50                                    |
| PMK-2        | SOLID (W) @ GORE     | 2381+24    | 2391+59    | 325.50                                   |
|              | SOLID (W) @ GORE     | 4384+25    | 4391+37    | 237.25                                   |
|              | SOLID (W) @ GORE     | 2408+02    | 2411+32    | 92.25                                    |
|              | SOLID (W)            | 2382+00    | 2412+00    | 221.00                                   |
| PMK-3        | SOLID (W) @ GORE     | 4414+25    | 4417+50    | 110.50                                   |
|              | SOLID (W) @ GORE     | 4432+84    | 4434+62    | 108.25                                   |
|              | SOLID (W) @ GORE     | 4437+52    | 4440+48    | 305.00                                   |
|              | SOLID (W)            | 2412+00    | 2442+00    | 151.00                                   |
| PMK-4        | SOLID (W) @ GORE     | 4457+00    | 4461+99    | 272.75                                   |
|              | SOLID (W) @ SHOULDER | 2442+00    | 2472+00    | 198.50                                   |
| PMK-5        | SOLID (W) @ GORE     | 4487+49    | 4491+10    | 136.25                                   |
|              | SOLID (W) @ SHOULDER | 2472+00    | 2502+00    | 224.00                                   |
| PMK-6        | 12' GORE TAPE        | 2502+09    | 2515+23    | 701.25                                   |
|              | SOLID (W) @ GORE     | 4507+28    | 4514+06    | 336.75                                   |
|              | SOLID (W) @ GORE     | 4516+33    | 4524+56    | 553.50                                   |
|              | SOLID (W)            | 2502+00    | 2530+00    | 197.25                                   |
| PMK-7        | EXPRESS @            |            |            |  |
|              | SOLID (W) @ GORE     | 2543+78.00 | 2553+02.00 | 400                                      |
|              | LOCAL @              |            |            |  |
|              | SOLID (W) @ GORE     | 4536+87.00 | 4542+57.00 | 333                                      |
| PMK-8        | SOLID (W) @ GORE     | 4546+55.00 | 4550+69.00 | 55                                       |
|              | LOCAL @              |            |            |  |
| PMK-8        | SOLID (W) @ GORE     | 4564+00.00 | 4565+81.90 | 15                                       |
|              | SOLID (W) @ GORE     | 4570+97.20 | 4573+88.30 | 27                                       |
|              | LOCAL @              |            |            |  |
| PMK-9        | SOLID (W) @ GORE     | 4584+34.30 | 4586+40.00 | 22                                       |
|              | SOLID (W) @ GORE     | 4601+00.00 | 4602+05.00 | 9  |
|              | LOCAL @              |            |            |  |
| PMK-10       | SOLID (W) @ GORE     | 4602+05.00 | 4605+29.30 | 27                                       |
|              | SOLID (W) @ GORE     | 4616+86.00 | 4620+70.00 | 36                                       |
|              | SOLID (W) @ GORE     | 4624+40.60 | 4626+05.00 | 18                                       |
|              | LOCAL @              |            |            |  |
| PMK-12       | SOLID (W) @ GORE     | 2502+09    | 2515+23    | 107.25                                   |
|              | SOLID (W)            | 5997+48    | 6006+31    | 18.50                                    |
|              | TOTAL                |            |            | 5,824                                    |

| SHEET NUMBER | LINE DESCRIPTION | STATION    | TO STATION | EPOXY PAVEMENT MARKING - LINE 8" (FOOT) |
|--------------|------------------|------------|------------|---|
| PMK-1        | SOLID (W)        | 2368+62    | 2374+60    | 598                                     |
|              | SOLID (W)        | 2368+62    | 2375+80    | 718                                     |
|              | SOLID (W)        | 2381+24    | 2382+00    | 76                                      |
|              | SOLID (W)        | 2381+24    | 2382+00    | 76                                      |
| PMK-2        | SOLID (W)        | 2382+00    | 2391+59    | 959                                     |
|              | SOLID (W)        | 4381+76    | 4391+38    | 962                                     |
|              | SOLID (W)        | 4384+25    | 4391+37    | 712                                     |
|              | SOLID (W)        | 4384+25    | 4391+37    | 712                                     |
|              | SOLID (W)        | 2408+02    | 2411+32    | 330                                     |
|              | SOLID (W)        | 2408+02    | 2411+32    | 330                                     |
| PMK-3        | SOLID (W)        | 4414+25    | 4417+50    | 325                                     |
|              | SOLID (W)        | 4414+25    | 4417+50    | 325                                     |
|              | SOLID (W)        | 4432+84    | 4434+62    | 178                                     |
|              | SOLID (W)        | 4432+84    | 4434+62    | 178                                     |
|              | SOLID (W)        | 4437+52    | 4440+61    | 309                                     |
| PMK-4        | SOLID (W)        | 4437+52    | 4440+61    | 296                                     |
|              | SOLID (W)        | 4457+00    | 4461+99    | 499                                     |
| PMK-5        | SOLID (W)        | 4457+00    | 4461+99    | 499                                     |
|              | 12'S - 3'D (W)   | 2482+11    | 2487+00    | 489                                     |
| PMK-6        | 12'S - 3'D (W)   | 2487+00    | 2502+00    | 1500                                    |
|              | SOLID (W)        | 4487+49    | 4491+10    | 361                                     |
|              | SOLID (W)        | 4487+49    | 4491+10    | 361                                     |
|              | 12'S - 3'D (W)   | 2502+00    | 2502+09    | 9                                       |
| PMK-6        | SOLID (W)        | 2502+09    | 2515+23    | 1314                                    |
|              | SOLID (W)        | 2502+09    | 2515+23    | 1314                                    |
|              | SOLID (W)        | 4507+28    | 4514+06    | 678                                     |
|              | SOLID (W)        | 4507+28    | 4514+06    | 678                                     |
|              | SOLID (W)        | 4516+33    | 4524+56    | 823                                     |
|              | SOLID (W)        | 4516+33    | 4524+56    | 823                                     |
|              | 12'S - 3'D (W)   | 4527+14    | 4529+76    | 262                                     |
|              | 12'S - 3'D (W)   | 2487+00    | 2502+00    | 36.3                                    |
|              | 12'S - 3'D (W)   | 2487+00    | 2502+00    | 36.3                                    |
|              | 12'S - 3'D (W)   | 2487+00    | 2502+00    | 36.3                                    |
| PMK-7        | LEFT TURN ONLY   | 2472+00    | 2487+00    | 36.3                                    |
|              | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3                                    |
| PMK-8        | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3                                    |
|              | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3                                    |
| PMK-9        | LEFT TURN ONLY   | 2502+00    | 2517+00    | 36.3                                    |
|              | LEFT TURN ONLY   | 2517+00    | 2530+00    | 36.3                                    |
| PMK-10       | LEFT TURN ONLY   | 4534+00.00 |            | 36                                      |
|              | LEFT TURN ONLY   | 4622+00.00 |            | 36                                      |
| PMK-11       | LEFT TURN ONLY   | 4626+80.00 |            | 36                                      |
|              | TOTAL            |            |            | 327                                     |

| SHEET NUMBER | LINE DESCRIPTION | STATION    | TO STATION | EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS (SQ FT) |
|--------------|------------------|------------|------------|--|
| PMK-5        | LEFT TURN ONLY   | 2472+00    | 2487+00    | 36.3   |
|              | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3   |
|              | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3   |
|              | LEFT TURN ONLY   | 2487+00    | 2502+00    | 36.3   |
| PMK-6        | LEFT TURN ONLY   | 2502+00    | 2517+00    | 36.3   |
|              | LEFT TURN ONLY   | 2517+00    | 2530+00    | 36.3   |
| PMK-7        | LEFT TURN ONLY   | 4534+00.00 |            | 36   |
|              | LEFT TURN ONLY   | 4622+00.00 |            | 36   |
| PMK-11       | LEFT TURN ONLY   | 4626+80.00 |            | 36   |
|              | TOTAL            |            |            | 327  |

| SHEET NUMBER | LINE DESCRIPTION | STATION    | TO STATION | EPOXY PAVEMENT MARKING - LINE 8" (FOOT) |
|--------------|------------------|------------|------------|---|
| PMK-7        | EXPRESS @        |            |            |   |
|              | @ GORE (TIMES 2) | 2543+78.00 | 2553+02.00 | 1,848                                   |
|              | LOCAL @          |            |            |   |
|              | @ GORE (TIMES 2) | 4536+87.00 | 4542+57.00 | 1,140                                   |
|              | SOLID (W)        | 4533+86.00 | 4536+87.00 | 301                                     |
|              | SOLID (W)        | 4542+90.00 | 4543+53.00 | 63                                      |
|              | SOLID (W)        | 4546+55.00 | 4550+69.00 | 414                                     |
|              | 12'S - 3'D (W)   | 4529+80.00 | 4533+86.00 | 81                                      |
|              | LOCAL @          |            |            |   |
|              | SOLID (W)        | 4564+00.00 | 4565+81.90 | 249                                     |
| PMK-8        | SOLID (W)        | 4570+97.20 | 4573+88.30 | 319                                     |
|              | LOCAL @          |            |            |   |
| PMK-9        | SOLID (W)        | 4584+34.30 | 4586+40.00 | 206                                     |
|              | SOLID (W)        | 4601+00.00 | 4602+05.00 | 105                                     |
| PMK-10       | LOCAL @          |            |            |   |
|              | @ GORE           | 4602+05.00 | 4605+29.30 | 404                                     |
|              | @ GORE           | 4616+86.00 | 4620+70.00 | 439                                     |
|              | @ GORE           | 4624+40.60 | 4626+05.00 | 183                                     |
|              | 12'S - 3'D (W)   | 4621+60.00 | 4626+05.00 | 89                                      |
| PMK-11       | LOCAL @          |            |            |   |
|              | @ GORE           | 4626+05.00 | 4626+90.70 | 86                                      |
|              | 12'S - 3'D (W)   | 4626+05.00 | 4629+80.00 | 75                                      |
| PMK-12       | SOLID (W)        | 6001+20    | 6004+70    | 350                                     |
|              | SOLID (W)        | 6001+20    | 6004+70    | 350                                     |
|              | TOTAL            |            |            | 21,714                                  |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION

PAVEMENT MARKING  
 SCHEDULE

SCALE: NONE  
 DATE: 7/7/05

DRAWN BY: ATD  
 CHECKED BY: TAI

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| F.A.I. SECTION | COUNTY | TOTAL SHEETS                                  | SHEET NO. |
| 94/90          | COOK   | 556   | 30        |
| STA. TO STA.   |        | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300          |        | (1818, ETC, 2324.6-1PR-8                      |           |

| PAY ITEM   | SIGN NO.                | ISO161094<br>L056.60 | TS17-01 | ES17-01 | W12-1   | W4-3    | TS17-03 | ISO161094<br>L056.43 | ES17-02<br>ES17-03        | TS17-02 | TS18-01 | TS18-02 | ISO161094<br>L055.94 | ES18-01                    | TS18-03 | ES19-02                    | 180161094<br>L055.73  | ES19-04 | PS09-02      | ISO161094<br>L055.41 | ES20-01 |       |
|--|-------------------------|----------------------|---------|---------|---------|---------|---------|----------------------|---------------------------|---------|---------|---------|----------------------|----------------------------|---------|----------------------------|-----------------------|---------|--------------|----------------------|---------|-------|
|  | STATION                 | 4536+00              | 4540+00 | 4540+17 | 4542+40 | 4542+90 | 4544+00 | 4545+35              | 4545+43                   | 4545+50 | 4555+00 | 4569+50 | 4571+00              | 4571+02                    | 4571+00 | 4582+26                    | 4582+26               | 4597+12 | 4598+65      | 4599+00              | 4608+15 |       |
|  | ROUTE                   | I-94                 | I-94    | I-94    | I-94    | I-94    | I-94    | I-94                 | I-94                      | I-94    | I-94    | I-94    | I-94                 | I-94                       | I-94    | I-94                       | I-94                  | I-94    | I-94         | I-94                 | I-94    | I-94  |
|  | SIZE<br>(HEIGHTxLENGTH) |                      | 8'x15'  |         | 4'x4'   | 4'x4'   | 4'x3'   |                      | 8'x15'<br>8'x11'<br>4'x3' | 8'x11'  | 8'x10'  | 8'x10'  | 7'x10'               | 8'x10'<br>8'x10'<br>8'x15' | 8'x15'  | 9'-6"x26'<br>12'-6"x19'-6" | 14'x23'<br>14'x17'-6" |         | 20'-1"x8'-6" |                      |         | 4'x3' |
| UNIT   |                         |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| SIGN PANEL - TYPE 1  | SQ FT                   |                      |         |         | 16      | 16      |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| SIGN PANEL - TYPE 2  | SQ FT                   |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| SIGN PANEL - TYPE 3  | SQ FT                   |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            | 567                   |         |              |                      |         |       |
| SIGN PANEL OVERLAY   | SQ FT                   |                      |         |         |         |         |         |                      |                           |         | 2       |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| REMOVE SIGN PANEL - TYPE 2                                 | SQ FT                   |                      |         |         |         |         |         |                      | 12                        |         |         |         |                      |                            |         |                            |                       |         |              |                      |         | 12    |
| REMOVE SIGN PANEL - TYPE 3                                 | SQ FT                   |                      |         |         |         |         |         |                      | 208                       |         |         |         |                      | 280                        |         |                            |                       |         |              |                      |         |       |
| RELOCATE SIGN PANEL - TYPE 2                               | SQ FT                   |                      |         |         |         |         |         |                      | 12                        |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| RELOCATE SIGN PANEL - TYPE 3                               | SQ FT                   |                      | 120.0   |         |         |         |         |                      |                           | 88      | 80      | 80      |                      |                            |         |                            | 120                   |         |              |                      |         |       |
| STRUCTURAL STEEL SIGN SUPPORT-BREAKAWAY                    | POUND                   |                      | 450.0   |         |         |         |         |                      |                           | 450     | 270     | 270     |                      |                            |         |                            | 450                   |         |              |                      |         |       |
| TELESCOPING STEEL SIGN SUPPORT                             | FOOT                    |                      |         |         | 12      | 12      |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| WOOD SIGN SUPPORT  | FOOT                    |                      |         |         |         |         | 17      |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |
| OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0") | FOOT                    |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         | 69.8         |                      |         |       |
| OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED                   | FOOT                    |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            | 56                    |         |              |                      |         |       |
| CONCRETE FOUNDATIONS                                       | CU YD                   |                      | 1.4     |         |         |         |         |                      |                           | 1.4     | 1.4     | 1.4     |                      |                            |         |                            |                       |         |              |                      |         |       |
| DRILLED SHAFT CONCRETE FOUNDATIONS                         | CU YD                   | 22.4                 |         |         |         |         |         | 19.8                 |                           |         |         |         | 20.4                 |                            |         |                            |                       |         |              | 26.1                 | 34.0    |       |
| REMOVE OVERHEAD SIGN STRUCTURE - SPAN                      | EACH                    |                      |         | 1       |         |         |         |                      | 1                         |         |         |         |                      | 1                          |         |                            |                       |         |              |                      |         |       |
| REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED            | EACH                    |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         | 1                          |                       |         |              |                      |         |       |
| REMOVE CONCRETE FOUNDATION - OVERHEAD                      | EACH                    |                      |         | 2       |         |         |         |                      | 2                         |         |         |         |                      | 2                          |         |                            |                       | 1       |              |                      |         |       |
| OVERHEAD SIGN STRUCTURE WALKWAY                            | FOOT                    |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            | 56                    |         | 56           |                      |         |       |
| REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER (VMS)          | EACH                    |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            |                       | 1       |              |                      |         |       |
| TEMPORARY INFORMATION SIGNING                              | SQ FT                   |                      |         |         |         |         |         |                      |                           |         |         |         |                      |                            |         |                            |                       |         |              |                      |         |       |

| PAY ITEM   | SIGN NO.                | ES20-03               | 180161094<br>L054.97  | ES21-01               | 180161094<br>L054.72  | MILE MARKER | TEMPORARY<br>INFORMATION<br>SIGN | TEMPORARY<br>INFORMATION<br>SIGN | 3530+00<br>4528+55     | TEMPORARY<br>INFORMATION<br>SIGN |
|--|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------|----------------------------------|----------------------------------|------------------------|----------------------------------|
|  | STATION                 | 4622+25               | 4622+31               | 4635+47               | 4635+47               | VARIOUS     | 4515+00                          | 4519+00                          |                        | 4528+50                          |
|  | ROUTE                   | I-94                  | I-94                  | I-94                  | I-94                  | I-94        | I-94                             | I-94                             |                        | I-94                             |
|  | SIZE<br>(HEIGHTxLENGTH) | 10'-6"x26'<br>13'x16' | 14'x23'<br>14'x17'-6" | 13'x26'<br>13'x19'-6" | 14'x23'<br>14'x17'-6" | 3'x1'       | 7' X 10'                         | 7' X 10'                         | 4.5' X 6'<br>4.5' X 6' | 4.5' X 6'<br>4.5' X 6'           |
| UNIT   |                         |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| SIGN PANEL - TYPE 1  | SQ FT                   |                       |                       |                       |                       | 12          |                                  |                                  |                        |                                  |
| SIGN PANEL - TYPE 2  | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| SIGN PANEL - TYPE 3  | SQ FT                   |                       | 567                   |                       | 567                   |             | 70                               | 70                               |                        | 51                               |
| SIGN PANEL OVERLAY   | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| REMOVE SIGN PANEL - TYPE 2                                 | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| REMOVE SIGN PANEL - TYPE 3                                 | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| RELOCATE SIGN PANEL - TYPE 2                               | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| RELOCATE SIGN PANEL - TYPE 3                               | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| STRUCTURAL STEEL SIGN SUPPORT-BREAKAWAY                    | POUND                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| TELESCOPING STEEL SIGN SUPPORT                             | FOOT                    |                       |                       |                       |                       | 16          |                                  |                                  |                        |                                  |
| WOOD SIGN SUPPORT  | FOOT                    |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0") | FOOT                    |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED                   | FOOT                    |                       | 52                    |                       | 56                    |             |                                  |                                  |                        |                                  |
| CONCRETE FOUNDATIONS                                       | CU YD                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| DRILLED SHAFT CONCRETE FOUNDATIONS                         | CU YD                   |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| REMOVE OVERHEAD SIGN STRUCTURE - SPAN                      | EACH                    |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED            | EACH                    | 1                     | 1                     | 1                     | 1                     |             |                                  |                                  |                        |                                  |
| REMOVE CONCRETE FOUNDATION - OVERHEAD                      | EACH                    |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| OVERHEAD SIGN STRUCTURE WALKWAY                            | FOOT                    |                       | 52                    |                       | 56                    |             |                                  |                                  |                        |                                  |
| REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER (VMS)          | EACH                    |                       |                       |                       |                       |             |                                  |                                  |                        |                                  |
| TEMPORARY INFORMATION SIGNING                              | SQ FT                   |                       |                       |                       |                       |             |                                  |                                  | 54                     | 30                               |

**Edwards  
AND Kelcey**  
ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION

SIGNING  
SCHEDULE

SCALE: NONE  
DATE: 7/7/05

DRAWN BY: TAI  
CHECKED BY: GG

P:\050095\050095.dwg F:\815\CADD\N\SC\400\2517

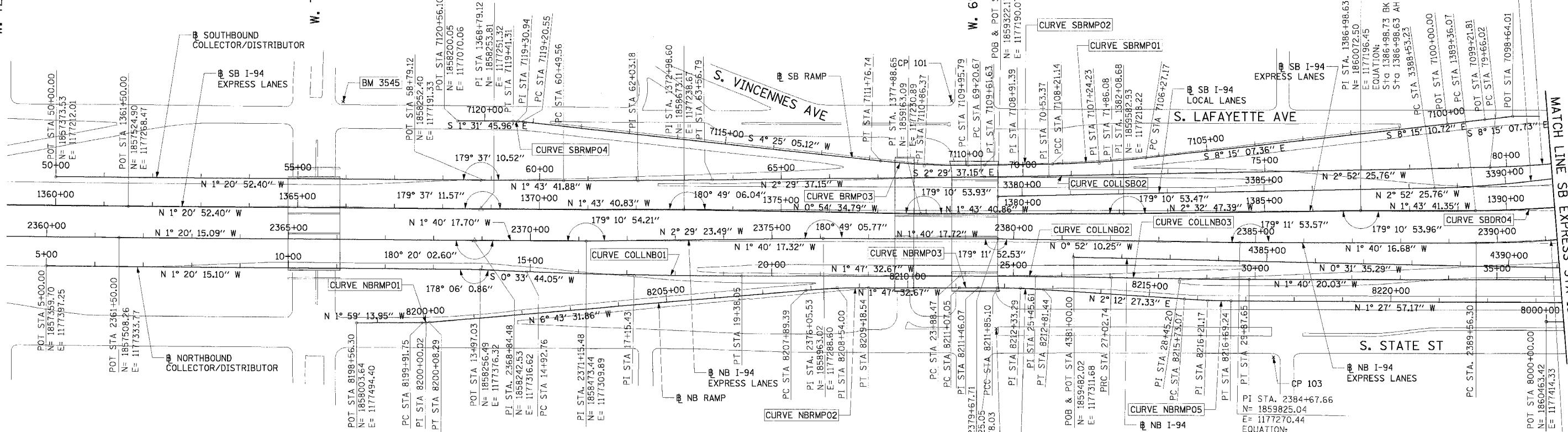
|   |         |        |              |           |
|---|---------|--------|--------------|-----------|
| F.A.I. NO.                                      | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 90/94   |         | COOK   | 556          | 31        |
| STA. TO STA.                                    |         |        |              |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |              |           |
| * (1818, ETC, 2324, 6-1P1R-8)                   |         |        |              |           |
|   |         |        |              | 62300     |

| CURVE COLLNB01   | CURVE COLLNB02   | CURVE COLLNB03   | CURVE COLLSB01   | CURVE COLLSB02   | CURVE COLLSB03  | CURVE SBRMP01  | CURVE SBRMP02   | CURVE SBRMP03  | CURVE SBRMP04  |
|--|--|--|--|--|---|--|---|--|--|
| P.I. STA= 17+15.43<br>N= 1,858,574.87<br>E= 1,177,378.55<br>Δ= 2° 07' 33"<br>D= 0° 28' 38"<br>R= 12,000.00'<br>T= 222.67'<br>L= 445.29<br>E= 2.06'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 14+92.76<br>N= 1,858,352.21<br>E= 1,177,377.25<br>P.T. STA= 19+38.05<br>N= 1,858,797.43<br>E= 1,177,371.58 | P.I. STA= 25+45.61<br>N= 1,859,404.70<br>E= 1,177,352.58<br>Δ= 1° 17' 10"<br>D= 0° 24' 33"<br>R= 14,000.00'<br>T= 157.14'<br>L= 314.27<br>E= 0.88'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 23+88.47<br>N= 1,859,247.63<br>E= 1,177,357.49<br>P.T. STA= 27+02.74<br>N= 1,859,561.83<br>E= 1,177,351.19 | P.I. STA= 28+45.20<br>N= 1,859,704.28<br>E= 1,177,349.93<br>Δ= 1° 09' 57"<br>D= 0° 24' 33"<br>R= 14,000.00'<br>T= 142.45'<br>L= 284.90<br>E= 0.72'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 27+02.74<br>N= 1,859,561.83<br>E= 1,177,351.19<br>P.T. STA= 29+87.65<br>N= 1,859,846.68<br>E= 1,177,345.77 | P.I. STA= 62+03.18<br>N= 1,858,576.31<br>E= 1,177,181.55<br>Δ= 0° 45' 55"<br>D= 0° 14' 56"<br>R= 23,000.00'<br>T= 153.61'<br>L= 307.23<br>E= 0.51'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 60+49.56<br>N= 1,858,422.76<br>E= 1,177,186.19<br>P.T. STA= 63+56.79<br>N= 1,858,729.78<br>E= 1,177,174.87 | P.I. STA= 70+53.37<br>N= 1,859,425.70<br>E= 1,177,144.56<br>Δ= 0° 22' 48"<br>D= 0° 14' 56"<br>R= 40,000.00'<br>T= 132.70'<br>L= 265.40<br>E= 0.22'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 69+20.67<br>N= 1,859,293.13<br>E= 1,177,150.34<br>P.T. STA= 71+86.08<br>N= 1,859,558.24<br>E= 1,177,137.91 | P.I. STA= 81+04.03<br>N= 1,860,475.04<br>E= 1,177,091.89<br>Δ= 8° 56' 14"<br>D= 0° 14' 56"<br>R= 2,000.00'<br>T= 138.01'<br>L= 265.40<br>E= 5.38'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 79+66.02<br>N= 1,860,337.20<br>E= 1,177,098.81<br>P.T. STA= 82+41.49<br>N= 1,860,610.14<br>E= 1,177,063.64 | P.I. STA= 7107+24.23<br>N= 1,859,529.38<br>E= 1,177,115.44<br>Δ= 5° 33' 25"<br>D= 2° 51' 53"<br>R= 2,000.00'<br>T= 97.06'<br>L= 193.98<br>E= 2.35'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 7106+27.17<br>N= 1,859,625.44<br>E= 1,177,101.51<br>P.T. STA= 7108+32.42<br>N= 1,859,932.42<br>E= 1,177,120.01 | P.I. STA= 7108+91.39<br>N= 1,859,362.26<br>E= 1,177,123.31<br>Δ= 0° 12' 05"<br>D= 0° 08' 36"<br>R= 39,975.44'<br>T= 70.24'<br>L= 140.48<br>E= 0.06'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 7108+21.14<br>N= 1,859,432.42<br>E= 1,177,120.01<br>P.T. STA= 7109+61.63<br>N= 1,859,292.09<br>E= 1,177,126.36 | P.I. STA= 7110+86.37<br>N= 1,859,167.46<br>E= 1,177,131.79<br>Δ= 6° 54' 42"<br>D= 3° 49' 11"<br>R= 1,500.00'<br>T= 90.58'<br>L= 180.95<br>E= 2.73'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 7109+95.79<br>N= 1,859,257.95<br>E= 1,177,127.85<br>P.T. STA= 7111+76.74<br>N= 1,859,077.14<br>E= 1,177,124.81 | P.I. STA= 7119+30.94<br>N= 1,858,325.18<br>E= 1,177,066.71<br>Δ= 5° 56' 51"<br>D= 28° 38' 52"<br>R= 200.00'<br>T= 10.39'<br>L= 20.76<br>E= 0.27'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 7119+20.55<br>N= 1,858,335.54<br>E= 1,177,067.52<br>P.T. STA= 7119+41.31<br>N= 1,858,314.79<br>E= 1,177,066.99 |

W. 72nd ST

W. 71st ST

W. 69th ST



|  |
|--|
| <b>BENCH MARK NO. 3528</b> <b>ELEV. 16.20</b>  |
| DESCRIPTION:<br>CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE         |
| <b>BENCH MARK NO. 3530</b> <b>ELEV. 18.18</b>  |
| DESCRIPTION:<br>CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST               |
| <b>BENCH MARK NO. 3531</b> <b>ELEV. 17.55</b>  |
| DESCRIPTION:<br>CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST |
| <b>BENCH MARK NO. 3532</b> <b>ELEV. 18.84</b>  |
| DESCRIPTION:<br>HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.                 |
| <b>BENCH MARK NO. 3533</b> <b>ELEV. 19.71</b>  |
| DESCRIPTION:<br>BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST                                  |

|   |
|---|
| <b>BENCH MARK NO. 3535</b> <b>ELEV. 19.31</b>   |
| DESCRIPTION:<br>FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE     |
| <b>BENCH MARK NO. 3536</b> <b>ELEV. 18.37</b>   |
| DESCRIPTION:<br>CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE |
| <b>BENCH MARK NO. 3537</b> <b>ELEV. 17.71</b>   |
| DESCRIPTION:<br>CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE       |
| <b>BENCH MARK NO. 3538</b> <b>ELEV. 17.31</b>   |
| DESCRIPTION:<br>CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST               |
| <b>BENCH MARK NO. 3544</b> <b>ELEV. 19.38</b>   |
| DESCRIPTION:<br>CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE            |
| <b>BENCH MARK NO. 3545</b> <b>ELEV. 10.53</b>   |
| DESCRIPTION:<br>CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE               |

| CURVE NBRMP01   | CURVE NBRMP02  | CURVE NBRMP03  | CURVE NBRMP04   |
|---|--|--|---|
| P.I. STA= 8200+00.02<br>N= 1,858,147.27<br>E= 1,177,489.42<br>Δ= 4° 44' 18"<br>D= 28° 38' 52"<br>R= 200.00'<br>T= 8.27'<br>L= 16.54<br>E= 0.17'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 8199+91.75<br>N= 1,858,139.01<br>E= 1,177,489.70<br>P.T. STA= 8200+08.29<br>N= 1,858,155.49<br>E= 1,177,488.45 | P.I. STA= 8208+54.00<br>N= 1,858,995.39<br>E= 1,177,389.40<br>Δ= 4° 55' 59"<br>D= 3° 49' 11"<br>R= 1,500.00'<br>T= 64.61'<br>L= 129.15<br>E= 1.39'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 8207+89.39<br>N= 1,858,931.22<br>E= 1,177,396.97<br>P.T. STA= 8209+18.54<br>N= 1,859,059.97<br>E= 1,177,387.38 | P.I. STA= 8211+46.07<br>N= 1,859,287.39<br>E= 1,177,380.27<br>Δ= 0° 19' 12"<br>D= 0° 24' 36"<br>R= 13,976.00'<br>T= 39.03'<br>L= 78.05<br>E= 0.05'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 8211+07.05<br>N= 1,859,248.39<br>E= 1,177,381.49<br>P.T. STA= 8211+85.10<br>N= 1,859,326.41<br>E= 1,177,379.26 | P.I. STA= 8212+33.29<br>N= 1,859,374.58<br>E= 1,177,378.02<br>Δ= 3° 40' 48"<br>D= 3° 49' 11"<br>R= 1,500.00'<br>T= 48.19'<br>L= 96.34<br>E= 0.77'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 8211+85.10<br>N= 1,859,326.41<br>E= 1,177,379.26<br>P.T. STA= 8212+81.44<br>N= 1,859,422.73<br>E= 1,177,379.88 |

|  |   |
|--|---|
| <b>CURVE NBRMP05</b><br>P.I. STA= 8216+21.17<br>N= 1,859,762.21<br>E= 1,177,392.97<br>Δ= 3° 40' 25"<br>D= 3° 49' 11"<br>R= 1,500.00'<br>T= 48.10'<br>L= 96.17'<br>E= 0.77'<br>e= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 8215+73.07<br>N= 1,859,714.14<br>E= 1,177,391.11<br>P.T. STA= 8216+69.24<br>N= 1,859,810.29<br>E= 1,177,391.74 | <b>CURVE SBLOCS01</b><br>P.I. STA= 3391+35.61<br>N= 1,860,506.29<br>E= 1,177,130.62<br>Δ= 15° 38' 54"<br>D= 2° 47' 17"<br>R= 2,055.00'<br>T= 282.39'<br>L= 561.26'<br>E= 19.31'<br>e= 5.5'<br>T.R.= 41'<br>S.E. RUN= 196'<br>P.C. STA= 3388+53.23<br>N= 1,860,224.26<br>E= 1,177,144.78<br>P.T. STA= 3394+14.48<br>N= 1,860,774.05<br>E= 1,177,040.92 |
|--|---|

NOTES:  
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

CTE | AECOM

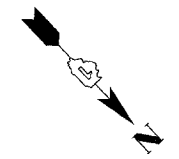
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)

ALIGNMENT PLAN

SCALE: 1"=100'  
DATE: 7/7/05

DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS

06/24/2005 10:42:54 AM



**CURVE LAFAYO1**  
P.I. STA= 6014+47.81  
N= 1,860,720.67  
E= 1,176,979.33  
Δ= 22° 19' 50"  
D= 11° 09' 07"  
R= 513.76'  
T= 101.40'  
L= 200.23'  
E= 9.91'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 6013+46.41  
N= 1,860,619.35  
E= 1,176,983.37  
P.T. STA= 6015+46.64  
N= 1,860,812.86  
E= 1,176,937.10

**CURVE LAFAYO2**  
P.I. STA= 6020+11.56  
N= 1,861,233.77  
E= 1,176,739.65  
Δ= 66° 24' 16"  
D= 50° 15' 34"  
R= 114.00'  
T= 74.60'  
L= 132.12'  
E= 22.24'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 6019+36.96  
N= 1,861,166.23  
E= 1,176,771.34  
P.T. STA= 6020+69.08  
N= 1,861,231.77  
E= 1,176,665.07

**CURVE COLLNB04**  
P.I. STA= 41+08.35  
N= 1,860,967.08  
E= 1,177,322.03  
Δ= 29° 07' 47"  
D= 3° 19' 24"  
R= 1,724.00'  
T= 447.94'  
L= 876.49'  
E= 57.24'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= 210' (236.93')  
P.C. STA= 36+60.41  
N= 1,860,519.16  
E= 1,177,326.14  
P.T. STA= 45+36.91  
N= 1,861,356.34  
E= 1,177,100.39

**CURVE COLLSB03**  
P.I. STA= 81+04.03  
N= 1,860,475.04  
E= 1,177,091.89  
Δ= 8° 56' 14"  
D= 3° 14' 39"  
R= 1,766.00'  
T= 138.01'  
L= 275.46'  
E= 5.38'  
e= 5.63%  
T.R.= N/A  
S.E. RUN= 200.00'  
P.C. STA= 79+66.02  
N= 1,860,337.20  
E= 1,177,098.81  
P.T. STA= 82+41.49  
N= 1,860,610.14  
E= 1,177,063.64

**CURVE COLLNB04**  
P.I. STA= 83+22.94  
N= 1,860,689.19  
E= 1,177,044.03  
Δ= 4° 35' 34"  
D= 2° 49' 15"  
R= 2,031.00'  
T= 81.44'  
L= 162.81'  
E= 1.63'  
e= 5.5%  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 82+41.49  
N= 1,860,610.14  
E= 1,177,063.64  
P.T. STA= 84+04.30  
N= 1,860,766.42  
E= 1,177,018.16

**CURVE COLLSB05**  
P.I. STA= 86+99.51  
N= 1,861,046.34  
E= 1,176,924.37  
Δ= 20° 54' 28"  
D= 3° 34' 51"  
R= 1,600.00'  
T= 295.21'  
L= 583.86'  
E= 27.00'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 84+04.30  
N= 1,860,766.42  
E= 1,177,018.16  
P.T. STA= 89+88.16  
N= 1,861,274.37  
E= 1,176,736.87

**CURVE NBLOCO1**  
P.I. STA= 4398+91.75  
N= 1,861,273.69  
E= 1,177,295.21  
Δ= 47° 52' 53"  
D= 3° 22' 13"  
R= 1700.00'  
T= 754.78'  
L= 1420.67'  
E= 160.03'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= 210' (236.93')  
P.C. STA= 4391+36.97  
N= 1,860,518.94  
E= 1,177,302.15  
P.T. STA= 4405+57.64  
N= 1,861,774.74  
E= 1,176,730.72

**CURVE WBSKYEO1**  
P.I. STA= 6008+35.30  
N= 1,861,387.41  
E= 1,177,101.77  
Δ= 45° 36' 29"  
D= 6° 45' 24"  
R= 848.00'  
T= 356.54'  
L= 675.02'  
E= 71.90'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 96' (179.23')  
P.C. STA= 6004+78.77  
N= 1,861,399.41  
E= 1,177,458.10  
P.T. STA= 6011+53.78  
N= 1,861,633.64  
E= 1,176,843.91

**CURVE EBSKYO2**  
P.I. STA= 5012+90.76  
N= 1,861,334.19  
E= 1,176,769.43  
Δ= 49° 53' 13"  
D= 4° 57' 54"  
R= 1154.00'  
T= 536.73'  
L= 1004.78'  
E= 118.71'  
e= 5.6%  
T.R.= 48' (96')  
S.E. RUN= 135' (135')  
P.C. STA= 5007+54.03  
N= 1,861,732.80  
E= 1,176,409.99  
P.T. STA= 5017+58.81  
N= 1,861,352.26  
E= 1,177,305.85

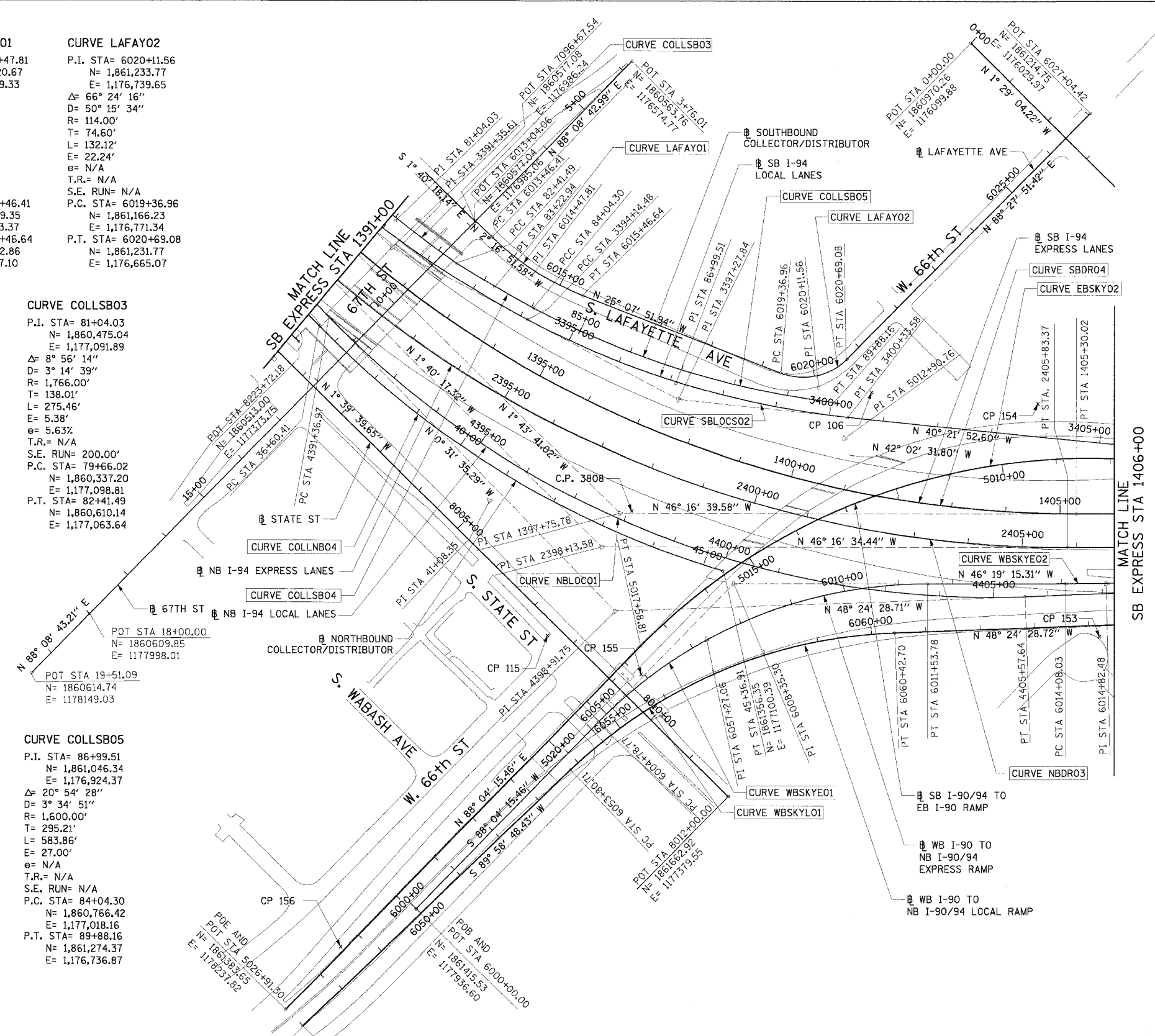
**CURVE NBDR03**  
P.I. STA= 2398+13.58  
N= 1,861,170.38  
E= 1,177,231.19  
Δ= 44° 36' 17"  
D= 2° 44' 29"  
R= 2090.00'  
T= 857.27'  
L= 1627.06'  
E= 168.99'  
e= 5.5%  
T.R.= 41' (41')  
S.E. RUN= 196' (274.66')  
P.C. STA= 2389+56.30  
N= 1,860,313.48  
E= 1,177,256.19  
P.T. STA= 2405+83.37  
N= 1,861,762.92  
E= 1,176,611.65

**CURVE WBSKYEO2**  
P.I. STA= 6014+82.48  
N= 1,861,860.65  
E= 1,176,606.19  
Δ= 2° 30' 00"  
D= 1° 40' 45"  
R= 3412.00'  
T= 74.45'  
L= 148.88'  
E= 0.81'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 138.58' (80.76')  
P.C. STA= 6014+08.03  
N= 1,861,809.23  
E= 1,176,660.04  
P.T. STA= 6015+56.91  
N= 1,861,909.67  
E= 1,176,550.16

**CURVE SBDR04**  
P.I. STA= 1397+75.78  
N= 1,861,149.16  
E= 1,177,163.97  
Δ= 44° 32' 59"  
D= 2° 47' 42"  
R= 2050.00'  
T= 839.71'  
L= 1593.95'  
E= 165.31'  
e= 5.5%  
T.R.= 96'  
S.E. RUN= 226' (244.83')  
P.C. STA= 1389+36.07  
N= 1,860,309.83  
E= 1,177,189.29  
P.T. STA= 1405+30.02  
N= 1,861,729.54  
E= 1,176,557.11

**CURVE WBSKYLO1**  
P.I. STA= 6057+27.06  
N= 1,861,427.27  
E= 1,177,209.11  
Δ= 41° 36' 43"  
D= 6° 17' 09"  
R= 911.50'  
T= 346.35'  
L= 661.99'  
E= 63.59'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 129' (129')  
P.C. STA= 6053+80.71  
N= 1,861,427.39  
E= 1,177,555.47  
P.T. STA= 6060+42.70  
N= 1,861,657.19  
E= 1,176,950.08

**CURVE SBLOCO2**  
P.I. STA= 3397+27.84  
N= 1,861,071.17  
E= 1,176,941.37  
Δ= 21° 50' 32"  
D= 3° 31' 41"  
R= 1624.00'  
T= 313.36'  
L= 619.10'  
E= 29.96'  
e= 6.0%  
T.R.= 41'  
S.E. RUN= 213'  
P.C. STA= 3394+14.48  
N= 1,860,774.05  
E= 1,177,040.92  
P.T. STA= 3400+33.58  
N= 1,861,309.93  
E= 1,176,738.43



**NOTES:**  
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360  
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: 7/7/05

DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS



06/24/2005 10:44:59 AM  
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|              |         |        |   |           |
|--------------|---------|--------|---|-----------|
| F.A.I. RITE: | SECTION | COUNTY | TOTAL SHEETS                                    | SHEET NO. |
| 90/94        |         | COOK   | 556   | 33        |
| STA.         | TO STA. |        | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |           |
|              |         |        | • (1818, ETC, 2324.6-1)PR-8                     |           |
|              |         |        | 62300   |           |

**CURVE EKWELLO1**  
P.I. STA= 9+04.39  
N= 1,861,874.35  
E= 1,176,074.45  
Δ= 10° 52' 16"  
D= 5° 40' 05"  
R= 1,010.83'  
T= 96.18'  
L= 191.79'  
E= 4.56'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 8+08.21  
N= 1,861,778.19  
E= 1,176,078.94  
P.T. STA= 10+00.00  
N= 1,861,968.30  
E= 1,176,055.87

**CURVE EKWELLO3**  
P.I. STA= 12+18.75  
N= 1,862,163.15  
E= 1,175,963.41  
Δ= 2° 58' 46"  
D= 2° 15' 54"  
R= 2,529.60'  
T= 65.78'  
L= 131.54'  
E= 0.85'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 11+52.96  
N= 1,862,109.97  
E= 1,176,002.13  
P.T. STA= 12+84.51  
N= 1,862,218.28  
E= 1,175,927.50

**CURVE EKWELLO5**  
P.I. STA= 19+10.50  
N= 1,862,770.39  
E= 1,175,632.97  
Δ= 12° 45' 31"  
D= 6° 11' 38"  
R= 925.00'  
T= 103.41'  
L= 205.97'  
E= 5.76'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 18+07.09  
N= 1,862,678.46  
E= 1,175,680.34  
P.T. STA= 20+13.07  
N= 1,862,870.51  
E= 1,175,607.06

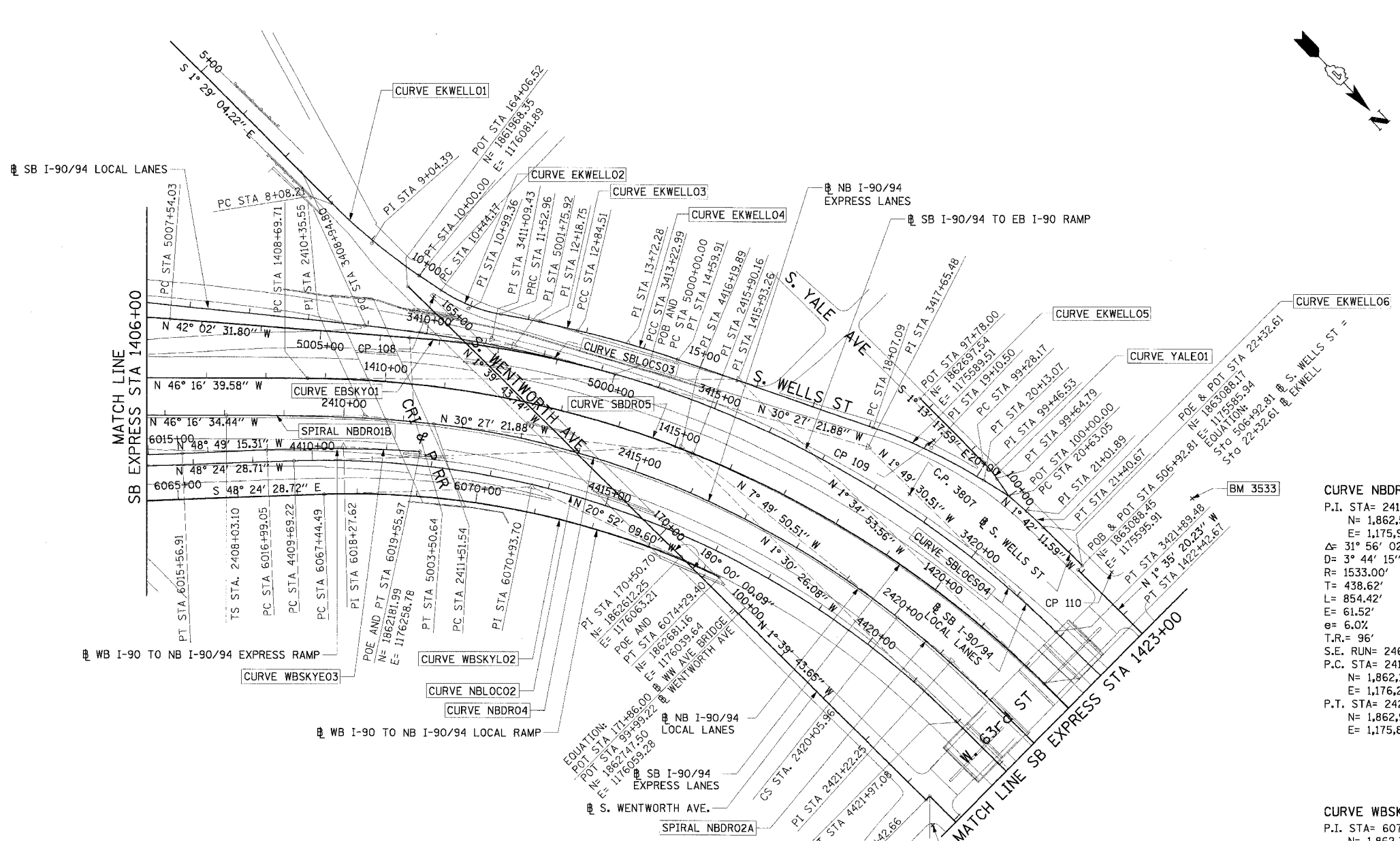
**SPIRAL NBDRO1B**  
P.I. STA= 2410+35.55  
N= 1,862,075.46  
E= 1,176,284.87  
Δ= 6° 30' 41"  
LS= 348.44'  
YS= 13.19'  
XS= 347.99'  
P= 3.30'  
K= 174.15'  
LT= 232.45'  
ST= 116.29'  
LC= 348.24'  
T.S. STA= 2408+03.10  
N= 1,861,914.79  
E= 1,176,452.86  
S.C. STA= 2411+51.54  
N= 1,862,164.85  
E= 1,176,210.49

**CURVE EKWELLO2**  
P.I. STA= 10+99.36  
N= 1,862,065.35  
E= 1,176,034.61  
Δ= 23° 41' 58"  
D= 21° 47' 07"  
R= 263.00'  
T= 55.18'  
L= 108.78'  
E= 4.56'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 10+44.17  
N= 1,862,011.45  
E= 1,176,002.13  
P.T. STA= 11+52.96  
N= 1,862,109.97  
E= 1,176,002.13

**CURVE EKWELLO4**  
P.I. STA= 13+72.28  
N= 1,862,291.83  
E= 1,175,879.60  
Δ= 5° 48' 38"  
D= 3° 18' 45"  
R= 1,729.58'  
T= 87.77'  
L= 175.40'  
E= 2.22'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 12+84.51  
N= 1,862,218.28  
E= 1,175,927.50  
P.T. STA= 14+59.61  
N= 1,862,369.86  
E= 1,175,839.39

**CURVE EKWELLO6**  
P.I. STA= 21+01.89  
N= 1,862,957.45  
E= 1,175,589.82  
Δ= 5° 16' 59"  
D= 6° 48' 23"  
R= 841.78'  
T= 38.83'  
L= 77.62'  
E= 0.89'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 20+63.05  
N= 1,862,918.90  
E= 1,175,594.54  
P.T. STA= 21+40.67  
N= 1,862,996.27  
E= 1,175,588.66

**CURVE EBSKY01**  
P.I. STA= 5001+75.92  
N= 1,862,163.03  
E= 1,176,022.04  
Δ= 11° 35' 10"  
D= 3° 18' 15"  
R= 1734.00'  
T= 175.92'  
L= 350.64'  
E= 8.90'  
e= 5.6%  
T.R.= 48' (96')  
S.E. RUN= 135'  
P.C. STA= 5000+00.00  
N= 1,862,314.67  
E= 1,175,932.87  
P.T. STA= 5003+50.64  
N= 1,862,032.38  
E= 1,176,139.85



**CURVE SBLOCS03**  
P.I. STA= 3411+09.43  
N= 1,862,129.66  
E= 1,176,041.66  
Δ= 9° 54' 30"  
D= 2° 18' 51"  
R= 2476.00'  
T= 214.63'  
L= 428.19'  
E= 9.29'  
e= 5.0%  
T.R.= 41'  
S.E. RUN= 205'  
P.C. STA= 3408+94.80  
N= 1,861,966.12  
E= 1,176,180.66  
P.T. STA= 3413+22.99  
N= 1,862,314.67  
E= 1,175,932.87

**CURVE SBDRO5**  
P.I. STA= 1415+93.26  
N= 1,862,464.42  
E= 1,175,788.71  
Δ= 44° 41' 46"  
D= 3° 15' 20"  
R= 1760.00'  
T= 723.55'  
L= 1372.97'  
E= 142.93'  
e= 5.9%  
T.R.= 41' (41')  
S.E. RUN= 262.17' (242')  
P.C. STA= 1408+69.71  
N= 1,861,964.32  
E= 1,176,311.62  
P.T. STA= 1422+42.67  
N= 1,863,187.69  
E= 1,175,768.74

**CURVE SBLOCS04**  
P.I. STA= 3417+65.48  
N= 1,862,696.11  
E= 1,175,708.58  
Δ= 28° 37' 52"  
D= 3° 18' 15"  
R= 1734.00'  
T= 442.49'  
L= 866.49'  
E= 55.57'  
e= 5.9%  
T.R.= (41')  
S.E. RUN= (242')  
P.C. STA= 3413+22.99  
N= 1,862,314.67  
E= 1,175,932.87  
P.T. STA= 3421+89.48  
N= 1,863,138.37  
E= 1,175,694.49

**CURVE WBSKYE03**  
P.I. STA= 6018+27.62  
N= 1,862,087.91  
E= 1,176,346.40  
Δ= 5° 51' 27"  
D= 2° 16' 48"  
R= 2513.00'  
T= 128.57'  
L= 256.91'  
E= 3.29'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 156.14' (145')  
P.C. STA= 6016+99.05  
N= 1,862,003.26  
E= 1,176,443.17  
P.T. STA= 6019+55.97  
N= 1,862,181.99  
E= 1,176,258.78

**CURVE NBDRO2**  
P.I. STA= 4416+19.89  
N= 1,862,479.88  
E= 1,175,936.27  
Δ= 46° 54' 02"  
D= 3° 49' 11"  
R= 1500.00'  
T= 650.67'  
L= 1227.85'  
E= 135.05'  
e= 6.0%  
T.R.= 41' (96')  
S.E. RUN= 277.55' (246')  
P.C. STA= 4409+69.22  
N= 1,862,047.95  
E= 1,176,422.90  
P.T. STA= 4421+97.08  
N= 1,863,130.33  
E= 1,175,919.15

**CURVE NBDRO4**  
P.I. STA= 2415+90.16  
N= 1,862,502.01  
E= 1,175,929.93  
Δ= 31° 56' 02"  
D= 3° 44' 15"  
R= 1533.00'  
T= 438.62'  
L= 854.42'  
E= 61.52'  
e= 6.0%  
T.R.= 96'  
S.E. RUN= 246'  
P.C. STA= 2411+51.54  
N= 1,862,164.85  
E= 1,176,210.49  
P.T. STA= 2420+05.96  
N= 1,862,936.54  
E= 1,175,870.16

**CURVE WBSKYE02**  
P.I. STA= 6070+93.70  
N= 1,862,354.86  
E= 1,176,164.04  
Δ= 27° 32' 19"  
D= 4° 01' 15"  
R= 1425.00'  
T= 349.20'  
L= 684.91'  
E= 42.16'  
e= 6.0%  
T.R.= N/A  
S.E. RUN= 129'  
P.C. STA= 6067+44.49  
N= 1,862,123.05  
E= 1,176,425.21  
P.T. STA= 6074+29.40  
N= 1,862,681.16  
E= 1,176,039.64

**SPIRAL NBDRO2A**  
P.I. STA= 2421+22.25  
N= 1,863,051.74  
E= 1,175,854.32  
Δ= 6° 30' 41"  
LS= 348.44'  
YS= 13.19'  
XS= 347.99'  
P= 3.30'  
K= 174.15'  
LT= 232.45'  
ST= 116.29'  
LC= 348.24'  
C.S. STA= 2420+05.96  
N= 1,862,936.54  
E= 1,175,870.16  
S.T. STA= 2423+54.40  
N= 1,863,284.13  
E= 1,175,848.97

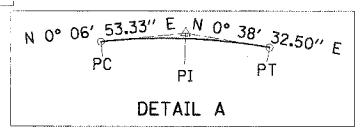
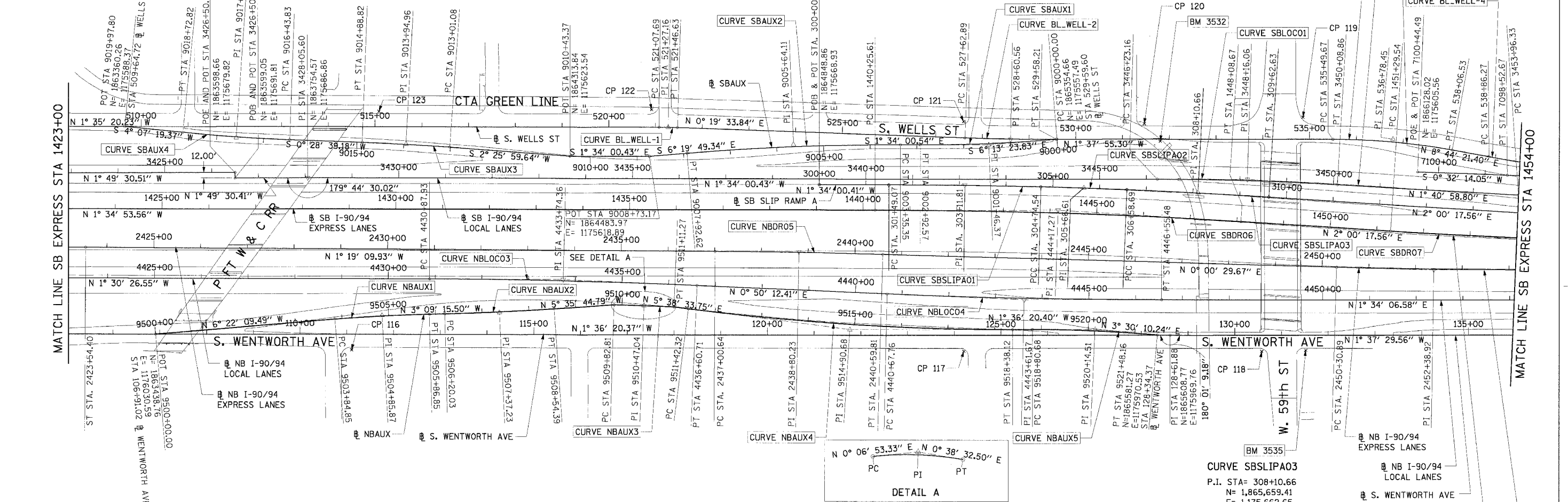
**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)  
**ALIGNMENT PLAN**  
SCALE: 1"=100'  
DATE: 7/7/05  
DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |

**NOTES:**  
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360  
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

| F.A.I. RTE.           | SECTION | COUNTY   | TOTAL SHEETS     | SHEET NO. |
|-----------------------|---------|----------|------------------|-----------|
| 90/94                 |         | COOK     | 556              | 34        |
| STA. TO STA.          |         |          |                  |           |
| FED. ROAD DIST. NO. 1 |         | ILLINOIS | FED. AID PROJECT |           |
|                       |         |          |                  | 62300     |

| CURVE SBAUX1  | CURVE SBAUX2  | CURVE SBAUX3   | CURVE SBAUX4  | CURVE SBLOCO1  | CURVE SBDRO6  | CURVE SBDRO7  | CURVE NBDRO5  | CURVE NBDRO6  | CURVE NBLOCO3   | CURVE NBLOCO4   |
|---|---|--|---|--|---|---|---|---|---|---|
| P.I. STA= 9001+46.37<br>N= 1,865,209.16<br>E= 1,175,573.36<br>Δ= 4° 39' 23"<br>D= 1° 35' 30"<br>R= 3600.00'<br>T= 146.37'<br>L= 292.57'<br>E= 2.97'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9000+00.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 9002+92.57<br>N= 1,865,062.84<br>E= 1,175,577.36 | P.I. STA= 9005+64.11<br>N= 1,864,791.41<br>E= 1,175,584.78<br>Δ= 4° 45' 49"<br>D= 1° 02' 30"<br>R= 5500.00'<br>T= 228.77'<br>L= 457.27'<br>E= 4.76'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9003+35.35<br>N= 1,865,020.09<br>E= 1,175,578.53<br>P.T. STA= 9007+92.62<br>N= 1,864,564.03<br>E= 1,175,607.83 | P.I. STA= 9013+94.96<br>N= 1,863,962.56<br>E= 1,175,608.62<br>Δ= 1° 57' 20"<br>D= 1° 02' 30"<br>R= 5500.00'<br>T= 93.88'<br>L= 187.72'<br>E= 0.80'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9013+01.08<br>N= 1,864,056.35<br>E= 1,175,612.60<br>P.T. STA= 9014+88.82<br>N= 1,863,868.69<br>E= 1,175,607.83 | P.I. STA= 9017+58.36<br>N= 1,863,599.16<br>E= 1,175,605.59<br>Δ= 3° 38' 40"<br>D= 1° 35' 30"<br>R= 3600.00'<br>T= 114.53'<br>L= 228.99'<br>E= 0.80'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9016+43.83<br>N= 1,863,713.69<br>E= 1,175,606.54<br>P.T. STA= 9018+72.82<br>N= 1,863,484.92<br>E= 1,175,597.35 | P.I. STA= 3448+16.06<br>N= 1,865,764.28<br>E= 1,175,631.89<br>Δ= 3° 14' 59"<br>D= 0° 50' 33"<br>R= 6800.00'<br>T= 192.90'<br>L= 385.69'<br>E= 1.82'<br>θ= 2.5%<br>T.R.= 41' (41')<br>S.E. RUN= 103' (103')<br>P.C. STA= 3446+23.16<br>N= 1,865,571.45<br>E= 1,175,637.16<br>P.T. STA= 3450+08.86<br>N= 1,865,957.09<br>E= 1,175,637.55 | P.I. STA= 1444+17.27<br>N= 1,865,361.46<br>E= 1,175,708.72<br>Δ= 3° 35' 11"<br>D= 0° 27' 29"<br>R= 12510.00'<br>T= 391.66'<br>L= 783.06'<br>E= 2.74'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 1440+25.61<br>N= 1,864,969.95<br>E= 1,175,719.53<br>P.T. STA= 1448+08.67<br>N= 1,865,752.88<br>E= 1,175,722.42 | P.I. STA= 1455+16.63<br>N= 1,866,460.40<br>E= 1,175,747.19<br>Δ= 3° 33' 01"<br>D= 0° 27' 31"<br>R= 12490.00'<br>T= 387.09'<br>L= 773.94'<br>E= 6.00'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 1451+29.54<br>N= 1,866,073.55<br>E= 1,175,733.65<br>P.T. STA= 1459+03.48<br>N= 1,866,847.36<br>E= 1,175,736.75 | P.I. STA= 2438+80.23<br>N= 1,864,809.56<br>E= 1,175,813.83<br>Δ= 1° 19' 40"<br>D= 0° 22' 11"<br>R= 15500.00'<br>T= 179.59'<br>L= 359.17'<br>E= 1.44'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 2437+00.64<br>N= 1,864,630.02<br>E= 1,175,817.97<br>P.T. STA= 2440+59.81<br>N= 1,864,989.16<br>E= 1,175,813.86 | P.I. STA= 2452+38.92<br>N= 1,866,168.26<br>E= 1,175,814.03<br>Δ= 1° 35' 21"<br>D= 0° 22' 55"<br>R= 15000.00'<br>T= 208.03'<br>L= 416.02'<br>E= 1.04'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 2450+30.89<br>N= 1,865,960.24<br>E= 1,175,814.00<br>P.T. STA= 2454+46.92<br>N= 1,866,376.21<br>E= 1,175,808.29 | P.I. STA= 4433+74.36<br>N= 1,864,307.20<br>E= 1,175,888.18<br>Δ= 2° 20' 39"<br>D= 0° 24' 33"<br>R= 14000.00'<br>T= 179.59'<br>L= 572.79'<br>E= 1.44'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 4430+87.93<br>N= 1,864,020.87<br>E= 1,175,895.72<br>P.T. STA= 4436+60.71<br>N= 1,864,593.61<br>E= 1,175,892.37 | P.I. STA= 4443+61.67<br>N= 1,865,294.49<br>E= 1,175,902.60<br>Δ= 2° 24' 19"<br>D= 0° 24' 33"<br>R= 14000.00'<br>T= 293.90'<br>L= 587.72'<br>E= 3.08'<br>θ= NC<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 4440+67.76<br>N= 1,865,000.61<br>E= 1,175,898.31<br>P.T. STA= 4446+55.48<br>N= 1,865,588.28<br>E= 1,175,894.56 |



| CURVE NBAUX1  | CURVE NBAUX2  | CURVE NBAUX3  | CURVE NBAUX4   | CURVE NBAUX5  | CURVE BL_WELL-1  | CURVE BL_WELL-2   | CURVE BL_WELL-3   | CURVE SBSLIPA01   | CURVE SBSLIPA02  | CURVE SBLOCO1   | CURVE SBDR06   | CURVE SBDR07   | CURVE SBLOCO2  | CURVE SBLOCO3  | CURVE SBLOCO4  |
|---|---|---|--|---|--|---|---|---|--|---|--|--|--|--|--|
| P.I. STA= 9504+85.87<br>N= 1,863,921.64<br>E= 1,175,976.69<br>Δ= 3° 12' 54"<br>D= 1° 35' 30"<br>R= 3600.00'<br>T= 101.03'<br>L= 202.00'<br>E= 1.42'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9503+84.85<br>N= 1,863,821.23<br>E= 1,175,987.89<br>P.T. STA= 9505+86.85<br>N= 1,864,022.51<br>E= 1,175,971.13 | P.I. STA= 9507+37.23<br>N= 1,864,172.66<br>E= 1,175,962.85<br>Δ= 2° 26' 29"<br>D= 1° 02' 30"<br>R= 5500.00'<br>T= 117.20'<br>L= 234.36'<br>E= 1.25'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9506+20.03<br>N= 1,864,055.64<br>E= 1,175,969.30<br>P.T. STA= 9508+54.39<br>N= 1,864,289.30<br>E= 1,175,951.42 | P.I. STA= 9510+47.04<br>N= 1,864,481.34<br>E= 1,175,939.03<br>Δ= 0° 31' 39"<br>D= 0° 24' 38"<br>R= 13952.00'<br>T= 64.23'<br>L= 128.46'<br>E= 0.15'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9509+82.81<br>N= 1,864,417.11<br>E= 1,175,938.90<br>P.T. STA= 9511+11.27<br>N= 1,864,545.57<br>E= 1,175,939.75 | P.I. STA= 9514+90.68<br>N= 1,864,923.14<br>E= 1,175,977.06<br>Δ= 7° 14' 54"<br>D= 1° 02' 30"<br>R= 5500.00'<br>T= 348.36'<br>L= 695.79'<br>E= 11.02'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 9511+42.32<br>N= 1,864,576.47<br>E= 1,175,942.80<br>P.T. STA= 9518+38.12<br>N= 1,865,271.36<br>E= 1,175,967.30 | P.I. STA= 9520+14.51<br>N= 1,865,447.69<br>E= 1,175,962.35<br>Δ= 5° 06' 31"<br>D= 1° 54' 35"<br>R= 3000.00'<br>T= 133.83'<br>L= 267.48'<br>E= 0.16'<br>θ= 2.4<br>T.R.= 11' (0')<br>S.E. RUN= 66' (0')<br>P.C. STA= 9518+80.68<br>N= 1,865,313.91<br>E= 1,175,966.10<br>P.T. STA= 9521+48.16<br>N= 1,865,581.27<br>E= 1,175,970.53 | P.I. STA= 521+27.16<br>N= 1,864,522.25<br>E= 1,175,556.14<br>Δ= 1° 54' 54"<br>D= 4° 55' 05"<br>R= 1165.00'<br>T= 19.47'<br>L= 38.94'<br>E= 0.16'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 521+07.69<br>N= 1,864,502.79<br>E= 1,175,556.68<br>P.T. STA= 521+46.63<br>N= 1,864,541.72<br>E= 1,175,556.25 | P.I. STA= 528+60.56<br>N= 1,865,255.64<br>E= 1,175,560.31<br>Δ= 1° 57' 29"<br>D= 1° 00' 09"<br>R= 5715.00'<br>T= 97.67'<br>L= 195.31'<br>E= 0.83'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 527+62.89<br>N= 1,865,157.98<br>E= 1,175,559.75<br>P.T. STA= 529+58.21<br>N= 1,865,353.27<br>E= 1,175,557.53 | P.I. STA= 536+78.45<br>N= 1,866,073.22<br>E= 1,175,537.02<br>Δ= 10° 22' 17"<br>D= 4° 02' 16"<br>R= 1419.00'<br>T= 128.78'<br>L= 256.86'<br>E= 5.83'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 535+49.67<br>N= 1,865,944.49<br>E= 1,175,540.68<br>P.T. STA= 538+06.53<br>N= 1,866,200.51<br>E= 1,175,556.58 | P.I. STA= 303+11.81<br>N= 1,865,160.56<br>E= 1,175,660.40<br>Δ= 1° 25' 14"<br>D= 0° 26' 11"<br>R= 13128.07'<br>T= 127.94'<br>L= 325.47'<br>E= 1.01'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C. STA= 301+49.07<br>N= 1,864,997.88<br>E= 1,175,664.85<br>P.C.C. STA= 304+74.54<br>N= 1,865,323.30<br>E= 1,175,659.99 | P.I. STA= 305+66.61<br>N= 1,865,415.38<br>E= 1,175,659.75<br>Δ= 0° 49' 32"<br>D= 0° 26' 54"<br>R= 12779.64'<br>T= 92.08'<br>L= 184.15'<br>E= 0.33'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C.C. STA= 306+58.69<br>N= 1,865,507.45<br>E= 1,175,660.85<br>P.T. STA= 309+62.63<br>N= 1,865,811.30<br>E= 1,175,667.96 | P.I. STA= 308+10.66<br>N= 1,865,659.41<br>E= 1,175,662.65<br>Δ= 1° 19' 32"<br>D= 0° 26' 10"<br>R= 13137.24'<br>T= 151.98'<br>L= 303.94'<br>E= 0.88'<br>θ= N/A<br>T.R.= N/A<br>S.E. RUN= N/A<br>P.C.C. STA= 306+58.69<br>N= 1,865,507.45<br>E= 1,175,660.85<br>P.T. STA= 309+62.63<br>N= 1,865,811.30<br>E= 1,175,667.96 | P.I. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49 | P.I. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49 | P.I. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49 | P.I. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49 | P.I. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49<br>P.T. STA= 3426+50.00<br>N= 1,865,354.66<br>E= 1,175,557.49 |



NOTES:  
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360  
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)

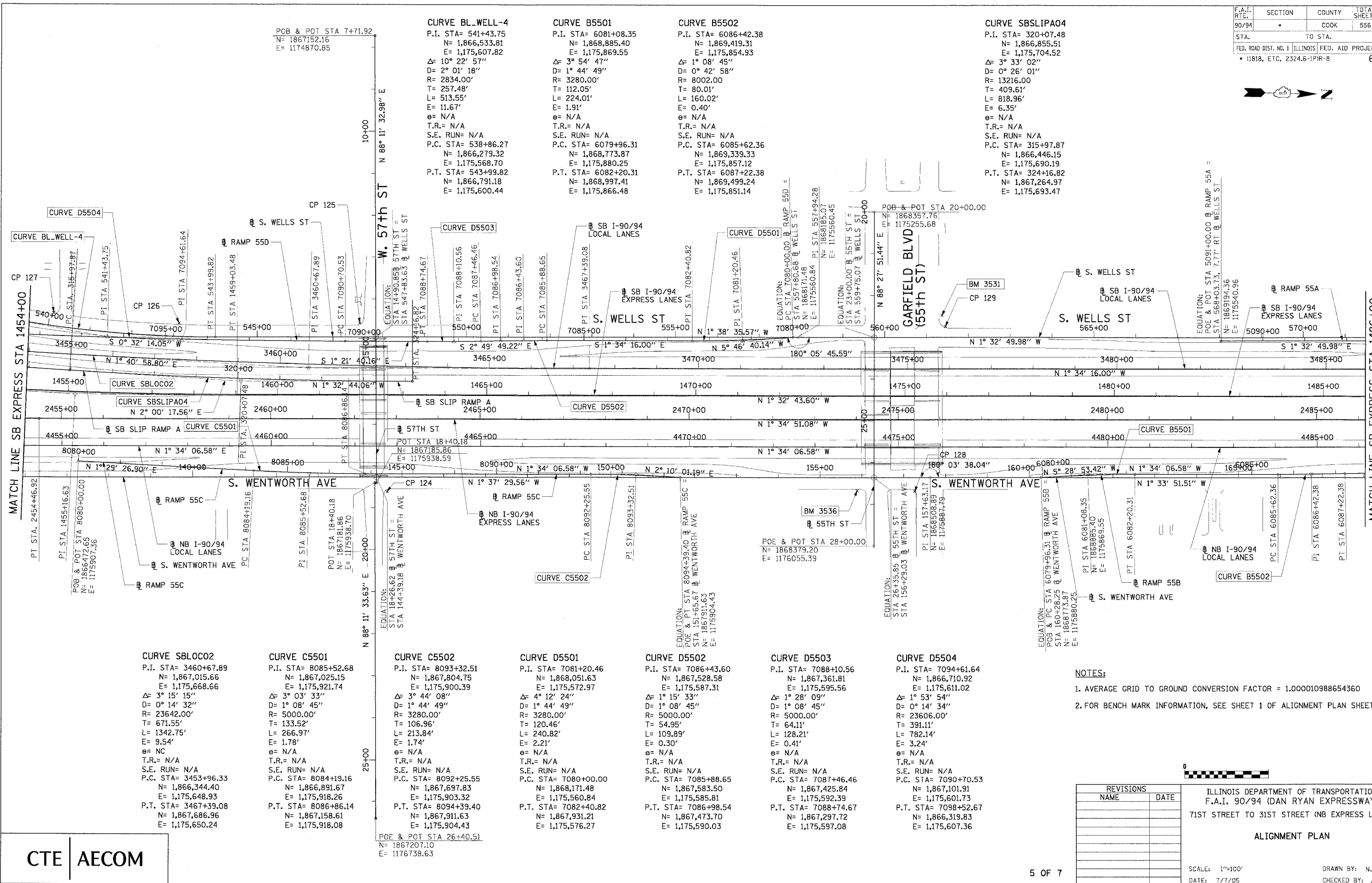
ALIGNMENT PLAN

SCALE: 1"=100'  
DATE: 7/7/05

DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS

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|                         |        |                  |           |
|-------------------------|--------|------------------|-----------|
| F.A.I. SECTION          | COUNTY | TOTAL SHEETS     | SHEET NO. |
| 90/94                   | COOK   | 556              | 35        |
| STA. TO STA.            |        | FED. AID PROJECT |           |
| 1818, ETC, 2324.6-1PR-8 |        | 62300            |           |



| CURVE           | P.I. STA   | N            | E            | Δ           | D          | R         | T       | L       | E      | θ   | T.R. | S.E. RUN | P.C. STA   | N            | E            | P.T. STA   | N            | E            |
|-----------------|------------|--------------|--------------|-------------|------------|-----------|---------|---------|--------|-----|------|----------|------------|--------------|--------------|------------|--------------|--------------|
| CURVE BL_WELL-4 | 541+43.75  | 1,866,533.81 | 1,175,607.82 | 10° 22' 57" | 2° 01' 18" | 2834.00'  | 257.48' | 513.55' | 11.67' | N/A | N/A  | N/A      | 538+86.27  | 1,866,279.32 | 1,175,568.70 | 543+99.82  | 1,866,791.18 | 1,175,600.44 |
| CURVE B5501     | 6081+08.35 | 1,868,885.40 | 1,175,869.55 | 3° 54' 47"  | 1° 44' 49" | 3280.00'  | 112.05' | 224.01' | 1.91'  | N/A | N/A  | N/A      | 6079+96.31 | 1,868,773.87 | 1,175,880.25 | 6082+20.31 | 1,868,997.41 | 1,175,866.48 |
| CURVE B5502     | 6086+42.38 | 1,869,419.31 | 1,175,854.93 | 1° 08' 45"  | 0° 42' 58" | 8002.00'  | 80.01'  | 160.02' | 0.40'  | N/A | N/A  | N/A      | 6085+62.36 | 1,869,339.33 | 1,175,857.12 | 6087+22.38 | 1,869,499.24 | 1,175,851.14 |
| CURVE SBSLIPA04 | 320+07.48  | 1,866,855.51 | 1,175,704.52 | 3° 33' 02"  | 0° 26' 01" | 13216.00' | 409.61' | 818.96' | 6.35'  | N/A | N/A  | N/A      | 315+97.87  | 1,866,446.15 | 1,175,690.19 | 324+16.82  | 1,867,264.97 | 1,175,693.47 |

| CURVE         | P.I. STA   | N            | E            | Δ          | D          | R         | T       | L        | E     | θ   | T.R. | S.E. RUN | P.C. STA   | N            | E            | P.T. STA   | N            | E            |
|---------------|------------|--------------|--------------|------------|------------|-----------|---------|----------|-------|-----|------|----------|------------|--------------|--------------|------------|--------------|--------------|
| CURVE SBLOCO2 | 3460+67.89 | 1,867,015.66 | 1,175,668.66 | 3° 15' 15" | 0° 14' 32" | 23642.00' | 671.55' | 1342.75' | 9.54' | NC  | N/A  | N/A      | 3453+96.33 | 1,866,344.40 | 1,175,648.93 | 3467+39.08 | 1,867,686.96 | 1,175,650.24 |
| CURVE C5501   | 8085+52.68 | 1,867,025.15 | 1,175,921.74 | 3° 03' 33" | 1° 08' 45" | 5000.00'  | 133.52' | 266.97'  | 1.78' | N/A | N/A  | N/A      | 8084+19.16 | 1,866,891.67 | 1,175,918.26 | 8086+86.14 | 1,867,158.61 | 1,175,918.08 |
| CURVE C5502   | 8093+32.51 | 1,867,804.75 | 1,175,900.39 | 4° 44' 08" | 1° 44' 49" | 3280.00'  | 106.96' | 213.84'  | 1.74' | N/A | N/A  | N/A      | 8092+25.55 | 1,867,697.83 | 1,175,903.32 | 8094+39.40 | 1,867,911.63 | 1,175,904.43 |
| CURVE D5501   | 7081+20.46 | 1,868,051.63 | 1,175,572.97 | 4° 12' 24" | 1° 44' 49" | 3280.00'  | 120.46' | 240.82'  | 2.21' | N/A | N/A  | N/A      | 7080+00.00 | 1,868,171.48 | 1,175,560.84 | 7082+40.82 | 1,867,931.21 | 1,175,576.27 |
| CURVE D5502   | 7086+43.60 | 1,867,528.58 | 1,175,587.31 | 1° 15' 33" | 1° 08' 45" | 5000.00'  | 54.95'  | 109.89'  | 0.30' | N/A | N/A  | N/A      | 7085+88.65 | 1,867,583.50 | 1,175,585.81 | 7086+98.54 | 1,867,473.70 | 1,175,590.03 |
| CURVE D5503   | 7088+10.56 | 1,867,361.81 | 1,175,595.56 | 1° 28' 09" | 1° 08' 45" | 5000.00'  | 64.11'  | 128.21'  | 0.41' | N/A | N/A  | N/A      | 7087+46.46 | 1,867,425.84 | 1,175,592.39 | 7088+74.67 | 1,867,297.72 | 1,175,597.08 |
| CURVE D5504   | 7094+61.64 | 1,866,710.92 | 1,175,611.02 | 1° 53' 54" | 0° 14' 34" | 23606.00' | 391.11' | 782.14'  | 3.24' | N/A | N/A  | N/A      | 7090+70.53 | 1,867,101.91 | 1,175,601.73 | 7098+52.67 | 1,866,319.83 | 1,175,607.36 |

- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
  - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |
|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 71ST STREET TO 31ST STREET (NB EXPRESS LANES)

**ALIGNMENT PLAN**

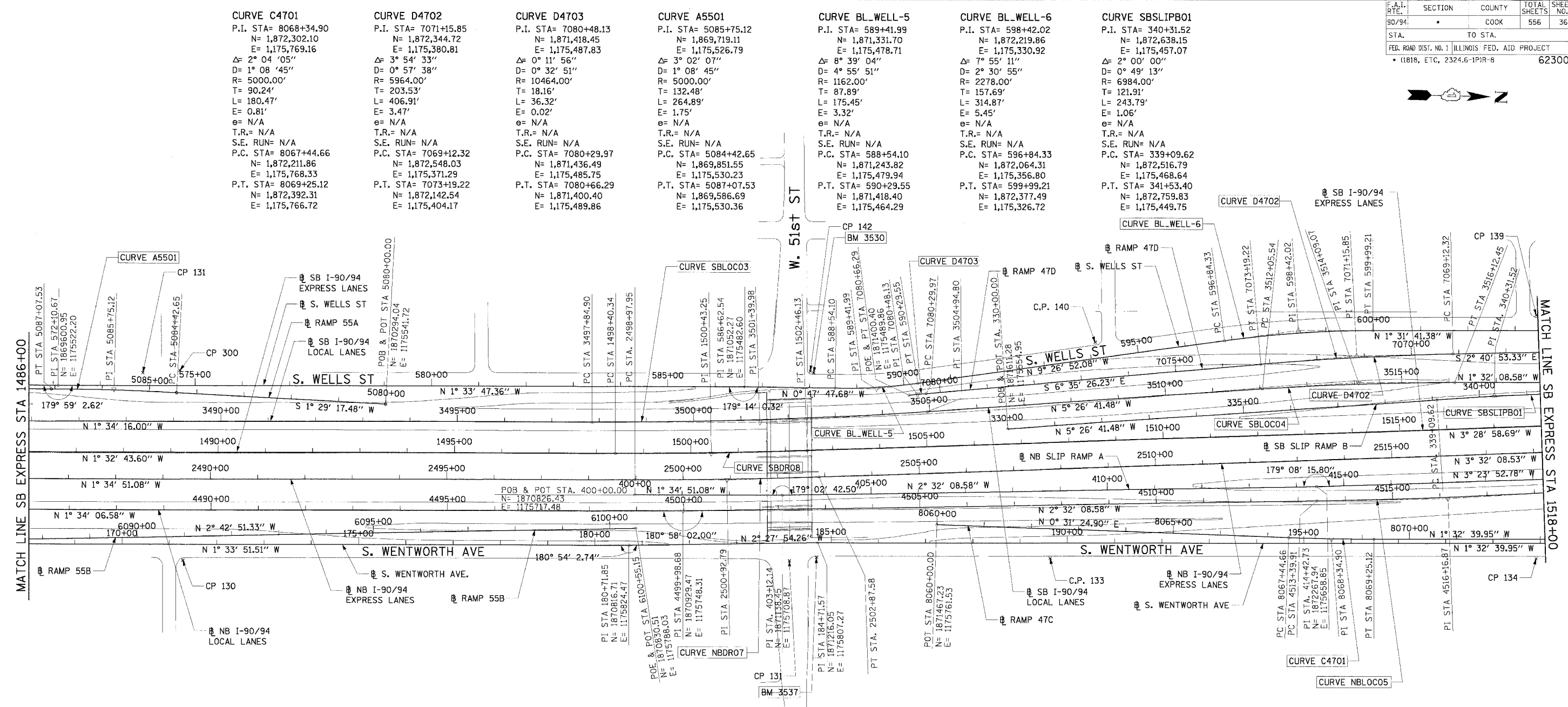
SCALE: 1"=100'  
 DATE: 7/7/05

DRAWN BY: NJH/AMM  
 CHECKED BY: JAL/MS

**CTE | AECOM**

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| F.A.I. RTE.               | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
|---------------------------|---------|---------------------------|--------------|-----------|
| 90/94                     |         | COOK                      | 556          | 36        |
| STA.                      |         | TO STA.                   |              |           |
| FED. ROAD DIST. NO. 1     |         | ILLINOIS FED. AID PROJECT |              |           |
| (1818, ETC, 2324.6-1P)R-8 |         |                           |              | 62300     |



**CURVE C4701**  
 P.I. STA= 8068+34.90  
 N= 1,872,302.10  
 E= 1,175,769.16  
 Δ= 2° 04' 05"  
 D= 1° 08' 45"  
 R= 5000.00'  
 T= 90.24'  
 L= 180.47'  
 E= 0.81'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 8067+44.66  
 N= 1,872,211.86  
 E= 1,175,768.33  
 P.T. STA= 8069+25.12  
 N= 1,872,392.31  
 E= 1,175,766.72

**CURVE D4702**  
 P.I. STA= 7071+15.85  
 N= 1,872,344.72  
 E= 1,175,380.81  
 Δ= 3° 54' 33"  
 D= 0° 57' 38"  
 R= 5964.00'  
 T= 203.53'  
 L= 406.91'  
 E= 3.47'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 7069+12.32  
 N= 1,872,548.03  
 E= 1,175,371.29  
 P.T. STA= 7073+19.22  
 N= 1,872,142.54  
 E= 1,175,404.17

**CURVE D4703**  
 P.I. STA= 7080+48.13  
 N= 1,871,418.45  
 E= 1,175,487.83  
 Δ= 0° 11' 56"  
 D= 0° 32' 51"  
 R= 10464.00'  
 T= 18.16'  
 L= 36.32'  
 E= 1.75'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 7080+29.97  
 N= 1,871,436.49  
 E= 1,175,485.75  
 P.T. STA= 7080+66.29  
 N= 1,871,400.40  
 E= 1,175,489.86

**CURVE A5501**  
 P.I. STA= 5085+75.12  
 N= 1,869,719.11  
 E= 1,175,526.79  
 Δ= 3° 02' 07"  
 D= 1° 08' 45"  
 R= 5000.00'  
 T= 132.48'  
 L= 264.89'  
 E= 1.75'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 5084+42.65  
 N= 1,869,851.55  
 E= 1,175,530.23  
 P.T. STA= 5087+07.53  
 N= 1,869,586.69  
 E= 1,175,530.36

**CURVE BL\_WELL-5**  
 P.I. STA= 589+41.99  
 N= 1,871,331.70  
 E= 1,175,478.71  
 Δ= 8° 39' 04"  
 D= 4° 55' 51"  
 R= 1162.00'  
 T= 87.89'  
 L= 175.45'  
 E= 3.32'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 588+54.10  
 N= 1,871,243.82  
 E= 1,175,479.94  
 P.T. STA= 590+29.55  
 N= 1,871,418.40  
 E= 1,175,464.29

**CURVE BL\_WELL-6**  
 P.I. STA= 598+42.02  
 N= 1,872,219.86  
 E= 1,175,330.92  
 Δ= 7° 55' 11"  
 D= 2° 30' 55"  
 R= 2278.00'  
 T= 157.69'  
 L= 314.87'  
 E= 5.45'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 596+84.33  
 N= 1,872,064.31  
 E= 1,175,356.80  
 P.T. STA= 599+99.21  
 N= 1,872,377.49  
 E= 1,175,326.72

**CURVE SB SLIPB01**  
 P.I. STA= 340+31.52  
 N= 1,872,638.15  
 E= 1,175,457.07  
 Δ= 2° 00' 00"  
 D= 0° 49' 13"  
 R= 6984.00'  
 T= 121.91'  
 L= 243.79'  
 E= 1.06'  
 e= N/A  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 339+09.62  
 N= 1,872,516.79  
 E= 1,175,468.64  
 P.T. STA= 341+53.40  
 N= 1,872,759.83  
 E= 1,175,449.75

**CURVE SBLOC03**  
 P.I. STA= 3501+39.98  
 N= 1,871,086.59  
 E= 1,175,557.00  
 Δ= 3° 52' 25"  
 D= 0° 32' 44"  
 R= 10500.00'  
 T= 355.09'  
 L= 709.90'  
 E= 6.00'  
 e= RC  
 T.R.= 96' (96')  
 S.E. RUN= 62' (62')  
 P.C. STA= 3497+84.90  
 N= 1,870,731.64  
 E= 1,175,566.73  
 P.T. STA= 3504+94.80  
 N= 1,871,440.08  
 E= 1,175,523.31

**CURVE SBLOC04**  
 P.I. STA= 3514+09.07  
 N= 1,872,350.23  
 E= 1,175,436.55  
 Δ= 3° 54' 33"  
 D= 0° 57' 39"  
 R= 5964.00'  
 T= 203.53'  
 L= 406.91'  
 E= 3.47'  
 e= 2.8%  
 T.R.= 41' (41')  
 S.E. RUN= 115' (115')  
 P.C. STA= 3512+05.54  
 N= 1,872,147.61  
 E= 1,175,455.86  
 P.T. STA= 3516+12.45  
 N= 1,872,553.69  
 E= 1,175,431.10

**CURVE SBDR08**  
 P.I. STA= 1500+43.25  
 N= 1,870,985.63  
 E= 1,175,625.10  
 Δ= 1° 56' 15"  
 D= 0° 28' 39"  
 R= 12000.00'  
 T= 202.92'  
 L= 405.79'  
 E= 1.72'  
 e= NC  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 1498+40.34  
 N= 1,870,782.79  
 E= 1,175,630.57  
 P.T. STA= 1502+46.13  
 N= 1,871,188.17  
 E= 1,175,612.77

**CURVE NBDRO7**  
 P.I. STA= 2500+92.79  
 N= 1,871,020.31  
 E= 1,175,680.12  
 Δ= 1° 57' 17"  
 D= 0° 30' 06"  
 R= 11420.00'  
 T= 194.84'  
 L= 389.63'  
 E= 1.66'  
 e= NC  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 2498+97.95  
 N= 1,870,825.55  
 E= 1,175,685.50  
 P.T. STA= 2502+87.58  
 N= 1,871,214.78  
 E= 1,175,668.10

**CURVE NBLOC05**  
 P.I. STA= 4516+16.87  
 N= 1,872,546.08  
 E= 1,175,676.71  
 Δ= 2° 26' 28"  
 D= 0° 26' 27"  
 R= 13000.00'  
 T= 276.96'  
 L= 553.84'  
 E= 2.95'  
 e= NC  
 T.R.= N/A  
 S.E. RUN= N/A  
 P.C. STA= 4513+39.91  
 N= 1,872,269.39  
 E= 1,175,688.97  
 P.T. STA= 4518+93.75  
 N= 1,872,822.00  
 E= 1,175,652.69

- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
  - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 71ST STREET TO 31ST STREET (NB EXPRESS LANES)

**ALIGNMENT PLAN**

SCALE: 1"=100'  
 DATE: 7/7/05

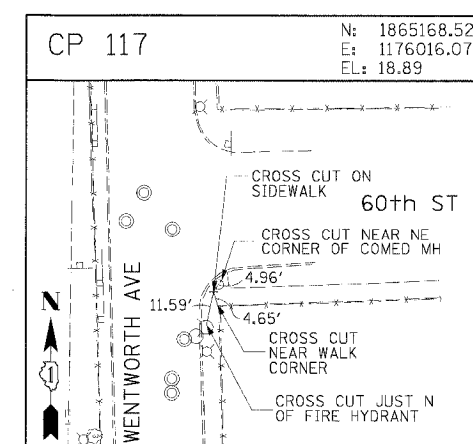
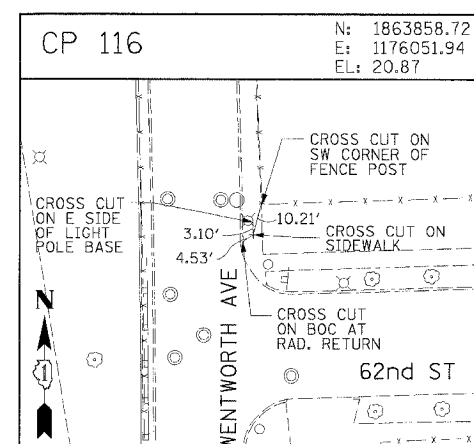
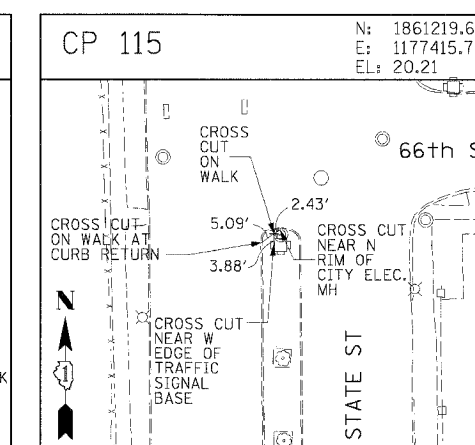
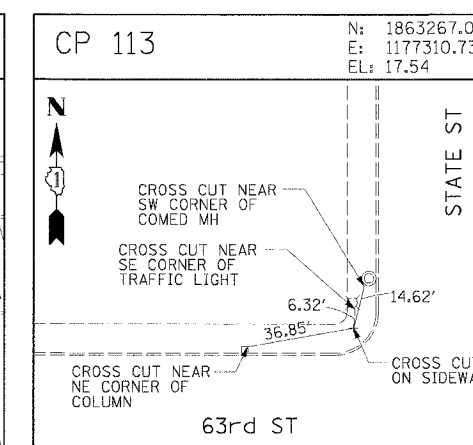
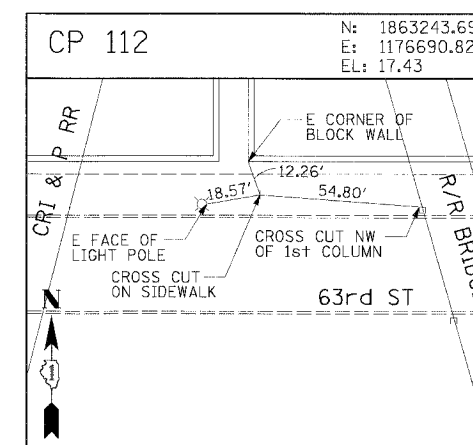
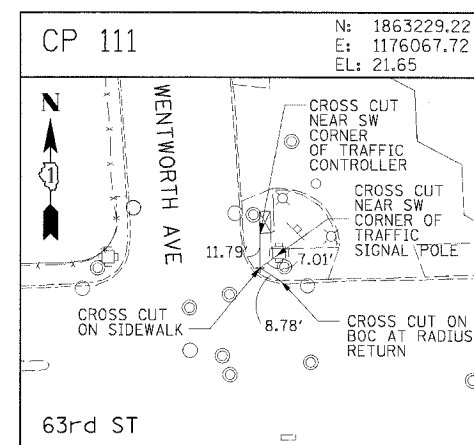
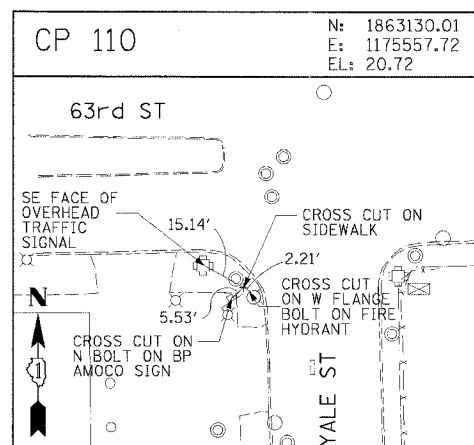
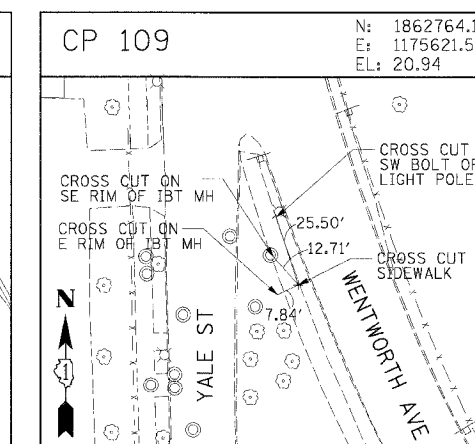
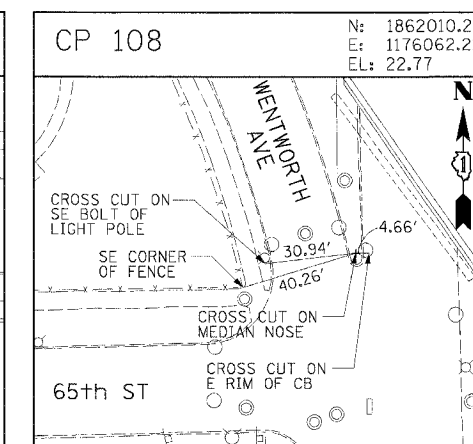
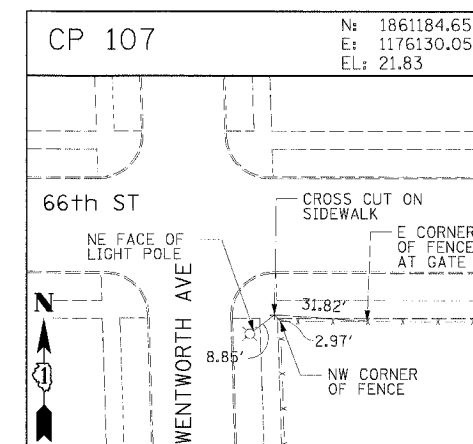
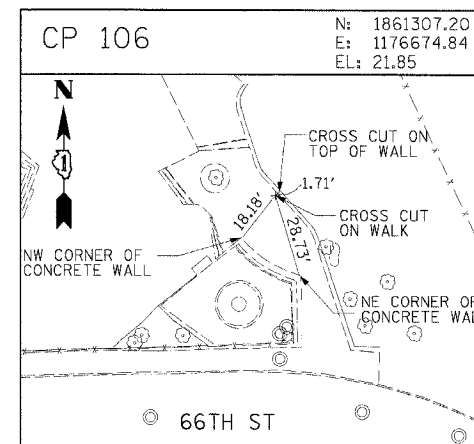
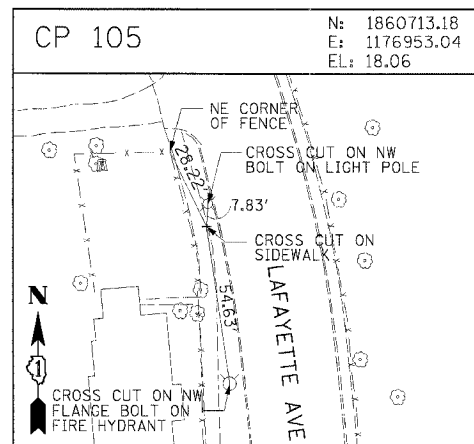
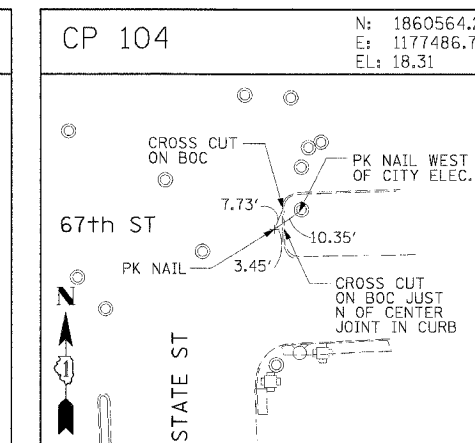
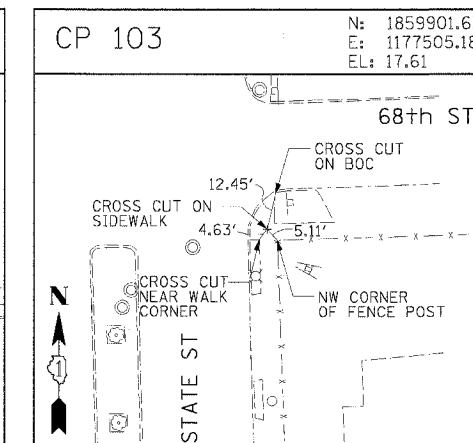
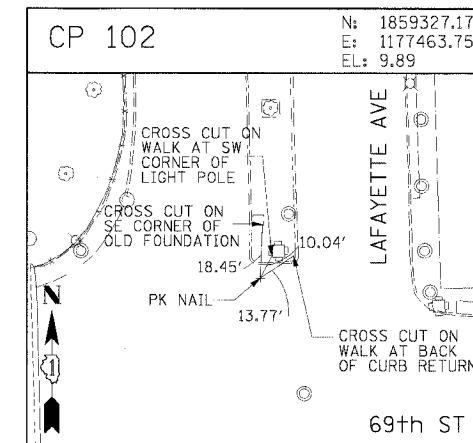
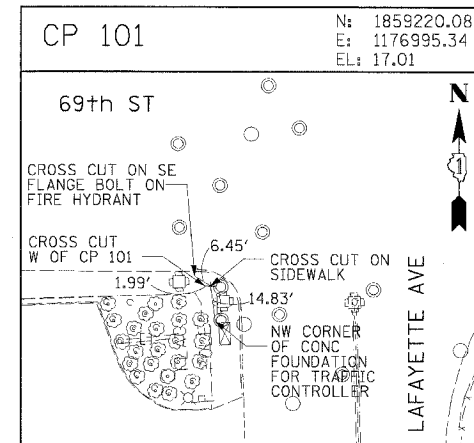
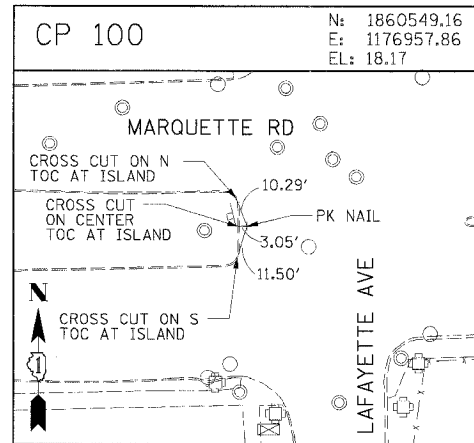
DRAWN BY: NJH/AMM  
 CHECKED BY: JAL/JMS



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|--------------------------------|---------|--------|------------------|-----------|
| F.A.I. NO.                     | SECTION | COUNTY | TOTAL SHEETS     | SHEET NO. |
| 90/94                          |         | COOK   | 556              | 38        |
| STA.                           | TO STA. |        |                  |           |
| FED. ROAD DIST. NO. 1 ILLINOIS |         |        | FED. AID PROJECT |           |
| • (818, ETC. 2324.6-1)PR-8     |         |        | 62300            |           |



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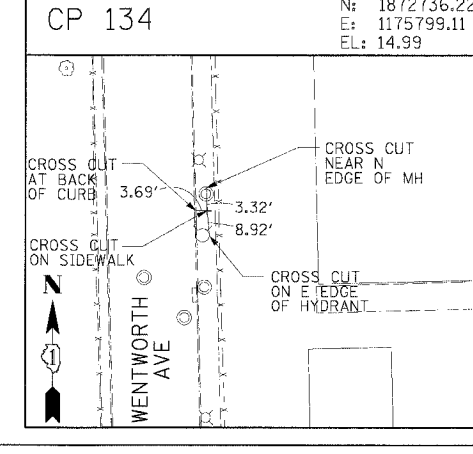
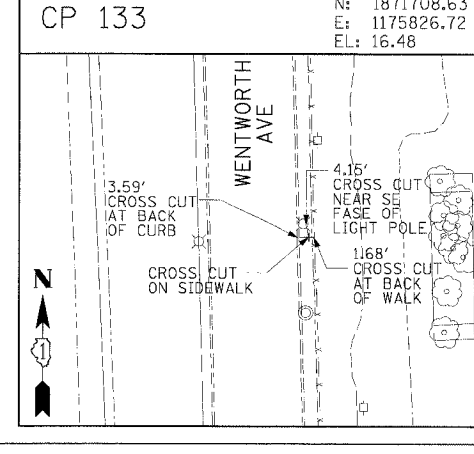
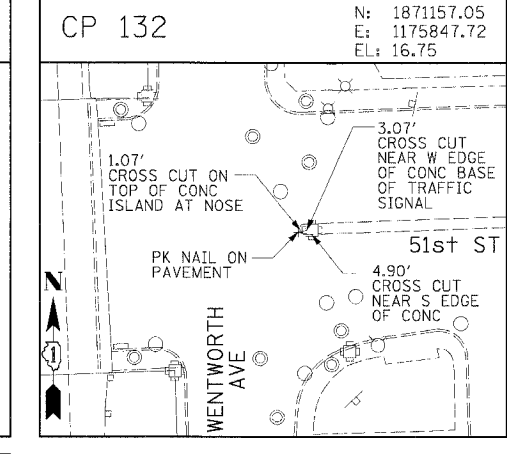
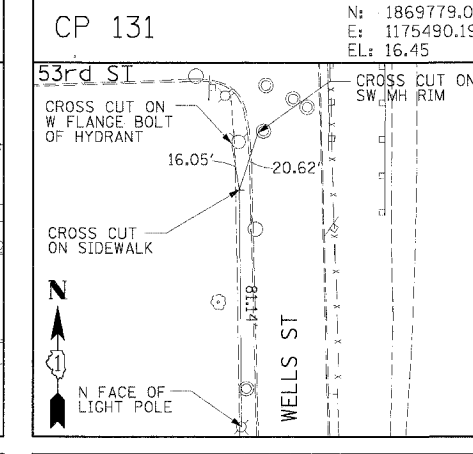
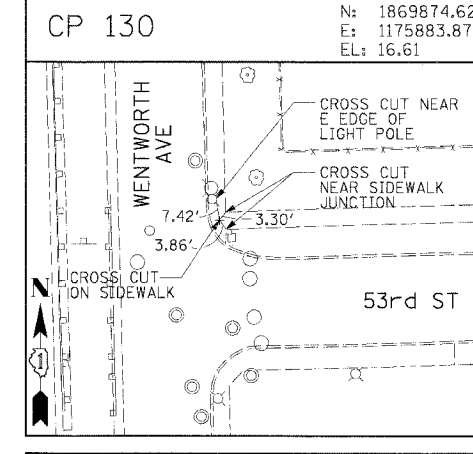
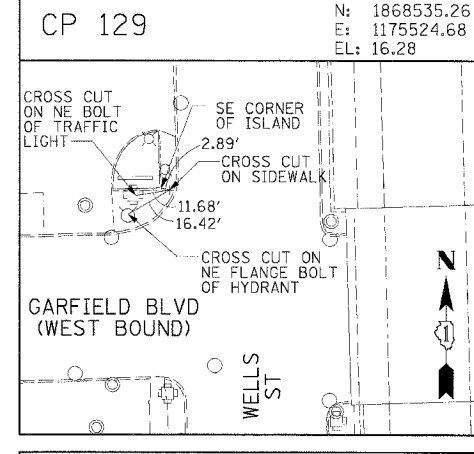
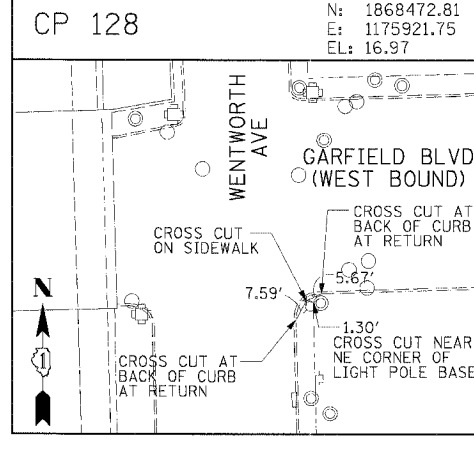
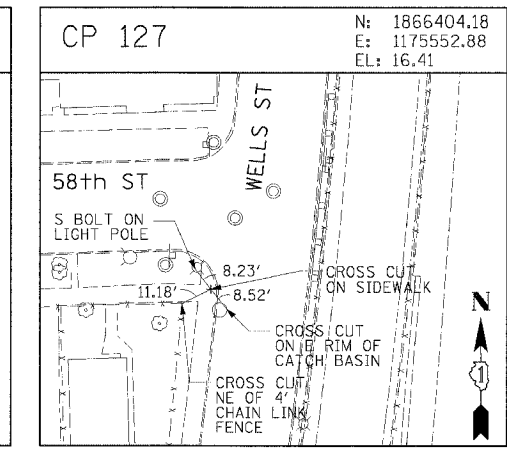
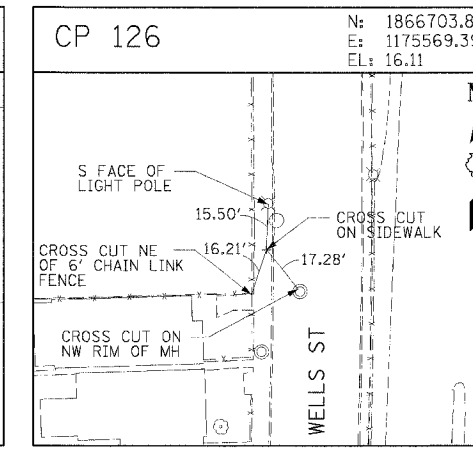
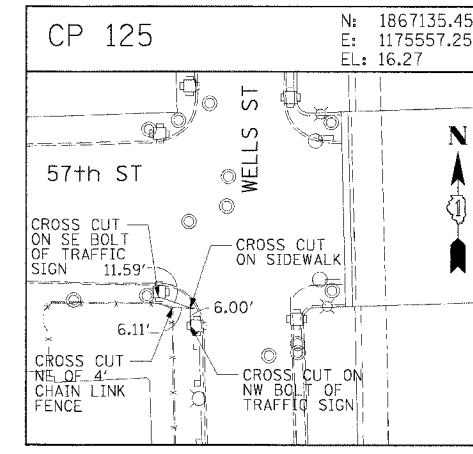
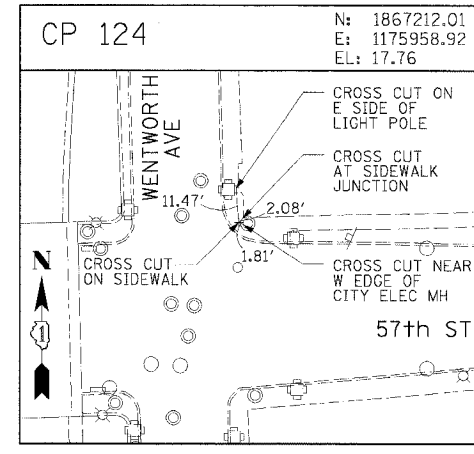
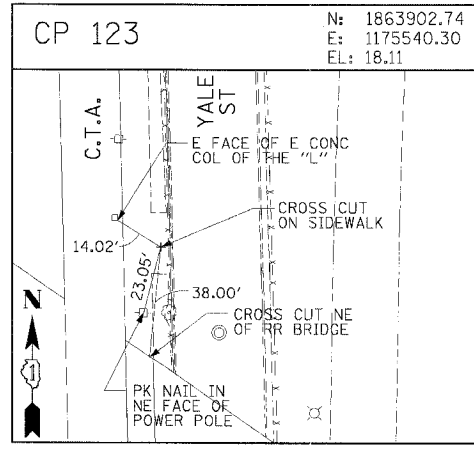
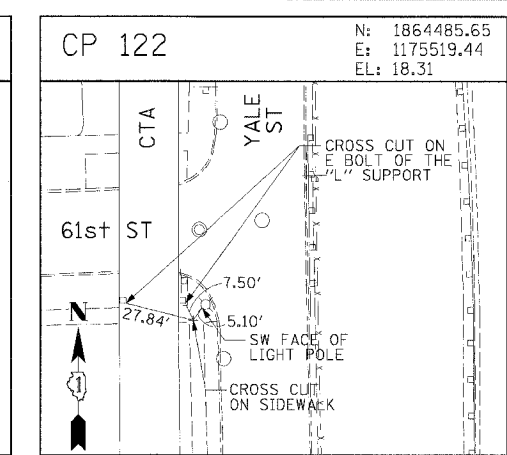
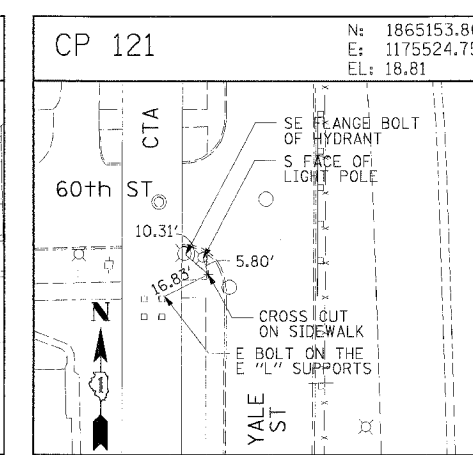
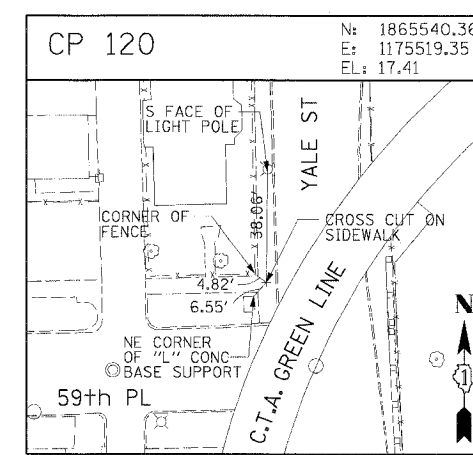
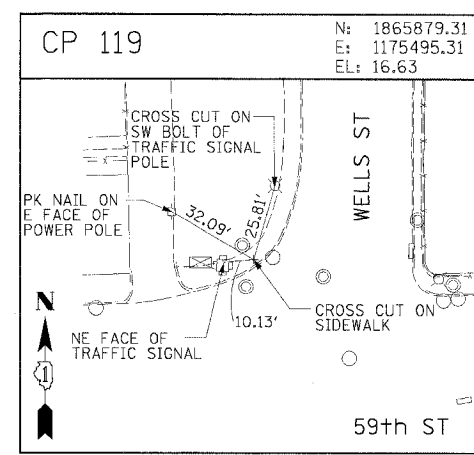
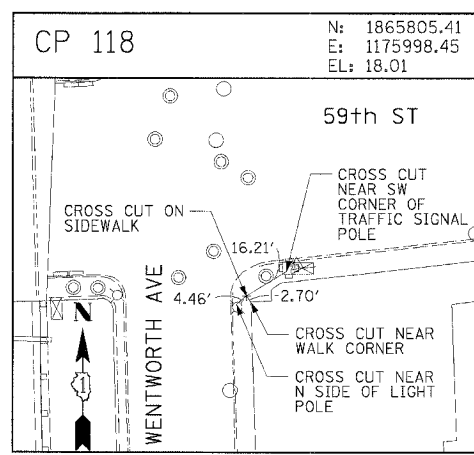
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)  
SURVEY TIES AND CONTROL POINTS  
SCALE: 1"=30'  
DATE: 7/7/05  
DRAWN BY: MRK  
CHECKED BY: JAL

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| F.A.I. RTE.                 | SECTION | COUNTY   | TOTAL SHEETS | SHEET NO.        |
|-----------------------------|---------|----------|--------------|------------------|
| 90/94                       | *       | COOK     | 556          | 39               |
| STA.                        |         | TO STA.  |              |                  |
| FED. ROAD DIST. NO. 1       |         | ILLINOIS |              | FED. AID PROJECT |
| * (1818, ETC, 2324.6-1P/R-8 |         | 62300    |              |                  |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)

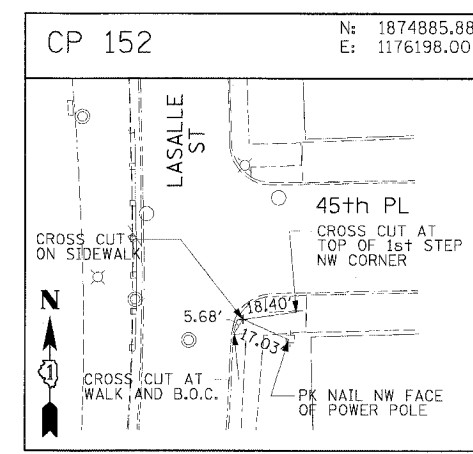
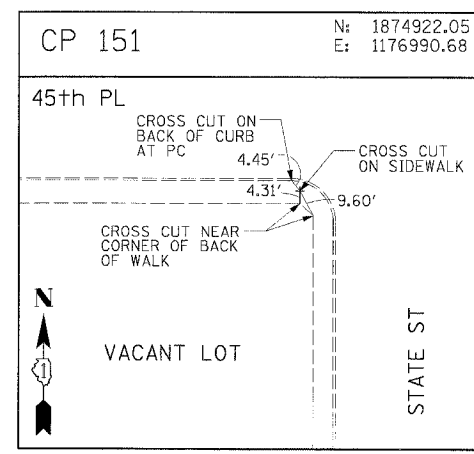
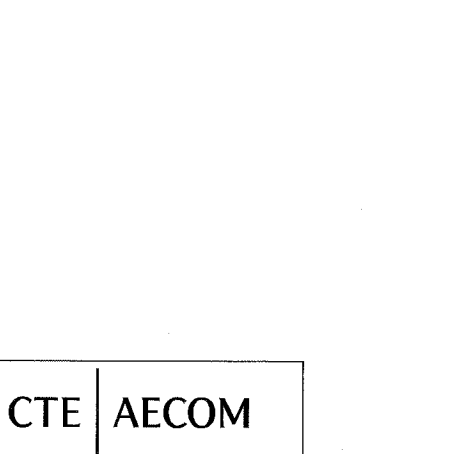
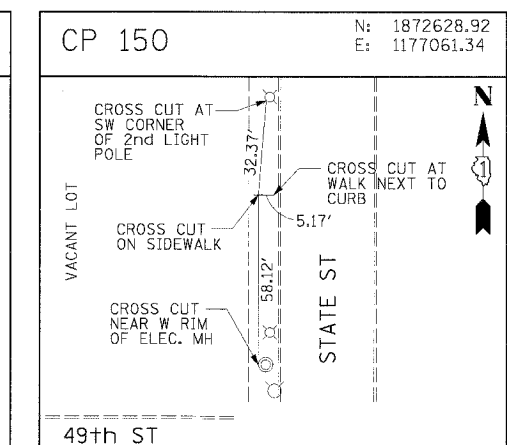
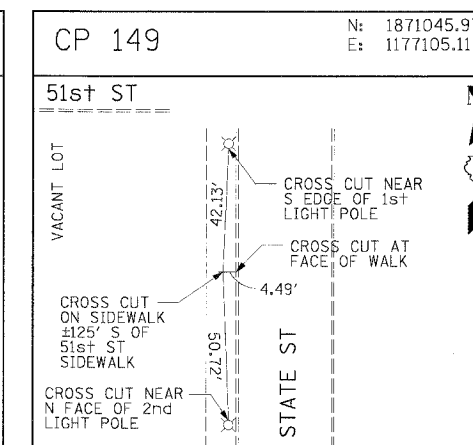
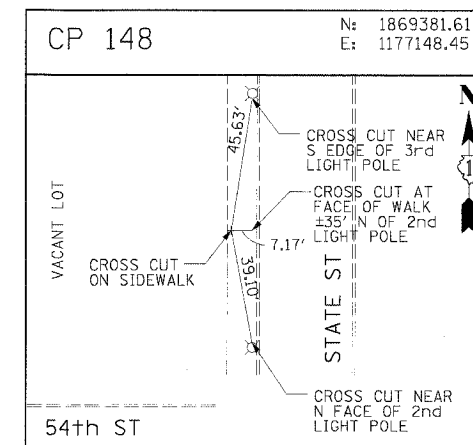
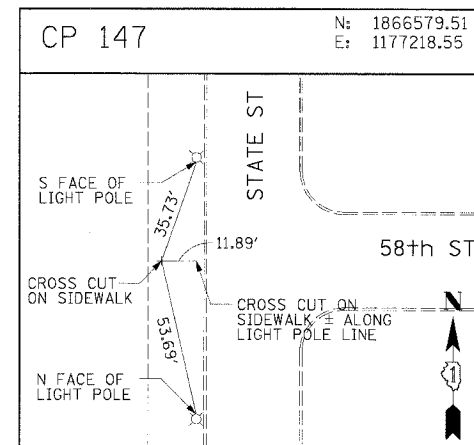
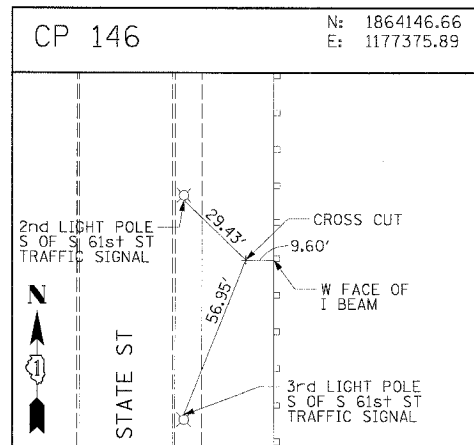
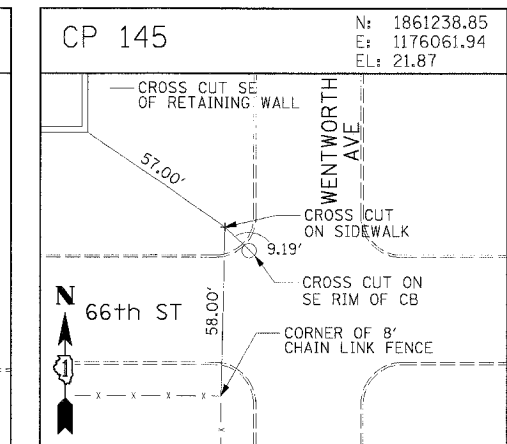
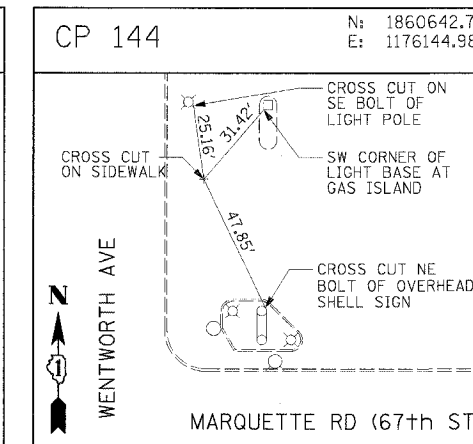
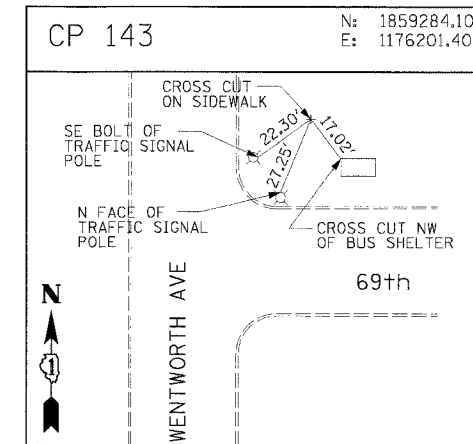
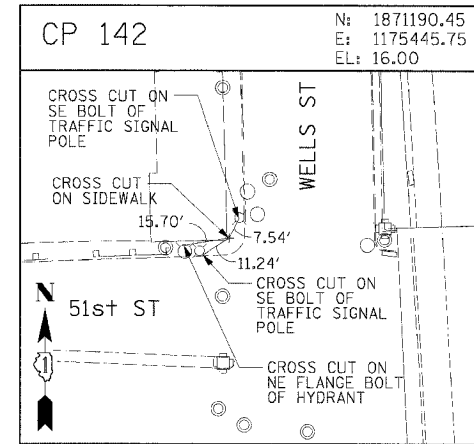
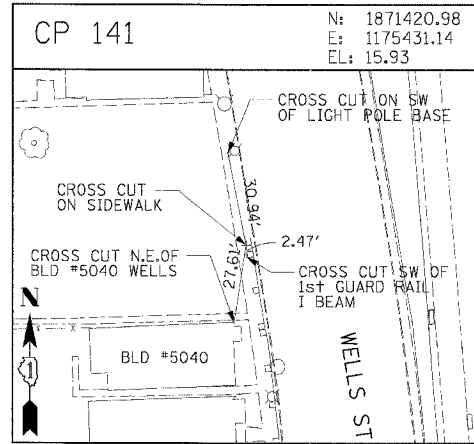
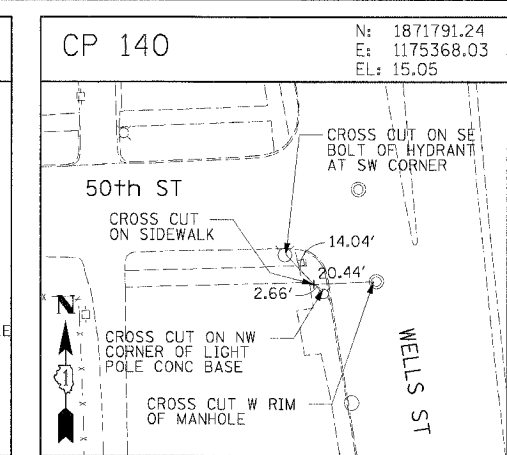
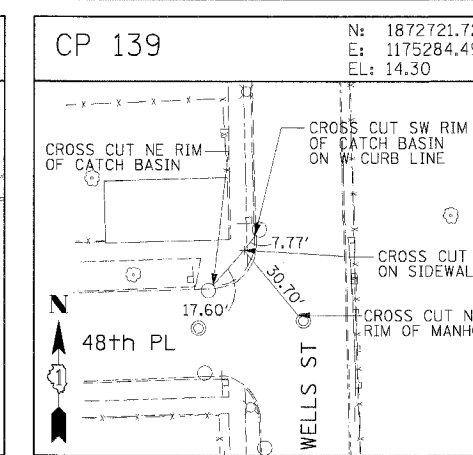
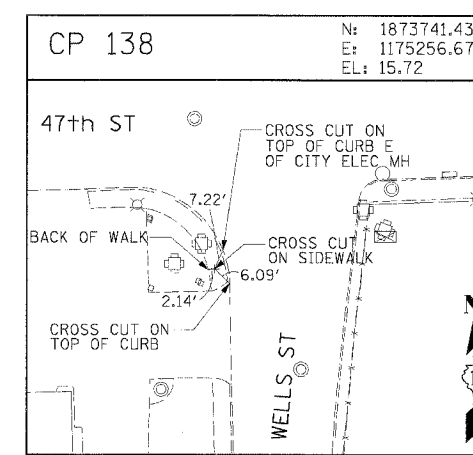
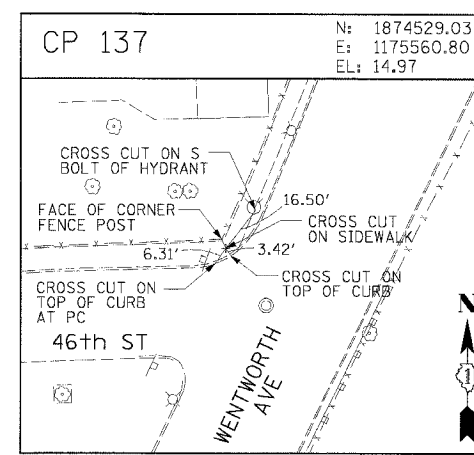
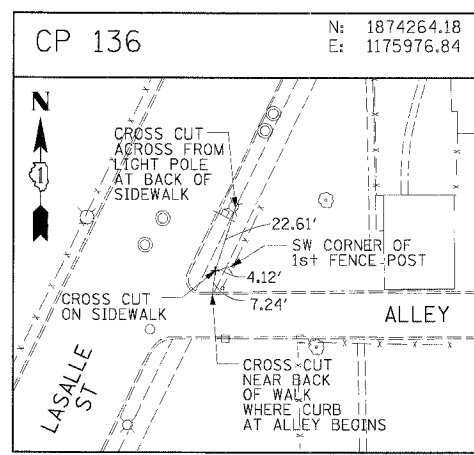
**SURVEY TIES AND CONTROL POINTS**

SCALE: 1"=30'  
DATE: 7/7/05

DRAWN BY: MRK  
CHECKED BY: JAL

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|--------------------------------|---------|--------|------------------|-----------|
| F.A.I. RTE.                    | SECTION | COUNTY | TOTAL SHEETS     | SHEET NO. |
| 90/94                          | *       | COOK   | 556              | 40        |
| STA.                           | TO STA. |        |                  |           |
| FED. ROAD DIST. NO. 1 ILLINOIS |         |        | FED. AID PROJECT |           |
| * (1818, ETC, 2324.6-1PR-8     |         |        | 62300            |           |



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
71ST STREET TO 31ST STREET (NB EXPRESS LANES)

SURVEY TIES AND CONTROL POINTS

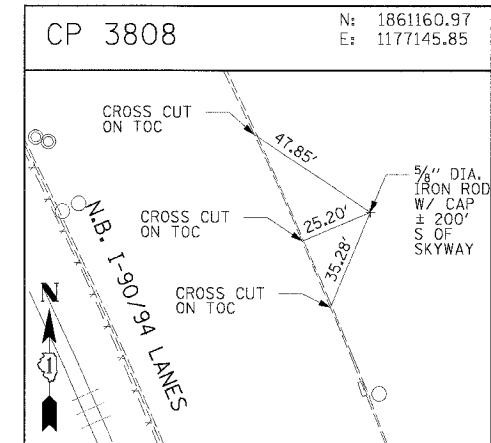
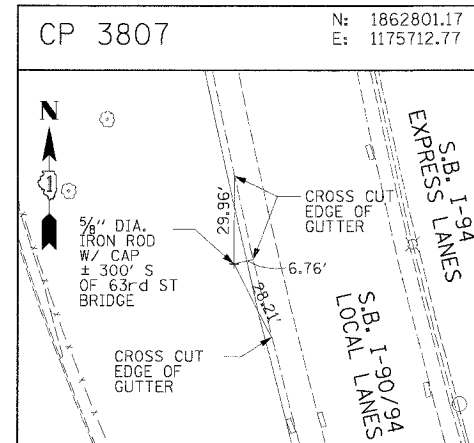
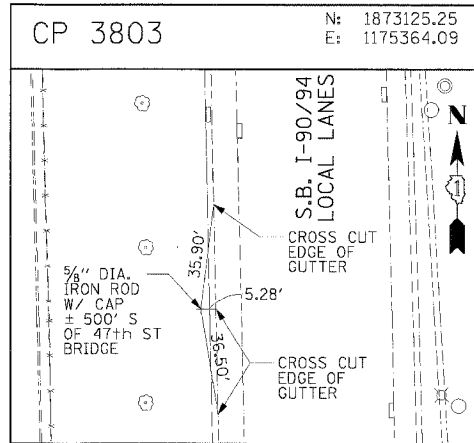
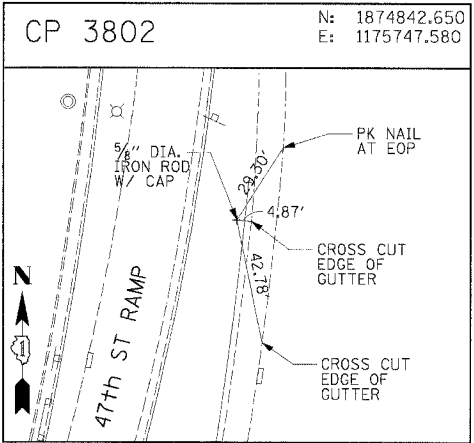
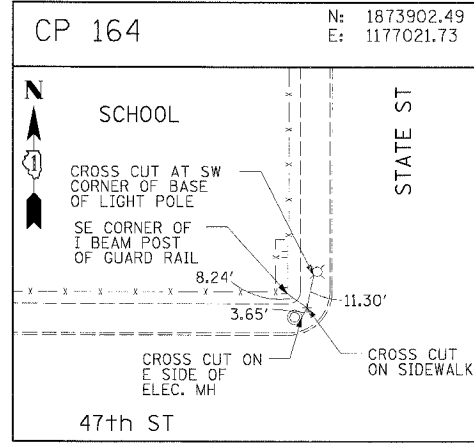
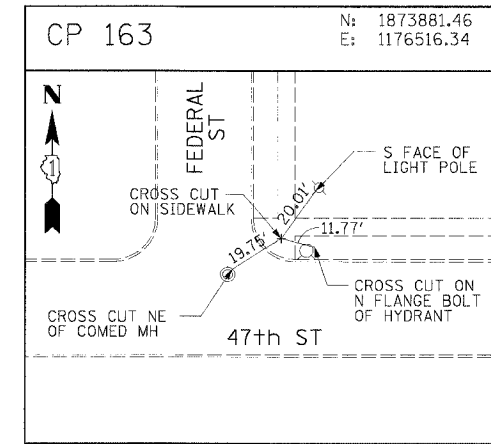
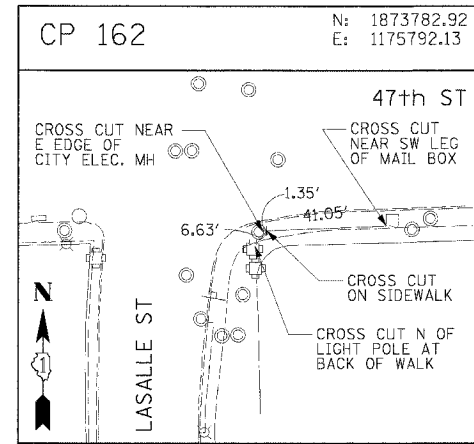
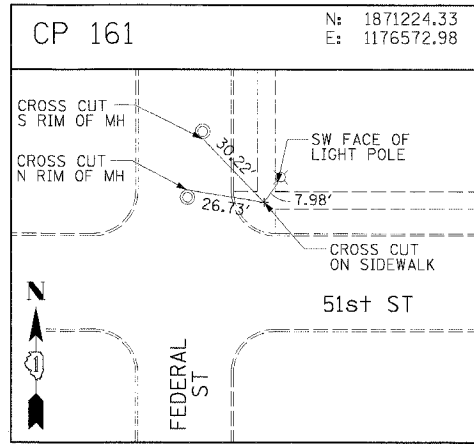
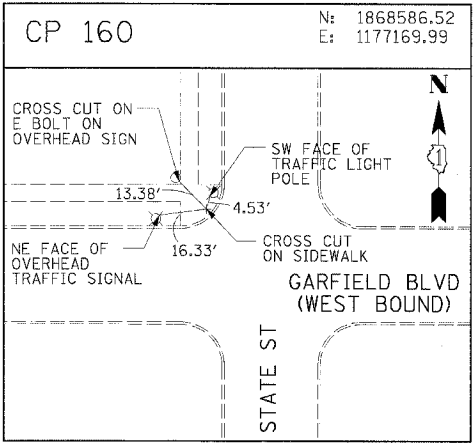
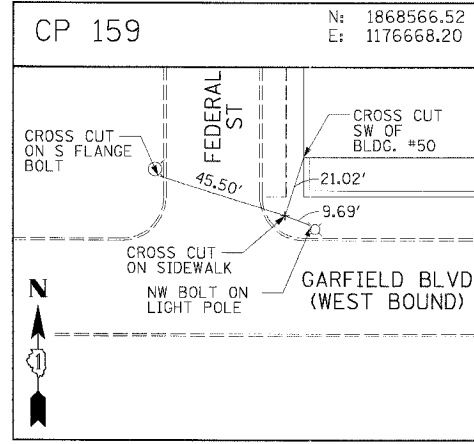
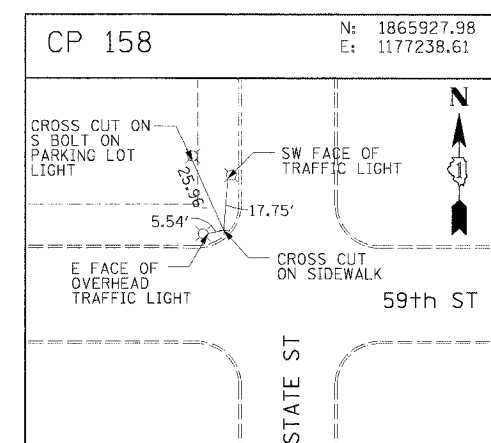
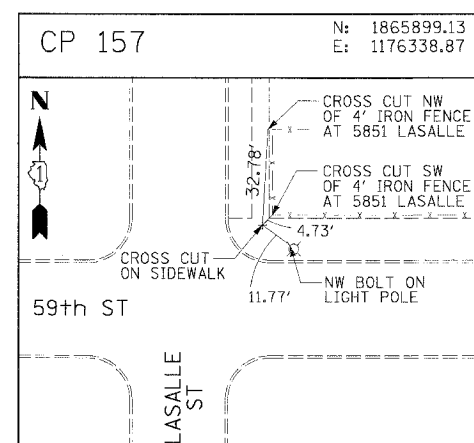
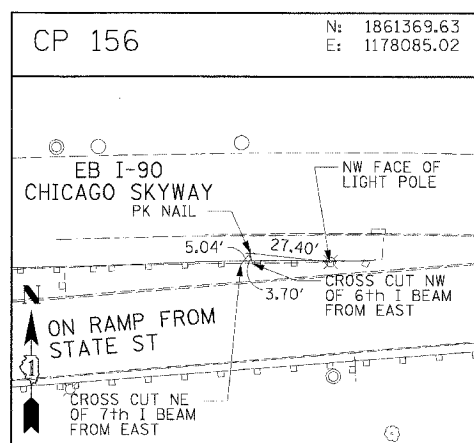
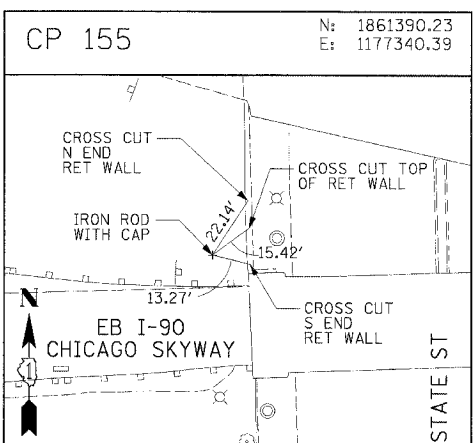
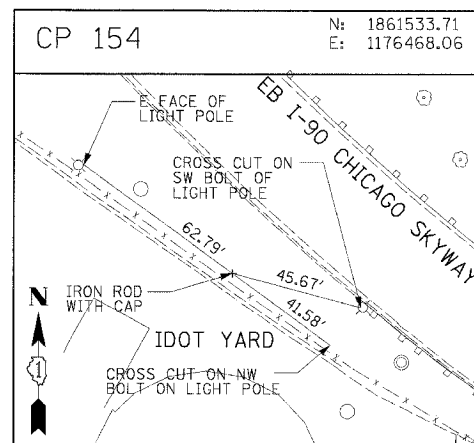
SCALE: 1"=30'  
DATE: 7/7/05

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CHECKED BY: JAL

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| F.A.I. RTE.                    | SECTION | COUNTY | TOTAL SHEET SHEETS | NO. |
| 90/94                          |         | COOK   | 556                | 41  |
| STA.                           | TO STA. |        |                    |     |
| FED. ROAD DIST. NO. 1 ILLINOIS |         |        | FED. AID PROJECT   |     |
| • (1818, ETC, 2324.6-1)PR-8    |         |        | 62300              |     |



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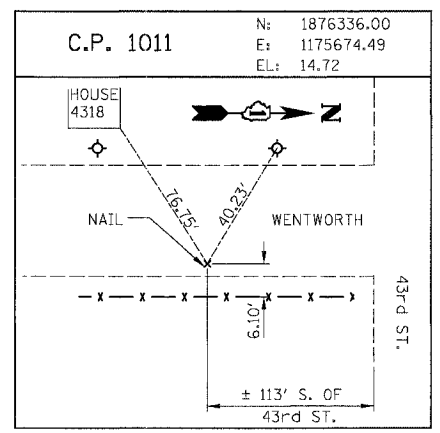
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 71ST STREET TO 31ST STREET (NB EXPRESS LANES)  
 SURVEY TIES AND CONTROL POINTS  
 SCALE: 1"=30'  
 DATE: 7/7/05  
 DRAWN BY: MRK  
 CHECKED BY: JAL

10/24/2005 10:49:22 AM



|   |         |                    |              |           |
|---|---------|--------------------|--------------|-----------|
| F.A.I.  | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO. |
| 94/90   | *       | COOK               | 556          | 43        |
| STA. 3553+00.00                               |         | TO STA. 3585+00.00 |              |           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |                    |              |           |
| 62300 * (1818, ETC, 2324.6-1PIR-8             |         |                    |              |           |

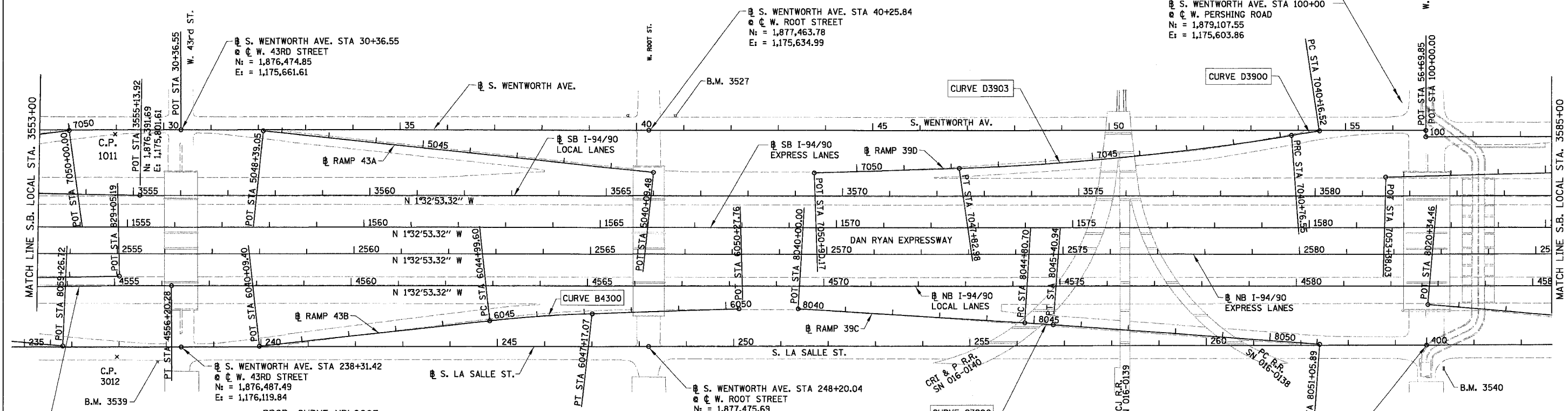


**PROP. CURVE D3903**  
 P.I. STA = 7044+30.25  
 N: = 1,878,475.96  
 E: = 1,175,675.24  
 $\Delta = 7^\circ 22' 41''$  (RT)  
 $D = 1^\circ 02' 40''$   
 $R = 5,486.00'$   
 $T = 353.70'$   
 $L = 706.43'$   
 $E = 11.39'$   
 P.C. STA = 7040+76.55  
 N: = 1,878,823.36  
 E: = 1,175,608.75  
 P.T. STA = 7047+82.98  
 N: = 1,878,122.90  
 E: = 1,175,696.57

**PROP. CURVE D3900**  
 P.I. STA = 7040+46.54  
 N: = 1,878,852.84  
 E: = 1,175,603.11  
 $\Delta = 0^\circ 47' 26''$  (LT)  
 $D = 1^\circ 19' 02''$   
 $R = 4,350.00'$   
 $T = 30.02'$   
 $L = 60.03'$   
 $E = 0.10'$   
 P.C. STA = 7040+16.52  
 N: = 1,878,882.40  
 E: = 1,175,597.87  
 P.T. STA = 7040+76.55  
 N: = 1,878,823.36  
 E: = 1,175,608.75

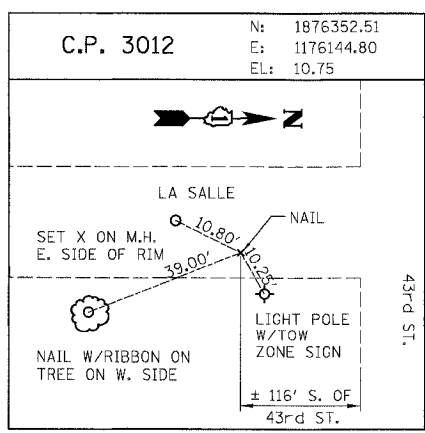
⊕ S. WENTWORTH AVE. STA 56+69.85  
 ⊕ W. PERSHING ROAD  
 N: = 1,879,107.55  
 E: = 1,175,590.76

⊕ S. WENTWORTH AVE. STA 100+00  
 ⊕ W. PERSHING ROAD  
 N: = 1,879,107.55  
 E: = 1,175,603.86



**PROP. CURVE NBLOC08**  
 P.I. STA = 4554+19.42  
 N: = 1,876,262.66  
 E: = 1,175,997.17  
 $\Delta = 1^\circ 32' 04''$  (RT)  
 $D = 0^\circ 22' 55''$   
 $R = 15,000.00'$   
 $T = 200.89'$   
 $L = 401.75'$   
 $E = 1.35'$   
 P.C. STA = 4552+18.53  
 N: = 1,876,062.07  
 E: = 1,176,007.97  
 P.T. STA = 4556+20.28  
 N: = 1,876,463.47  
 E: = 1,175,991.74

**PROP. CURVE NBLOC07**  
 P.I. STA = 4539+56.47  
 N: = 1,874,785.65  
 E: = 1,176,076.72  
 $\Delta = 28^\circ 53' 07''$  (LT)  
 $D = 3^\circ 52' 17''$   
 $R = 1,480.00'$   
 $T = 381.17'$   
 $L = 746.13'$   
 $E = 48.30'$   
 $e = 5.9\%$   
 S.A. = CONT. ROTATING PLANE  
 ENDS AT STA 4536+66.66  
 T.R. = 68.49' (REMOVAL TRANSITION ONLY)  
 S.E. RUN = 393.00' (REMOVAL TRANSITION ONLY)  
 S.R. = STA 4541+90.43 TO STA 4546+51.92  
 P.C. STA = 4535+75.30  
 N: = 1,874,442.48  
 E: = 1,175,910.80  
 P.T. STA = 4543+21.43  
 N: = 1,875,166.27  
 E: = 1,176,056.22



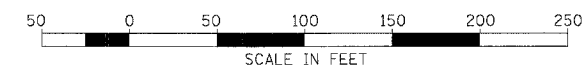
**PROP. CURVE B4300**  
 P.I. STA = 6046+08.39  
 N: = 1,877,246.14  
 E: = 1,176,032.59  
 $\Delta = 4^\circ 21' 02''$  (RT)  
 $D = 2^\circ 00' 02''$   
 $R = 2,864.00'$   
 $T = 108.79'$   
 $L = 217.47'$   
 $E = 2.07'$   
 $e = 3.0\%$   
 S.A. = STA 6044+79.60 TO 6045+09.60  
 S.R. = STA 6047+07.07 TO 6047+37.07  
 P.C. STA = 6044+99.60  
 N: = 1,877,138.36  
 E: = 1,176,047.37  
 P.T. STA = 6047+17.07  
 N: = 1,877,354.72  
 E: = 1,176,026.03

**PROP. CURVE C3900**  
 P.I. STA = 8045+10.82  
 N: = 1,878,300.35  
 E: = 1,176,021.08  
 $\Delta = 0^\circ 41' 25''$  (RT)  
 $D = 1^\circ 08' 45''$   
 $R = 5,000.00'$   
 $T = 30.12'$   
 $L = 60.24'$   
 $E = 0.09'$   
 P.C. STA = 8044+80.70  
 N: = 1,878,270.25  
 E: = 1,176,020.07  
 P.T. STA = 8045+40.94  
 N: = 1,878,330.44  
 E: = 1,176,022.46

⊕ S. LASALLE ST. STA 400+00.00 AH  
 STA 264+66.03 BK  
 ⊕ W. PERSHING ROAD  
 N: = 1,879,121.00  
 E: = 1,176,043.89

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 Chicago, Illinois  
 312.228.0100  
 www.bbainc.com

NOTE: ALL COORDINATES ARE GIVEN IN STATE PLANE (GRID) COORDINATES. GRID TO GROUND CONVERSION FACTOR = 1.000010988654360



| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1"=100'  
 DATE: 07/07/05

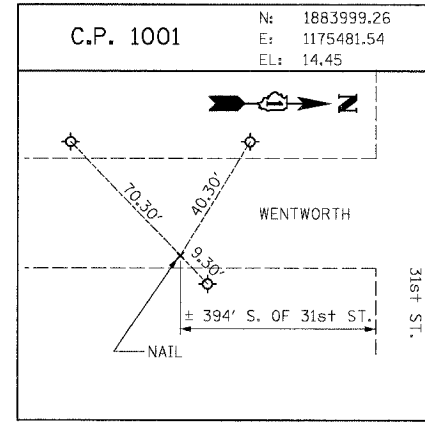
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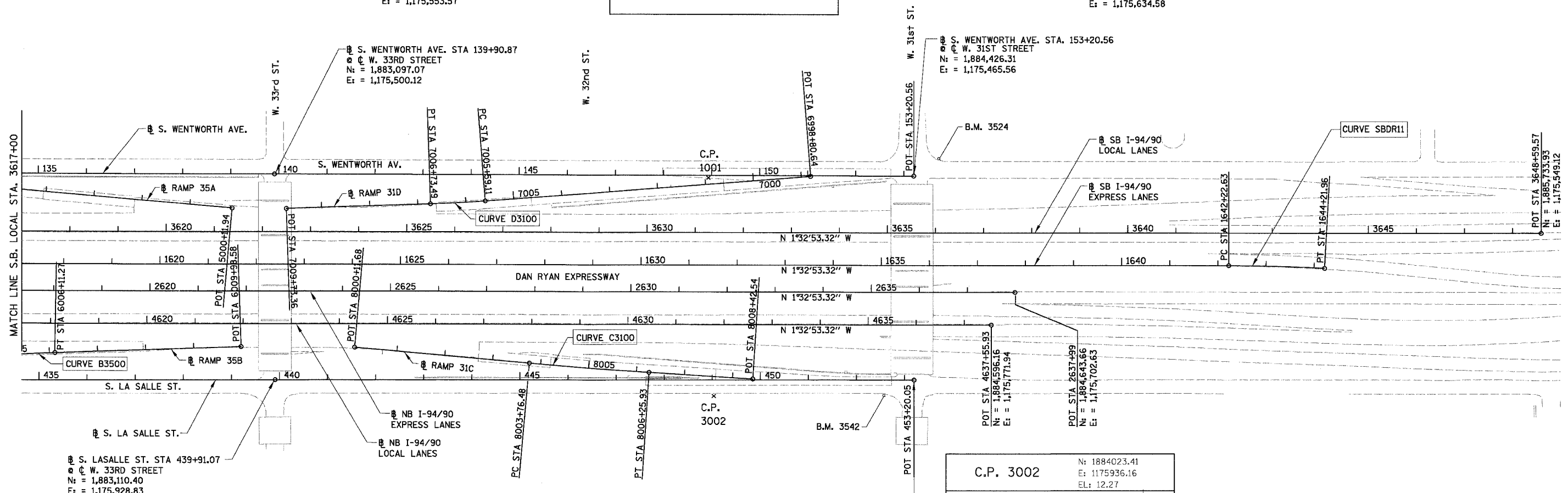


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|---------------------|---------|----------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                     | TOTAL SHEETS | SHEET NO. |
| 94/90               | *       | COOK                       | 556          | 45        |
| STA. 3617+00.00     |         | TO STA. -                  |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT  |              |           |
| 62300               |         | (181B, ETC. 2324.6-1PIR-8) |              |           |

PROP. CURVE D3100  
P.I. STA = 7006+16.31  
N<sub>i</sub> = 1,883,480.18  
E<sub>i</sub> = 1,175,550.12  
Δ = 2° 35' 11" (RT)  
D = 2° 15' 40"  
R = 2,534.00'  
T = 57.20'  
L = 114.38'  
E = 0.65'  
e = 2.6%  
S.A. = STA 7005+43.11 TO 7005+63.11  
S.R. = STA 7006+69.49 TO 7006+89.49  
P.C. STA = 7005+59.11  
N<sub>i</sub> = 1,883,537.06  
E<sub>i</sub> = 1,175,544.09  
P.T. STA = 7006+73.49  
N<sub>i</sub> = 1,883,423.08  
E<sub>i</sub> = 1,175,553.57



PROP. CURVE SBDR11  
P.I. STA = 1643+22.32  
N<sub>i</sub> = 1,885,186.06  
E<sub>i</sub> = 1,175,631.95  
Δ = 3° 03' 18" (RT)  
D = 1° 31' 57"  
R = 3,738.57'  
T = 99.69'  
L = 199.33'  
E = 1.33'  
e = ±2.5% (MATCH EXISTING)  
S.A. = STA 1641+95.99 TO 1642+35.95  
S.R. = N/A  
P.C. STA = 1642+22.63  
N<sub>i</sub> = 1,885,086.40  
E<sub>i</sub> = 1,175,634.65  
P.T. STA = 1644+21.96  
N<sub>i</sub> = 1,885,285.71  
E<sub>i</sub> = 1,175,634.58

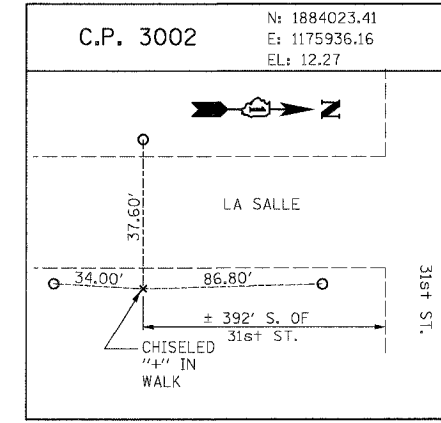


S. LASALLE ST. STA 439+91.07  
C. W. 33RD STREET  
N<sub>i</sub> = 1,883,110.40  
E<sub>i</sub> = 1,175,928.83

PROP. CURVE B3500  
P.I. STA = 6005+40.21  
N<sub>i</sub> = 1,882,580.23  
E<sub>i</sub> = 1,175,889.72  
Δ = 3° 25' 00" (RT)  
D = 2° 24' 12"  
R = 2,384.00'  
T = 71.10'  
L = 142.16'  
E = 1.06'  
e = 2.7%  
S.A. = STA 6004+53.11 TO 6004+73.11  
S.R. = STA 6006+07.27 TO 6006+27.27  
P.C. STA = 6004+69.11  
N<sub>i</sub> = 1,882,509.63  
E<sub>i</sub> = 1,175,898.23  
P.T. STA = 6006+11.27  
N<sub>i</sub> = 1,882,651.20  
E<sub>i</sub> = 1,175,885.43

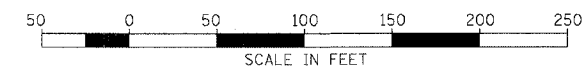
PROP. CURVE C3100  
P.I. STA = 8005+01.21  
N<sub>i</sub> = 1,883,762.40  
E<sub>i</sub> = 1,175,886.19  
Δ = 1° 25' 45" (LT)  
D = 0° 34' 23"  
R = 10,000.00'  
T = 124.73'  
L = 249.45'  
E = 0.78'  
P.C. STA = 8003+76.48  
N<sub>i</sub> = 1,883,637.89  
E<sub>i</sub> = 1,175,878.68  
P.T. STA = 8006+25.93  
N<sub>i</sub> = 1,883,887.05  
E<sub>i</sub> = 1,175,890.60

S. LASALLE ST. STA 453+20.05  
C. W. 31ST STREET  
N<sub>i</sub> = 1,884,438.84  
E<sub>i</sub> = 1,175,890.52



NOTE: ALL COORDINATES ARE GIVEN IN STATE PLANE (GRID) COORDINATES. GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

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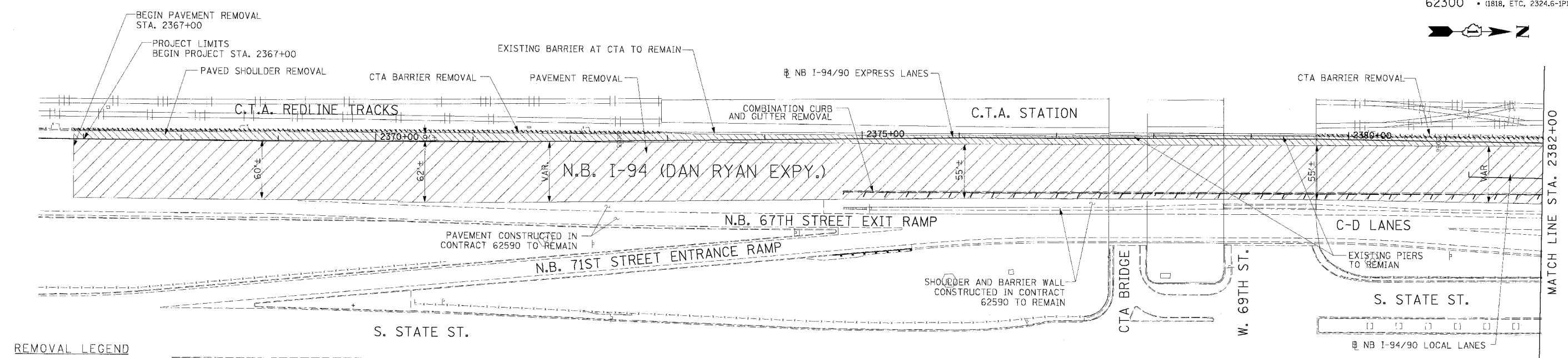
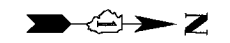


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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
ALIGNMENT, TIES, AND BENCHMARKS  
SCALE: 1"=100'  
DATE: 07/07/05  
DRAWN BY: JDC  
CHECKED BY: RS

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07/24/2005

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|----------------|--------|---|-----------|
| F.A.I. SECTION | COUNTY | TOTAL SHEETS                                  | SHEET NO. |
| 94/90          | COOK   | 556   | 46        |
| STA. TO STA.   |        | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300          |        | 1818, ETC., 2324.6-1PR-8                      |           |

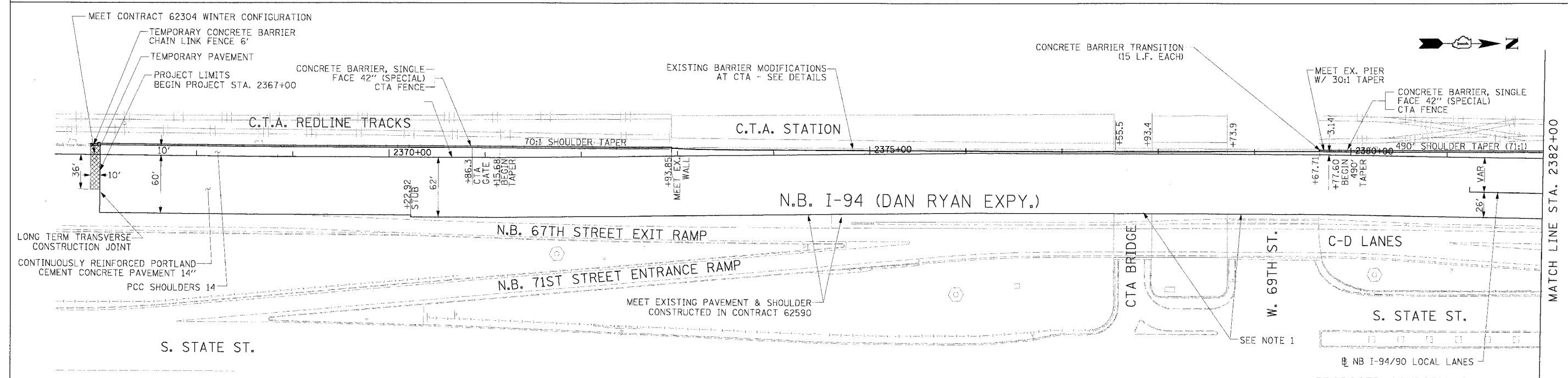


**REMOVAL LEGEND**

|  |  |
|--|--|
|  | PAVEMENT REMOVAL                       |
|  | PAVED SHOULDER REMOVAL                 |
|  | COMBINATION CURB AND GUTTER REMOVAL    |
|  | CONCRETE BARRIER OR GUARD RAIL REMOVAL |

**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



LONG TERM TRANSVERSE CONSTRUCTION JOINT  
 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"  
 PCC SHOULDERS 14"

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

**STATIONING**  
 +\*\*.\*\* STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
 (+\*\*.\*\*\*) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
 [+\*\*.\*\*#] STATION PROVIDED FROM THE SLIP RAMP

**LEGEND**

|  |  |
|--|--|
|  | TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER |
|  | TEMPORARY CONCRETE BARRIER                         |

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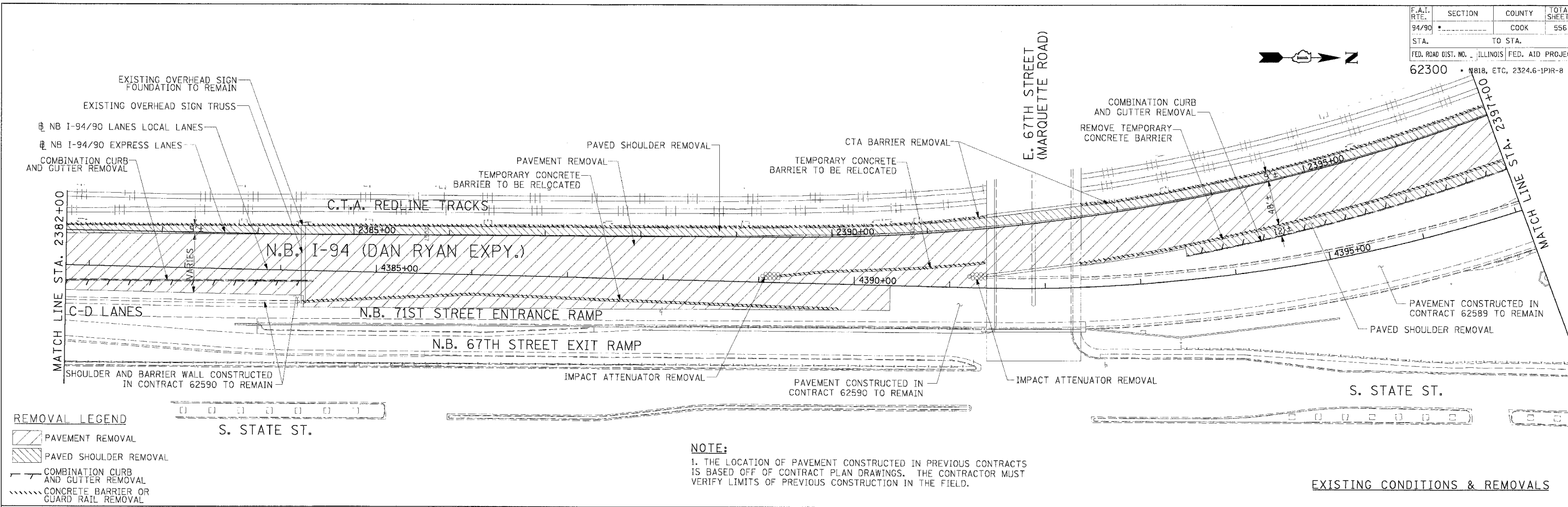
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2367+00 TO STA. 2382+00  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

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|-------------|-------------------------|--------|---|-----------|
| F.A.I. RTE. | SECTION                 | COUNTY | TOTAL SHEETS                                  | SHEET NO. |
| 94/90       |                         | COOK   | 556   | 47        |
| STA.        | TO STA.                 |        | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300       | N818, ETC, 2324.6-1PR-8 |        |   |           |

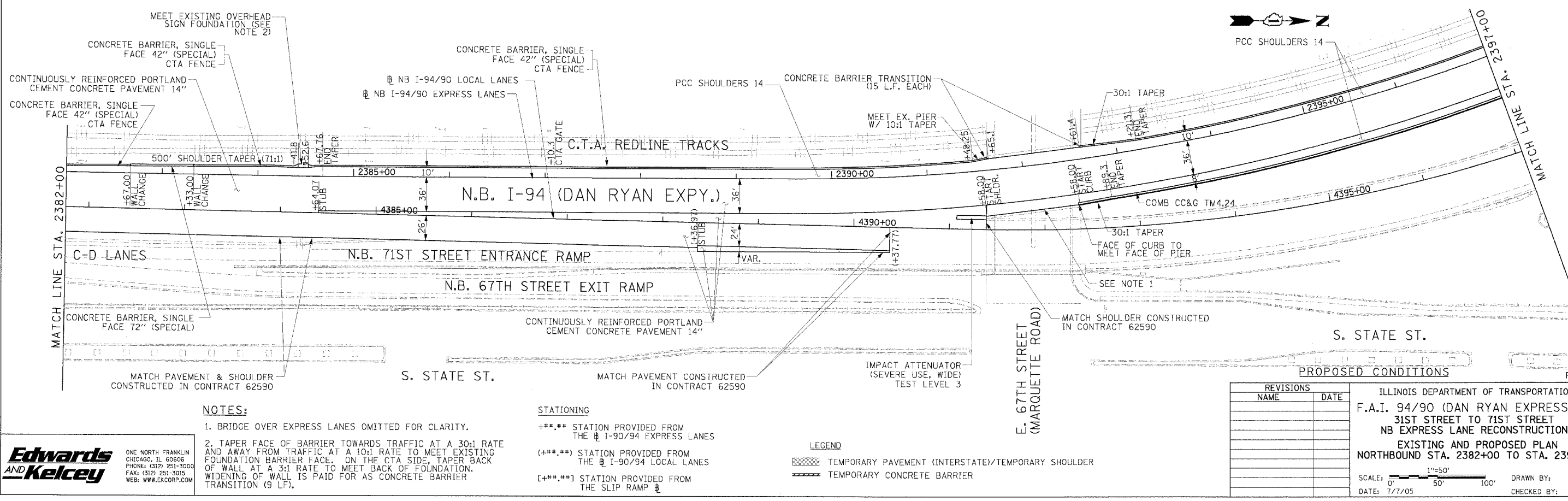


**REMOVAL LEGEND**

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- CONCRETE BARRIER OR GUARD RAIL REMOVAL

**NOTE:**  
1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



**NOTES:**  
1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.  
2. TAPER FACE OF BARRIER TOWARDS TRAFFIC AT A 30:1 RATE AND AWAY FROM TRAFFIC AT A 10:1 RATE TO MEET EXISTING FOUNDATION BARRIER FACE. ON THE CTA SIDE, TAPER BACK OF WALL AT A 3:1 RATE TO MEET BACK OF FOUNDATION. WIDENING OF WALL IS PAID FOR AS CONCRETE BARRIER TRANSITION (9 LF).

**STATIONING**  
+\*\*.\*\* STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
(+\*\*.\*\*.) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
[+\*\*.\*\*] STATION PROVIDED FROM THE SLIP RAMP

**LEGEND**  
 TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER  
 TEMPORARY CONCRETE BARRIER

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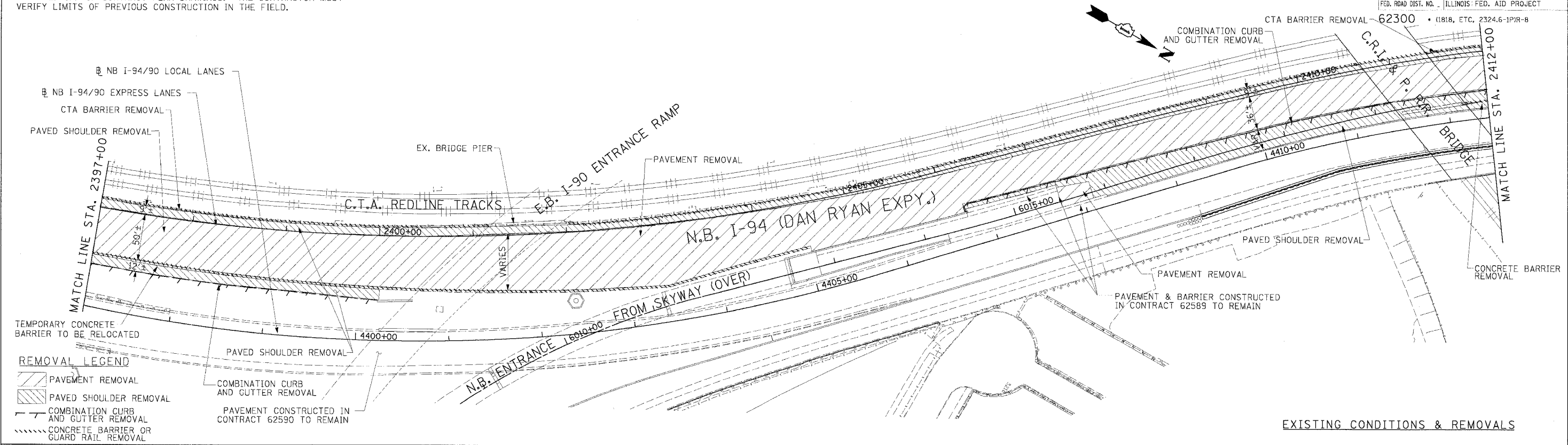
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PLAN  
NORTHBOUND STA. 2382+00 TO STA. 2397+00  
SCALE: 1"=50'  
DATE: 7/7/05  
DRAWN BY: TAI  
CHECKED BY: PJM

**Edwards AND Kelcey**  
ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

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| F.A.I. SECTION      | COUNTY                       | TOTAL SHEETS | SHEET NO. |
| 94/90               | COOK                         | 556          | 48        |
| STA. TO STA.        | TO ILLINOIS FED. AID PROJECT |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT    |              |           |

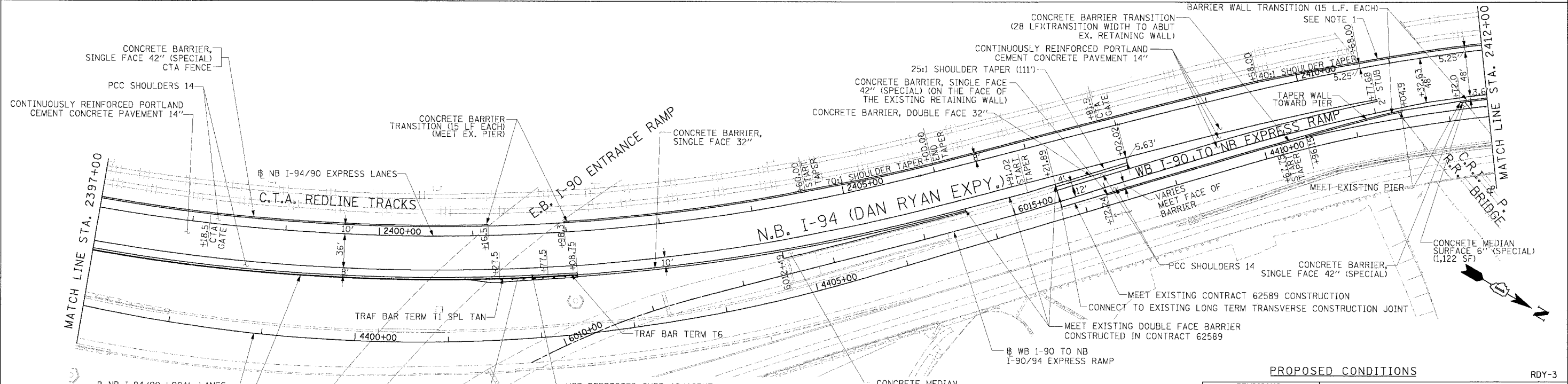
**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.



**REMOVAL LEGEND**

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- CONCRETE BARRIER OR GUARD RAIL REMOVAL
- PAVED SHOULDER REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- PAVEMENT CONSTRUCTED IN CONTRACT 62590 TO REMAIN

**EXISTING CONDITIONS & REMOVALS**



**LEGEND**

- TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER
- TEMPORARY CONCRETE BARRIER

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

**STATIONING**

- +++ STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES
- (+##,##) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES
- [+++##] STATION PROVIDED FROM THE SLIP RAMP

| REVISIONS |      |
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| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2397+00 TO STA. 2412+00

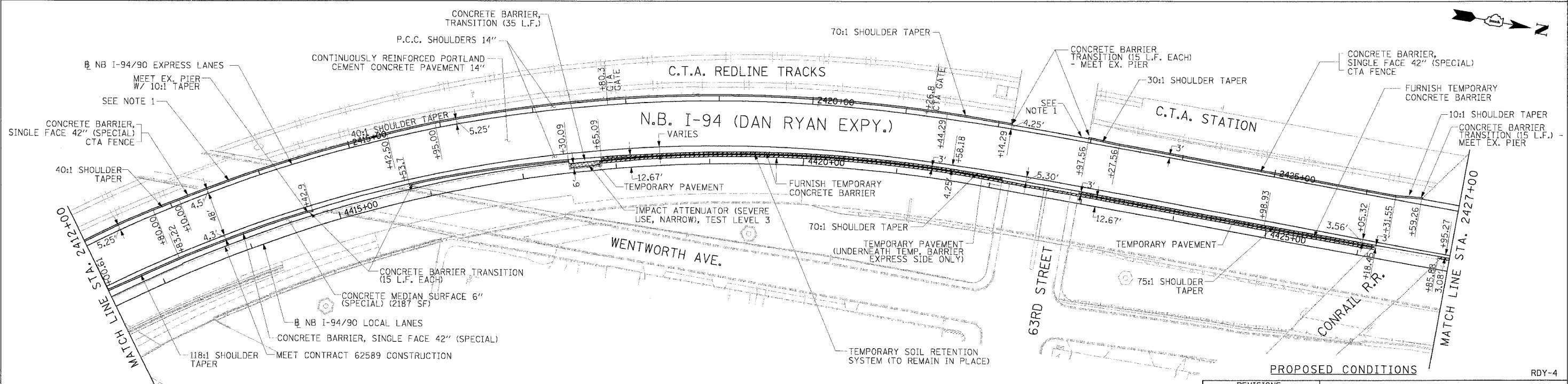
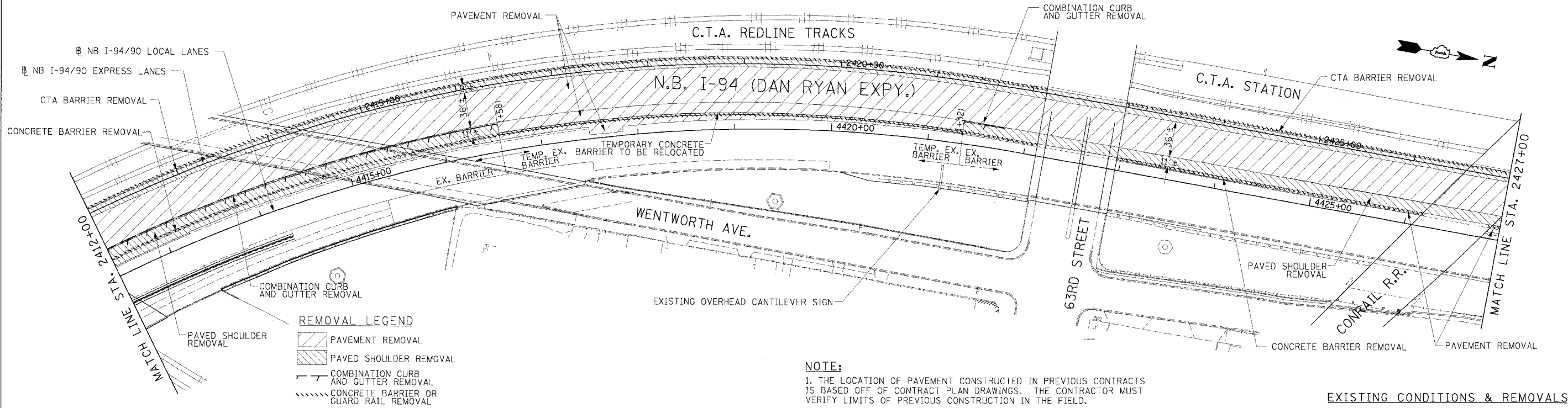
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| F.A.I. RTE.         | SECTION                  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                          | COOK             | 556          | 49        |
| STA.                | TO STA.                  |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                 | FED. AID PROJECT |              |           |
| 62300               | (1818, ETC, 2324.6-1PR-8 |                  |              |           |



**Edwards AND Kelcey**  
ONE NORTH FRANKLIN CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

**STATIONING**  
+###,## STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
(+###,##) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
[+###,##] STATION PROVIDED FROM THE SLIP RAMP

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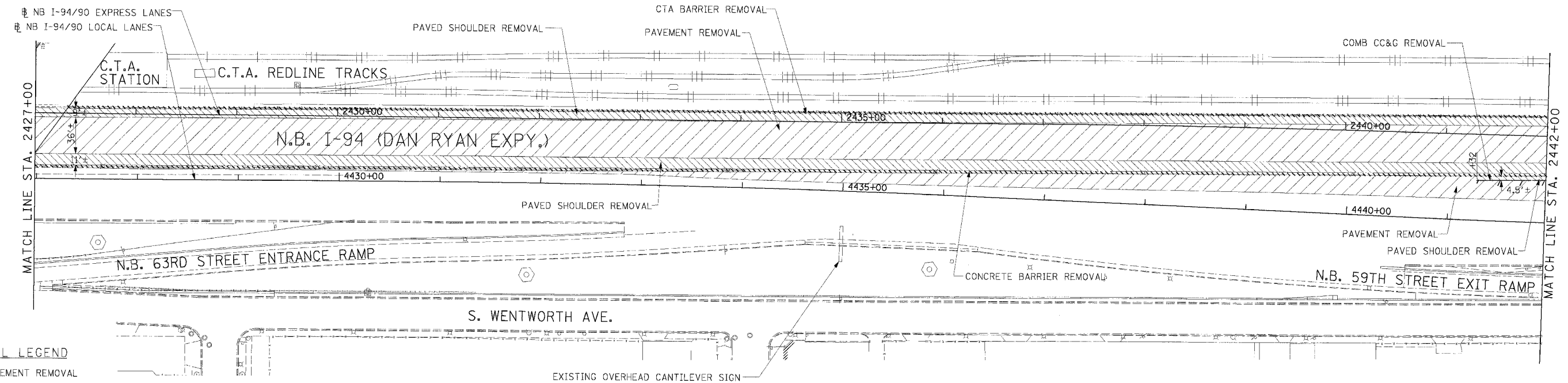
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PLAN  
NORTHBOUND STA. 2412+00 TO STA. 2427+00

SCALE: 1"=50'  
DATE: 7/7/05

DRAWN BY: TAI  
CHECKED BY: PJM

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|---------------------|-------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                 | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                         | COOK             | 556          | 50        |
| STA.                | TO STA.                 |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                | FED. AID PROJECT |              |           |
| 62300               | 1818, ETC, 2324.6-1PR-8 |                  |              |           |

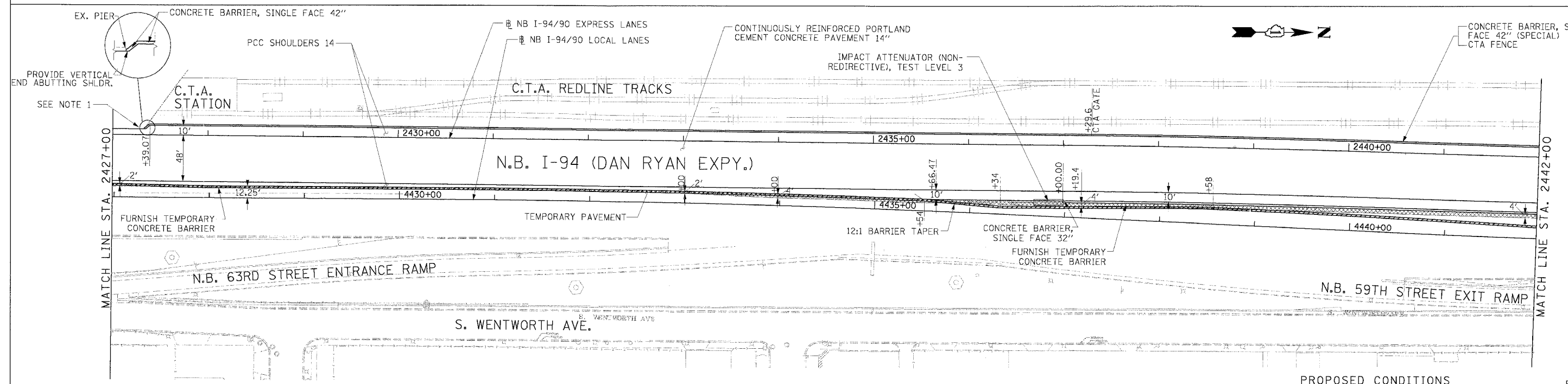


**REMOVAL LEGEND**

|  |  |
|--|--|
|  | PAVEMENT REMOVAL                       |
|  | PAVED SHOULDER REMOVAL                 |
|  | COMBINATION CURB AND GUTTER REMOVAL    |
|  | CONCRETE BARRIER OR GUARD RAIL REMOVAL |

**NOTE:**  
1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



PROVIDE VERTICAL END ABUTTING SHLDR. SEE NOTE 1

**NOTE:**  
1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

**LEGEND**

|  |  |
|--|--|
|  | TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER |
|  | TEMPORARY CONCRETE BARRIER                         |

**STATIONING**  
 +##.## STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
 (+##.##) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
 [+##.##] STATION PROVIDED FROM THE SLIP RAMP

**PROPOSED CONDITIONS**

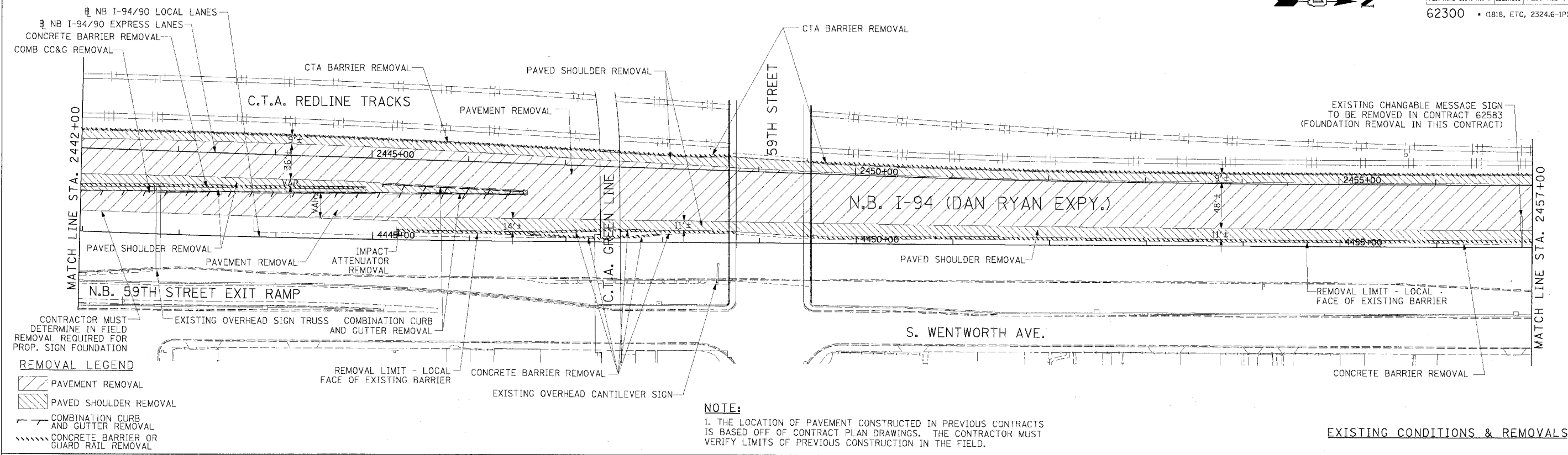
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2427+00 TO STA. 2442+00  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

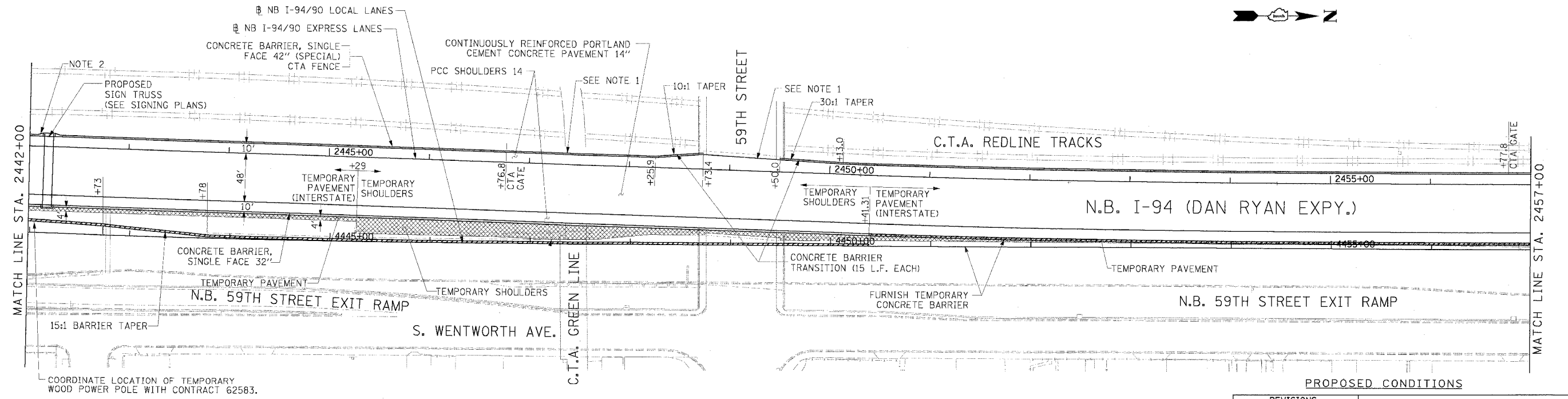
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- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

EXISTING CONDITIONS & REMOVALS



- NOTES:**
- BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.
  - ON THE CTA SIDE OF THE BARRIER, TRANSITION THE WIDTH OF BARRIER AT A 3:1 RATE TO MEET THE BACK OF SIGN FOUNDATION. PAID FOR AS CONCRETE BARRIER TRANSITION (10 LF).

- LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER
  - TEMPORARY CONCRETE BARRIER

**STATIONING**

\*\*\*.## STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES

(+##.##) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

[###.##] STATION PROVIDED FROM THE SLIP RAMP NB

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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|           |      |
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|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2442+00 TO STA. 2457+00

SCALE: 1"=50'  
 DATE: 7/7/05

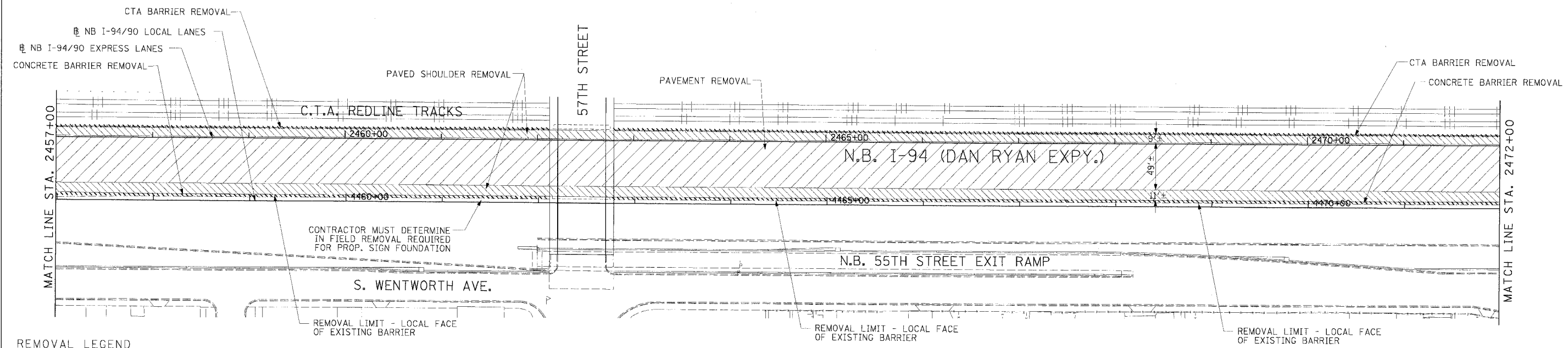
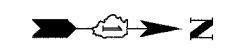
DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**

ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

P:\030019\035\Com 14815\CADD\N\94\940628.dwg 06/24/2005 10:56:05 AM

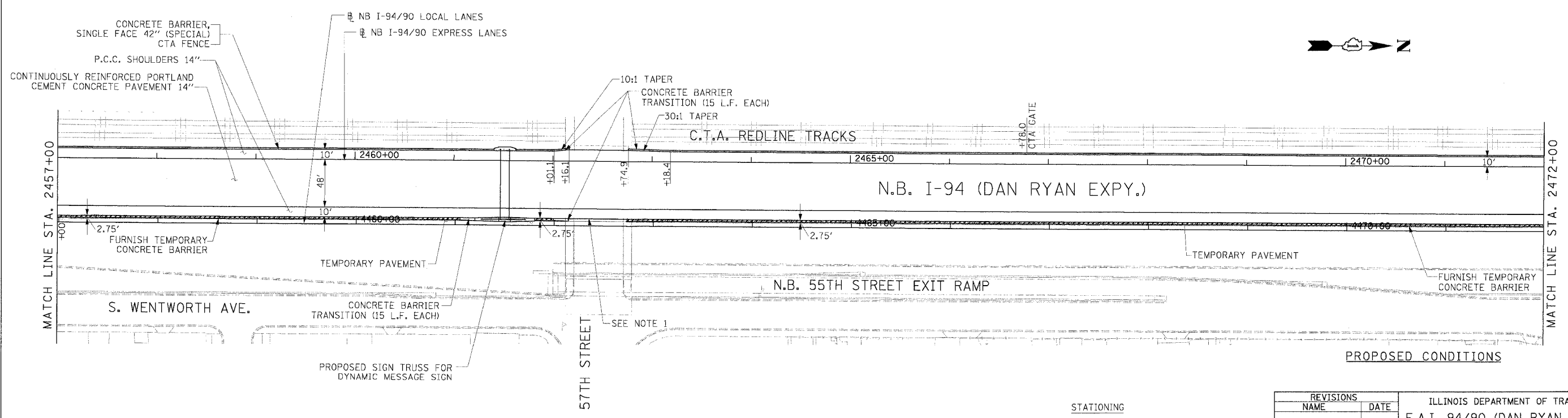
|                     |            |                  |              |           |
|---------------------|------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION    | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |            | COOK             | 556          | 52        |
| STA.                | TO STA.    |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS   | FED. AID PROJECT |              |           |
| 62300               | 0818, ETC. | 2324.6-1PR-8     |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

**NOTE:**  
1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



**Edwards AND Kelcey**  
ONE NORTH FRANKLIN CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

**NOTE:**  
1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

- LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER
  - TEMPORARY CONCRETE BARRIER

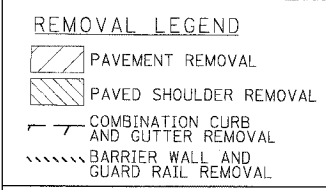
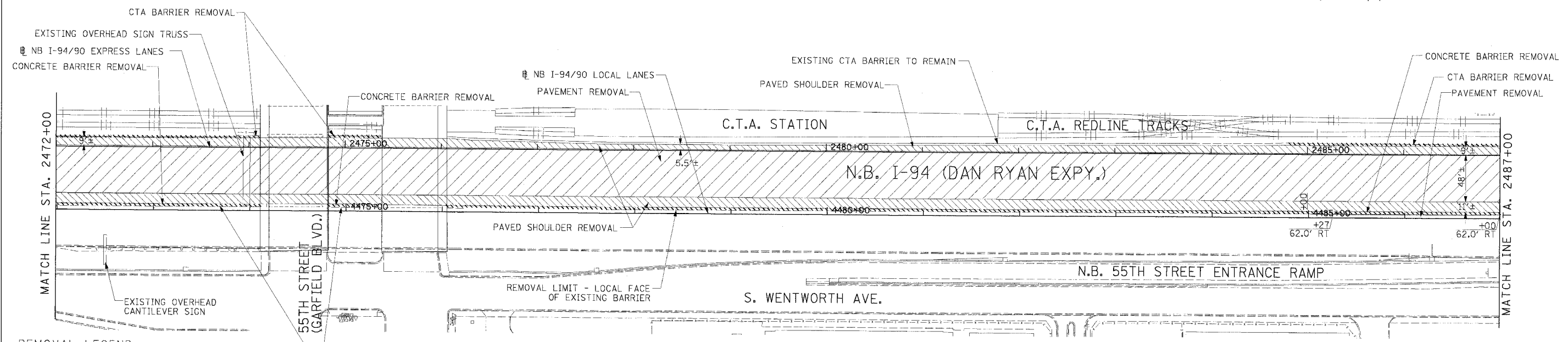
**STATIONING**  
[+].[+].[+] STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
[+].[+].[+] STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES  
[+].[+].[+] STATION PROVIDED FROM THE SLIP RAMP

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PLAN  
NORTHBOUND STA. 2457+00 TO STA. 2472+00  
SCALE: 1"=50'  
DATE: 7/1/05  
DRAWN BY: TAI  
CHECKED BY: PJM

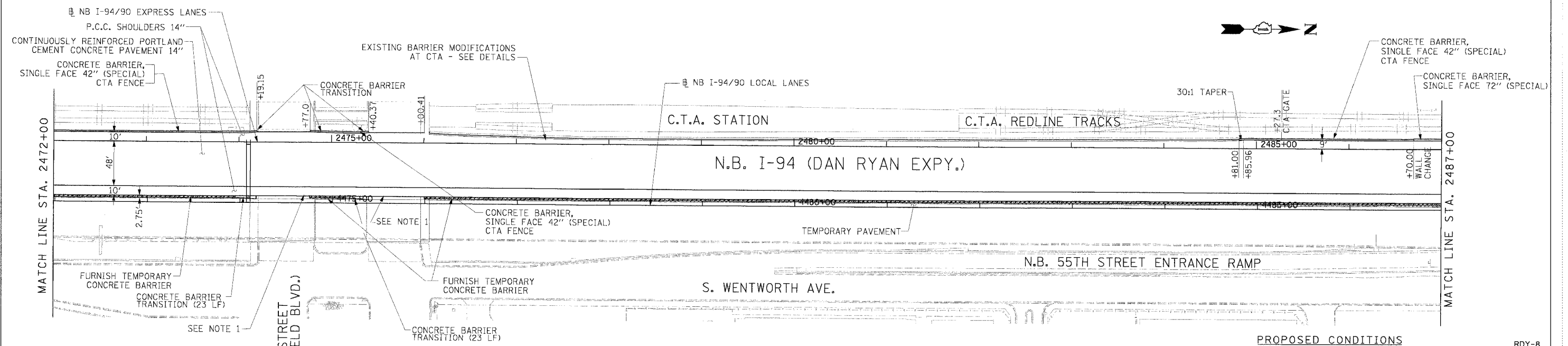
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|---------------------|--------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                          | COOK             | 556          | 53        |
| STA.                | TO STA.                  |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                 | FED. AID PROJECT |              |           |
| 62300               | (1818, ETC, 2324.6-1PR-8 |                  |              |           |



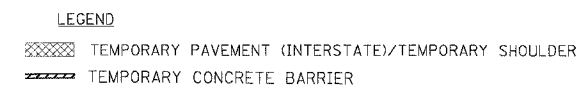
**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.



**STATIONING**  
 +###.## STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+##.##) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES  
 [###.##] STATION PROVIDED FROM THE SLIP RAMP

| REVISIONS |      |
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| NAME      | DATE |
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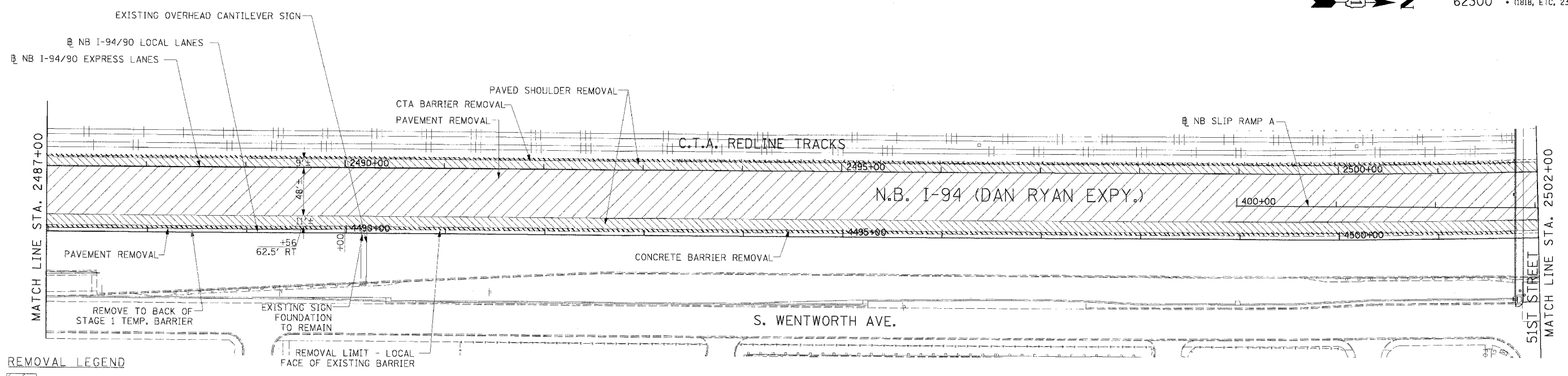
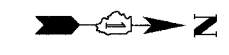
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2472+00 TO STA. 2487+00

SCALE: 1"=50'  
 DATE: 7/1/05

DRAWN BY: TAI  
 CHECKED BY: PJM

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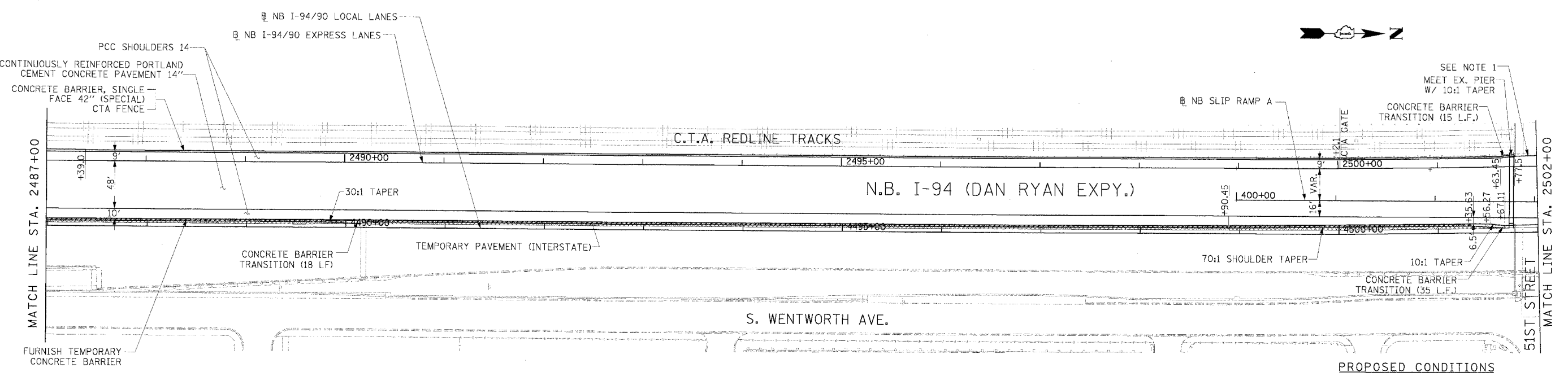
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|---------------------|---------------------------|--------|--------------|-----------|
| F.A.I. RTE.         | SECTION                   | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK   | 556          | 54        |
| STA.                | TO STA.                   |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |        |              |           |
| 62300               | (1818, ETC, 2324.6-1P)R-8 |        |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



FURNISH TEMPORARY CONCRETE BARRIER

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

- LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER
  - TEMPORARY CONCRETE BARRIER

**STATIONING**

+++\*\* STATION PROVIDED FROM THE I-90/94 EXPRESS LANES

(+++\*\*) STATION PROVIDED FROM THE I-90/94 LOCAL LANES

[+++\*\*] STATION PROVIDED FROM THE SLIP RAMP

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2487+00 TO STA. 2502+00

SCALE: 1"=50'  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

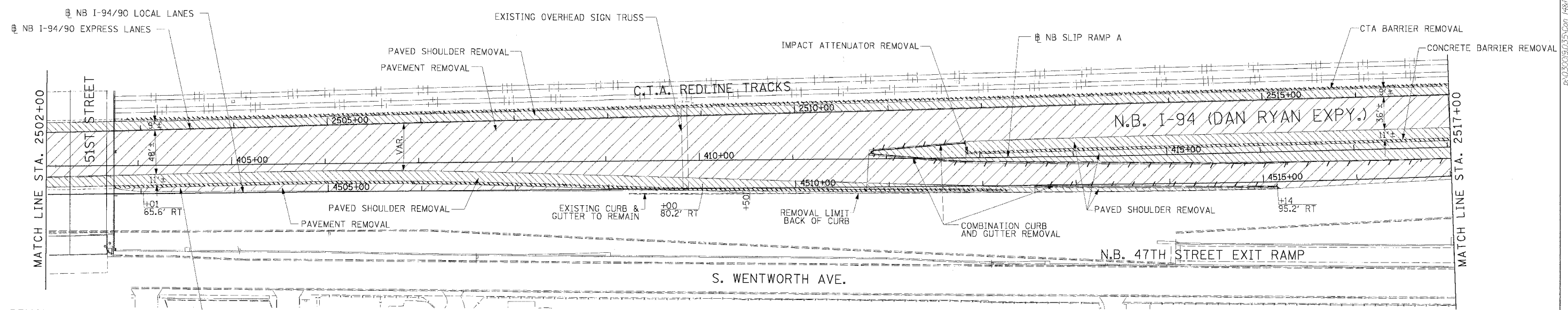
**Edwards and Kelcey**

ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

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|  |        |                  |           |
|--|--------|------------------|-----------|
| F.A.I. SECTION                               | COUNTY | TOTAL SHEETS     | SHEET NO. |
| 94/90  | COOK   | 556              | 55        |
| STA. TO STA.                                 |        | FED. AID PROJECT |           |
| 62300  |        | ILLINOIS         |           |
| FED. ROAD DIST. NO. 01818, ETC, 2324.6-1PR-8 |        |                  |           |

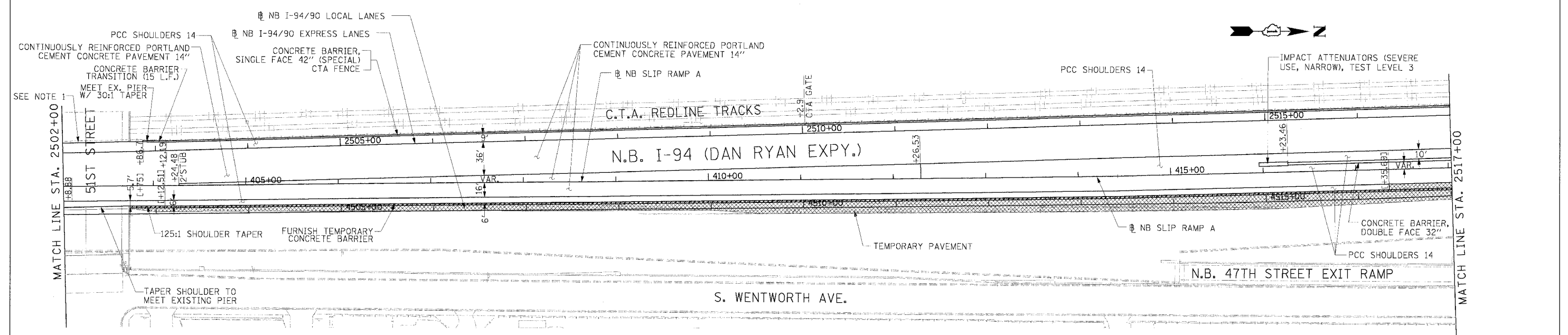


**REMOVAL LEGEND**

|  |  |
|--|--|
|  | PAVEMENT REMOVAL                       |
|  | PAVED SHOULDER REMOVAL                 |
|  | COMBINATION CURB AND GUTTER REMOVAL    |
|  | CONCRETE BARRIER OR GUARD RAIL REMOVAL |

**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.

**EXISTING CONDITIONS & REMOVALS**



**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

**LEGEND**

|  |  |
|--|--|
|  | TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER |
|  | TEMPORARY CONCRETE BARRIER                         |

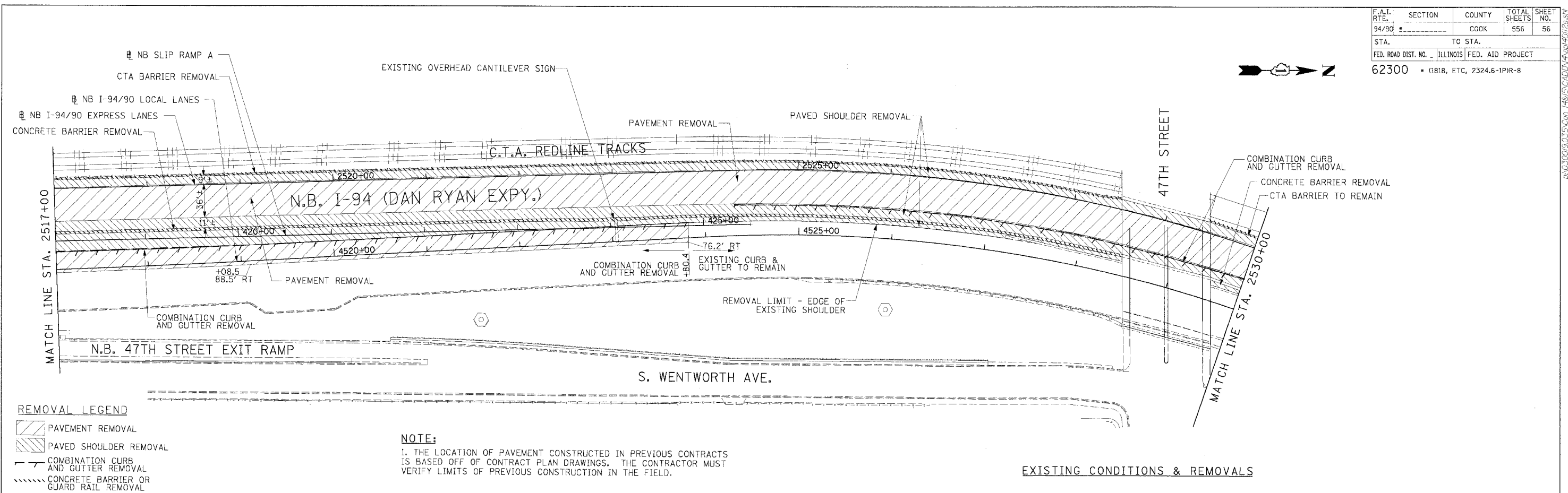
**STATIONING**  
 +###.## STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+##.##) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES  
 [+##.##] STATION PROVIDED FROM THE SLIP RAMP

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2502+00 TO STA. 2517+00  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

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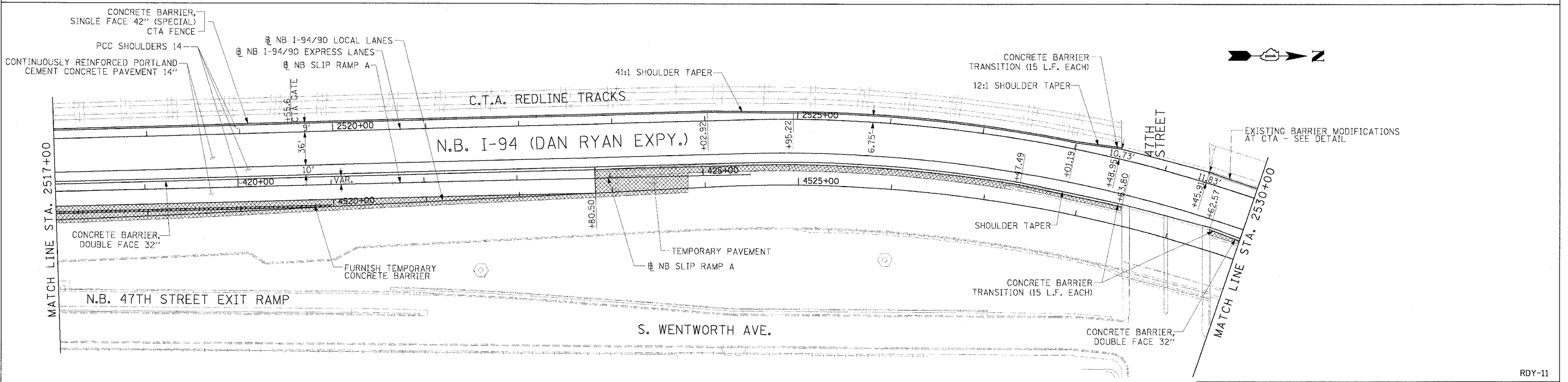
|                |                         |   |           |
|----------------|-------------------------|---|-----------|
| F.A.I. SECTION | COUNTY                  | TOTAL SHEETS                                  | SHEET NO. |
| 94/90          | COOK                    | 556   | 56        |
| STA.           | TO STA.                 | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300          | 1818, ETC, 2324.6-1PR-8 |   |           |



**REMOVAL LEGEND**

|  |  |
|--|--|
|  | PAVEMENT REMOVAL                       |
|  | PAVED SHOULDER REMOVAL                 |
|  | COMBINATION CURB AND GUTTER REMOVAL    |
|  | CONCRETE BARRIER OR GUARD RAIL REMOVAL |

**NOTE:**  
 1. THE LOCATION OF PAVEMENT CONSTRUCTED IN PREVIOUS CONTRACTS IS BASED OFF OF CONTRACT PLAN DRAWINGS. THE CONTRACTOR MUST VERIFY LIMITS OF PREVIOUS CONSTRUCTION IN THE FIELD.



**LEGEND**

|  |  |
|--|--|
|  | TEMPORARY PAVEMENT (INTERSTATE)/TEMPORARY SHOULDER |
|  | TEMPORARY CONCRETE BARRIER                         |

**STATIONING**

[[\*\*]] STATION PROVIDED FROM THE I-90/94 EXPRESS LANES

([\*\*]) STATION PROVIDED FROM THE I-90/94 LOCAL LANES

[\*\*] STATION PROVIDED FROM THE SLIP RAMP

**NOTE:**  
 1. BRIDGE OVER EXPRESS LANES OMITTED FOR CLARITY.

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
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|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2517+00 TO STA. 2530+00

SCALE: 1"=50'  
 0" 50' 100'

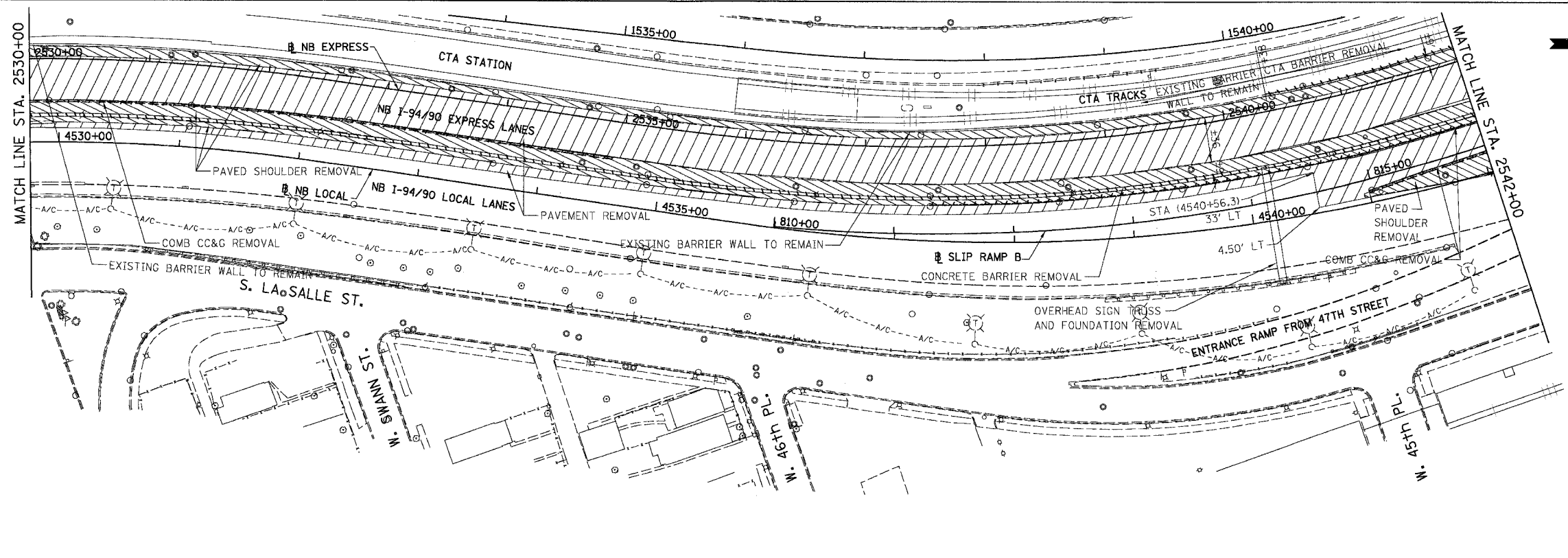
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 CHECKED BY: PJM

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|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               | *       | COOK                      | 556          | 57        |
| STA. 2530+00        |         | TO STA. 2542+00           |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | *1818, ETC, 2324.6-1P/R-8 |              |           |

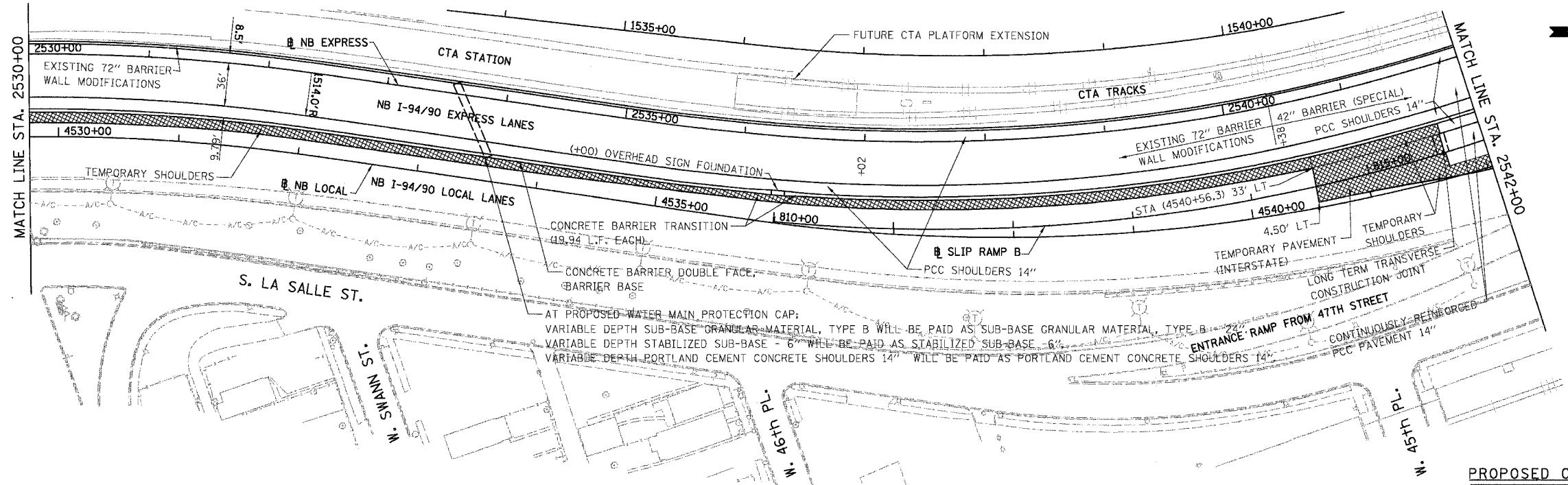


REMOVAL LEGEND

|  |  |
|--|--|
|  | PAVEMENT REMOVAL                       |
|  | PAVED SHOULDER REMOVAL                 |
|  | COMBINATION CURB AND GUTTER REMOVAL    |
|  | CONCRETE BARRIER OR GUARD RAIL REMOVAL |

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

EXISTING CONDITIONS AND REMOVALS



PROPOSED LEGEND

|  |   |
|--|---|
|  | TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS |
|  | TEMPORARY CONCRETE BARRIER                  |

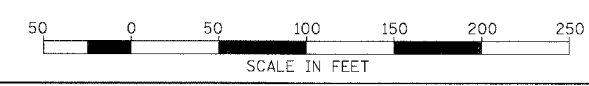
AT PROPOSED WATER MAIN PROTECTION CAP:  
 VARIABLE DEPTH SUB-BASE GRANULAR MATERIAL, TYPE B WILL BE PAID AS SUB-BASE GRANULAR MATERIAL, TYPE B  
 VARIABLE DEPTH STABILIZED SUB-BASE - 6" WILL BE PAID AS STABILIZED SUB-BASE - 6"  
 VARIABLE DEPTH PORTLAND CEMENT CONCRETE SHOULDERS 14" WILL BE PAID AS PORTLAND CEMENT CONCRETE SHOULDERS 14"

PROPOSED CONDITIONS

| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
|           |      |
|           |      |
|           |      |
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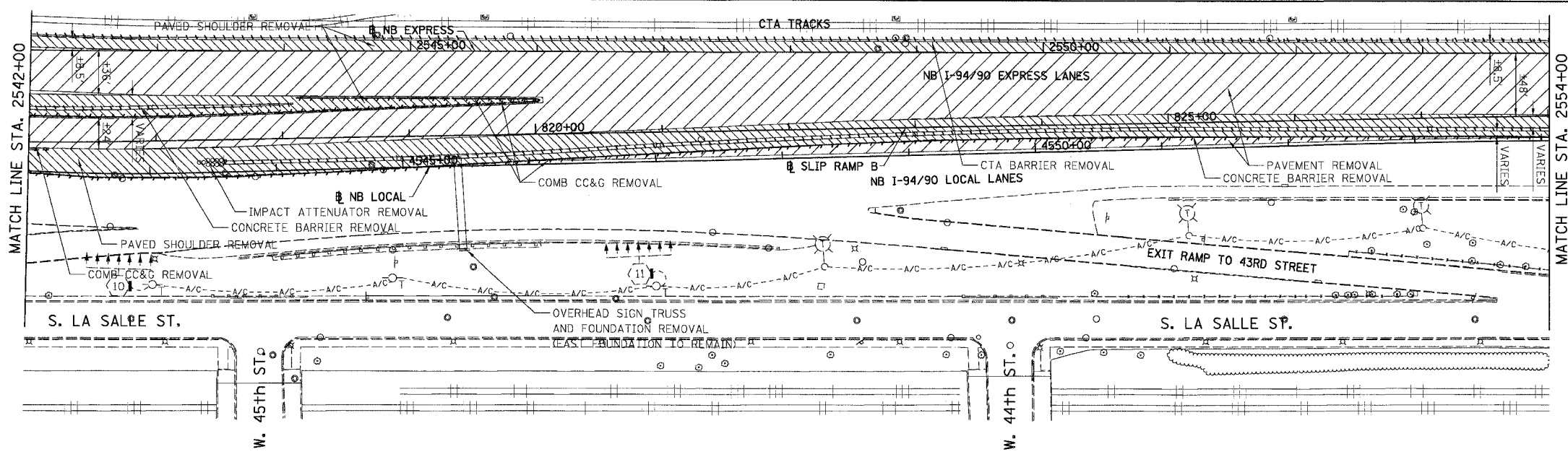
RDY-12  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2530+00 TO STA. 2542+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

STATIONING  
 [\*\*]\*\* STATION PROVIDED FROM THE NB I-94/90 EXPRESS LANES  
 [\*\*\*]\*\* STATION PROVIDED FROM THE NB I-94/90 LOCAL LANES  
 [\*\*\*\*]\*\* STATION PROVIDED FROM THE SLIP RAMP



BOWMAN, BARRETT & ASSOCIATES INC.  
 CONSULTING ENGINEERS  
 Chicago, Illinois  
 312.228.0100  
 www.bbainc.com

|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90 *             |         | COOK                      | 556          | 58        |
| STA. 2542+00        |         | TO STA. 2554+00           |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | *1818, ETC, 2324.6-1P)R-8 |              |           |

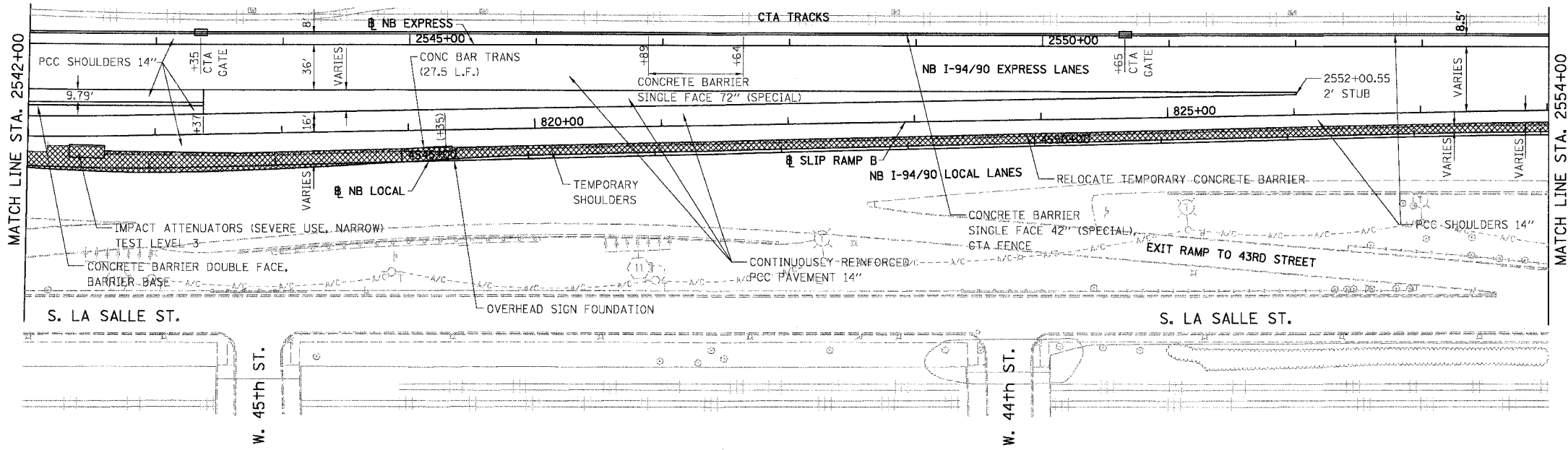


**REMOVAL LEGEND**

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



**PROPOSED LEGEND**

- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
- TEMPORARY CONCRETE BARRIER

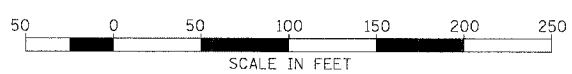
NOTE:  
ALL MANUFACTURER SPECIFIED VERTICAL AND HORIZONTAL ANCHOR SYSTEMS AND PAVED PAD WILL BE INCLUDED IN THE UNIT COST OF "IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL 3".

**PROPOSED CONDITIONS**

| REVISIONS NAME | DATE |
|----------------|------|
|                |      |
|                |      |
|                |      |
|                |      |
|                |      |

RDY-13  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PLAN  
NORTHBOUND STA. 2542+00 TO STA. 2554+00  
SCALE: 1"=50'  
DATE: 07/07/05  
DRAWN BY: TER  
CHECKED BY: JDC

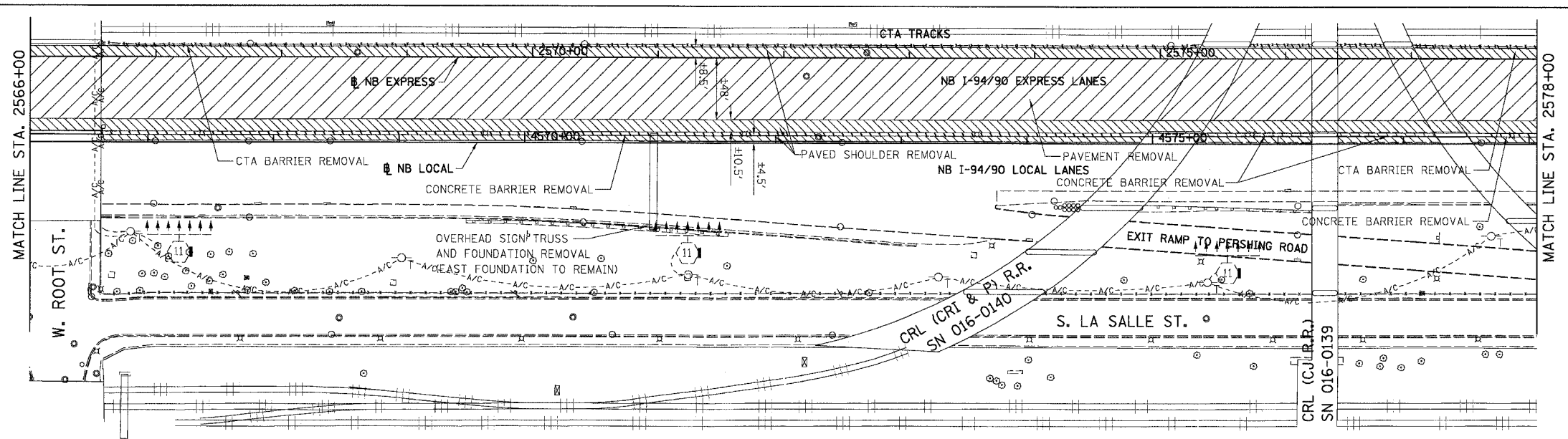
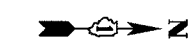
**STATIONING**  
+##.## STATION PROVIDED FROM THE NB I-94/90 EXPRESS LANES  
(+##.##) STATION PROVIDED FROM THE NB I-94/90 LOCAL LANES  
[+##.##] STATION PROVIDED FROM THE SLIP RAMP



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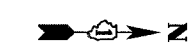
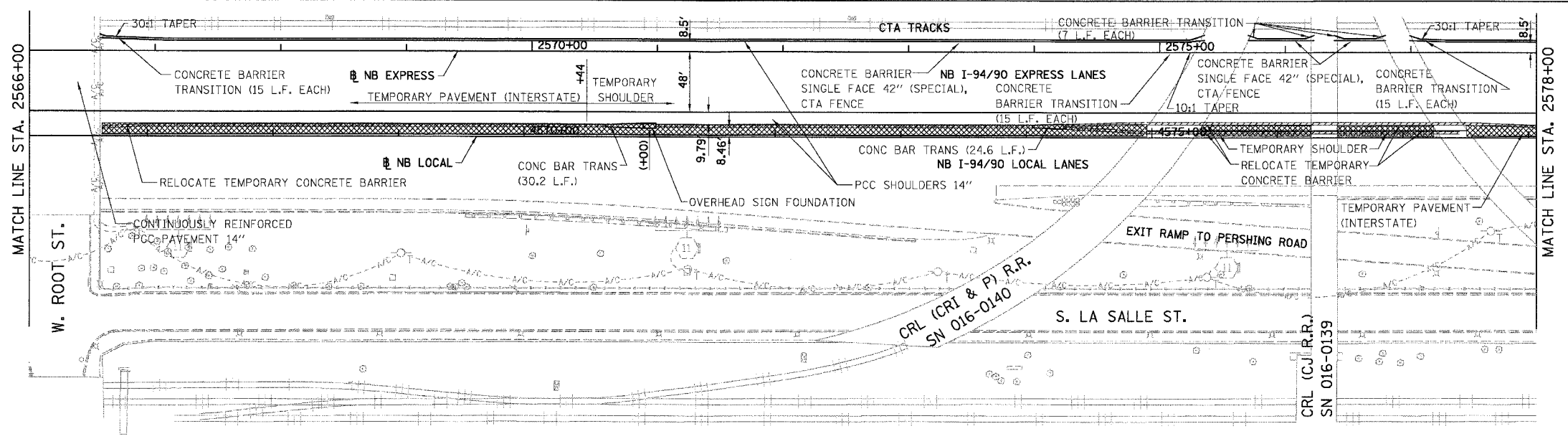
|                     |         |                            |              |           |
|---------------------|---------|----------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                     | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                       | 556          | 60        |
| STA. 2566+00        |         | TO STA. 2578+00            |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT  |              |           |
| 62300               |         | •(1818, ETC, 2324.6-1P)R-8 |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



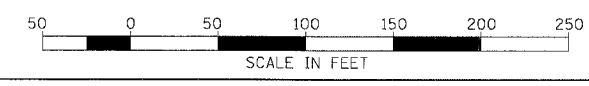
- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

**PROPOSED CONDITIONS**

| REVISIONS NAME | DATE |
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RDY-15  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2566+00 TO STA. 2578+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

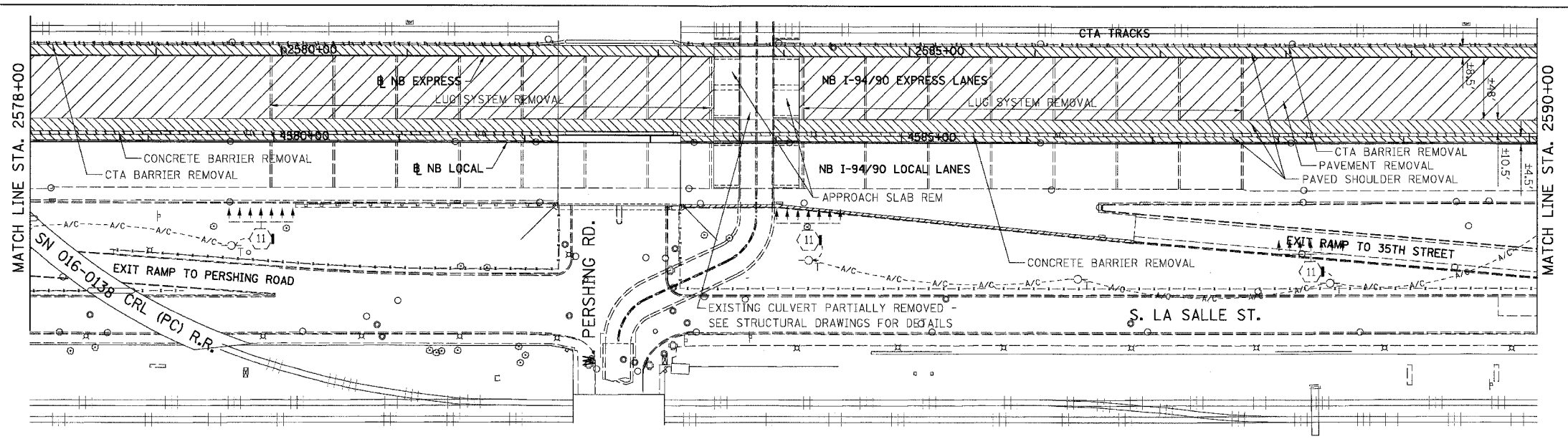
**STATIONING**  
 [++] STATION PROVIDED FROM THE I-94/90 EXPRESS LANES  
 [++][+] STATION PROVIDED FROM THE I-94/90 LOCAL LANES  
 [+++][+] STATION PROVIDED FROM THE SLIP RAMP



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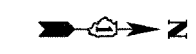
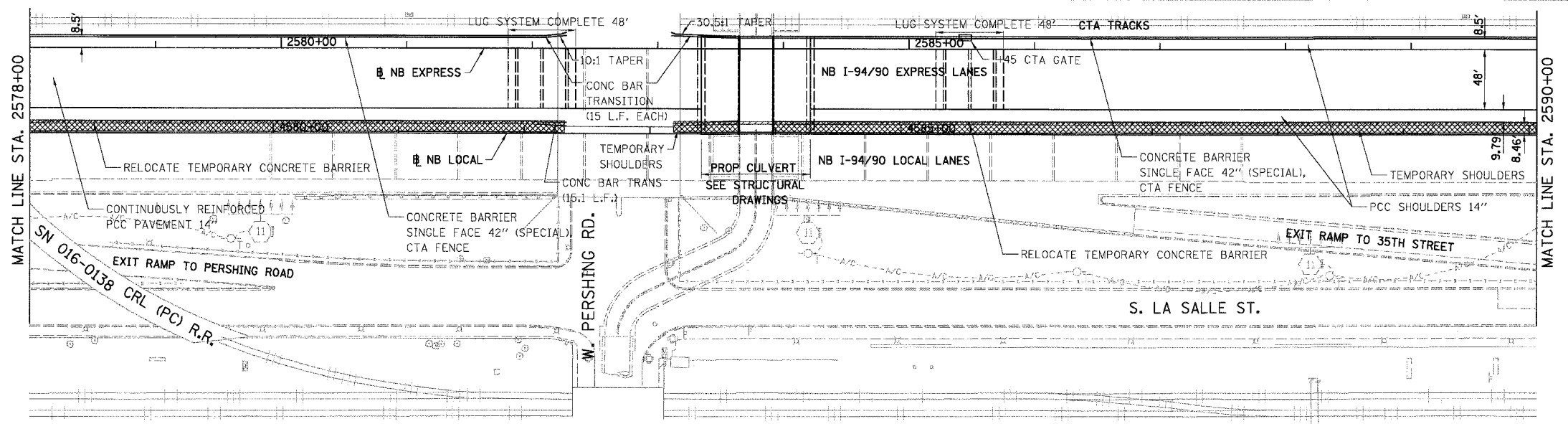
|                     |                           |                  |              |           |
|---------------------|---------------------------|------------------|--------------|-----------|
| F.A.I.              | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *                         | COOK             | 556          | 61        |
| STA. 2578+00        |                           | TO STA. 2590+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |
| 62300               | *1818, ETC, 2324.6-1P/R-8 |                  |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



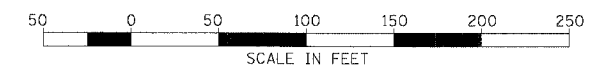
- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

**PROPOSED CONDITIONS**

| REVISIONS NAME | DATE |
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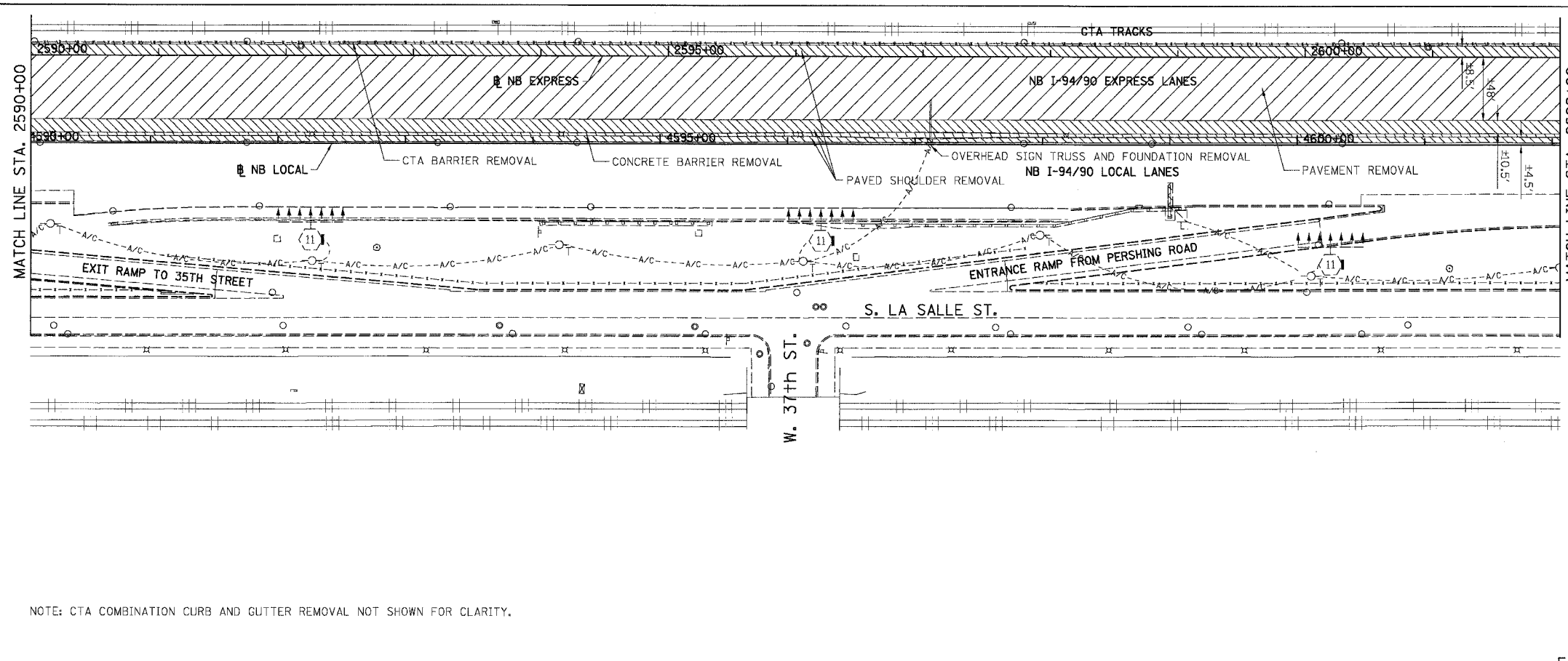
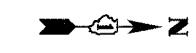
RDY-16  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2578+00 TO STA. 2590+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

**STATIONING**  
 +###.## STATION PROVIDED FROM THE NB I-94/90 EXPRESS LANES  
 (+###.##) STATION PROVIDED FROM THE NB I-94/90 LOCAL LANES  
 [-###.##] STATION PROVIDED FROM THE SLIP RAMP



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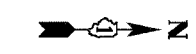
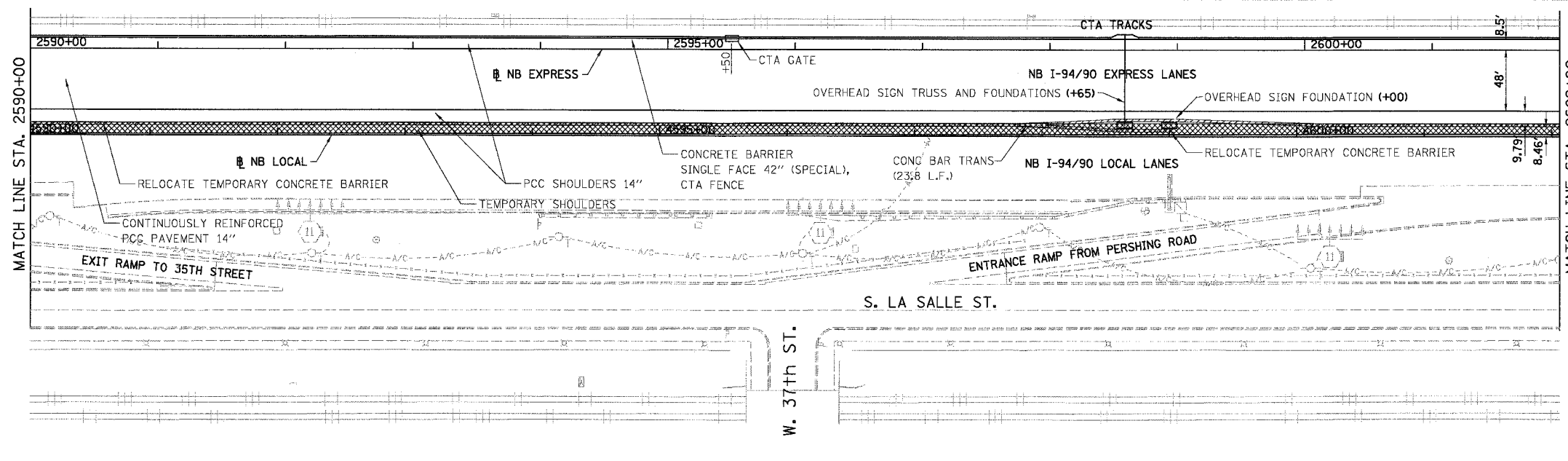
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|---------------------|---------------------------|------------------|--------------|-----------|
| F.A.I.              | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90 *             |                           | COOK             | 556          | 62        |
| STA. 2590+00        |                           | TO STA. 2602+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |
| 62300               | *1818, ETC, 2324.6-1PJR-8 |                  |              |           |



NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

**EXISTING CONDITIONS AND REMOVALS**



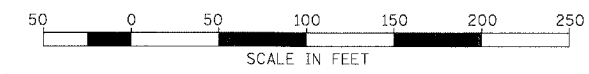
- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

**PROPOSED CONDITIONS**

| REVISIONS NAME | DATE |
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RDY-17  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2590+00 TO STA. 2602+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

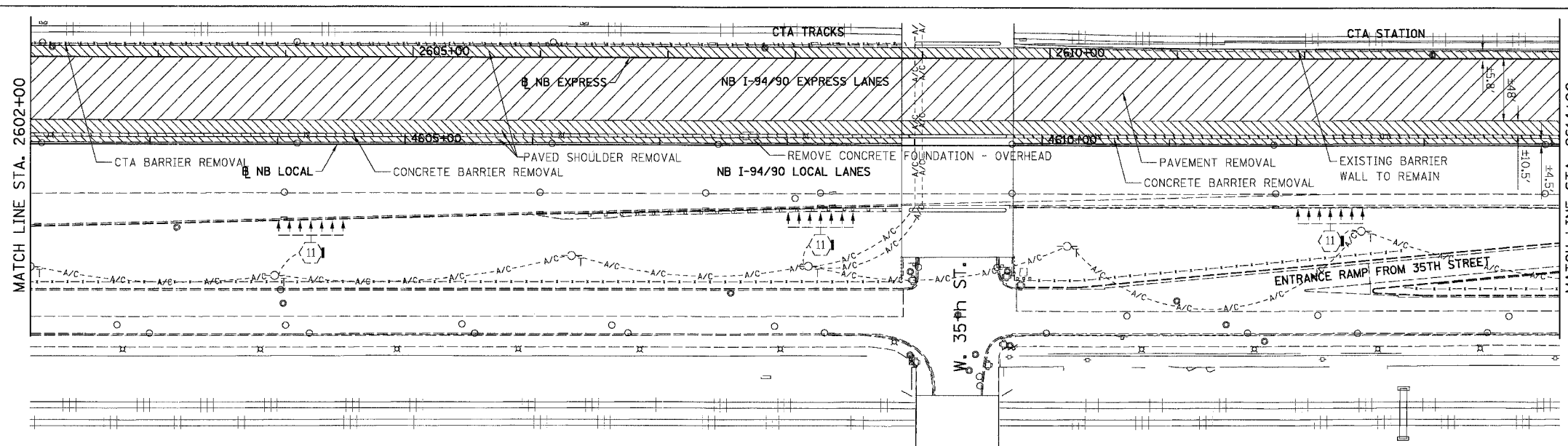
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 +##.## STATION PROVIDED FROM THE NB I-94/90 EXPRESS LANES  
 (+##.##) STATION PROVIDED FROM THE NB I-94/90 LOCAL LANES  
 [+##.##] STATION PROVIDED FROM THE SLIP RAMP



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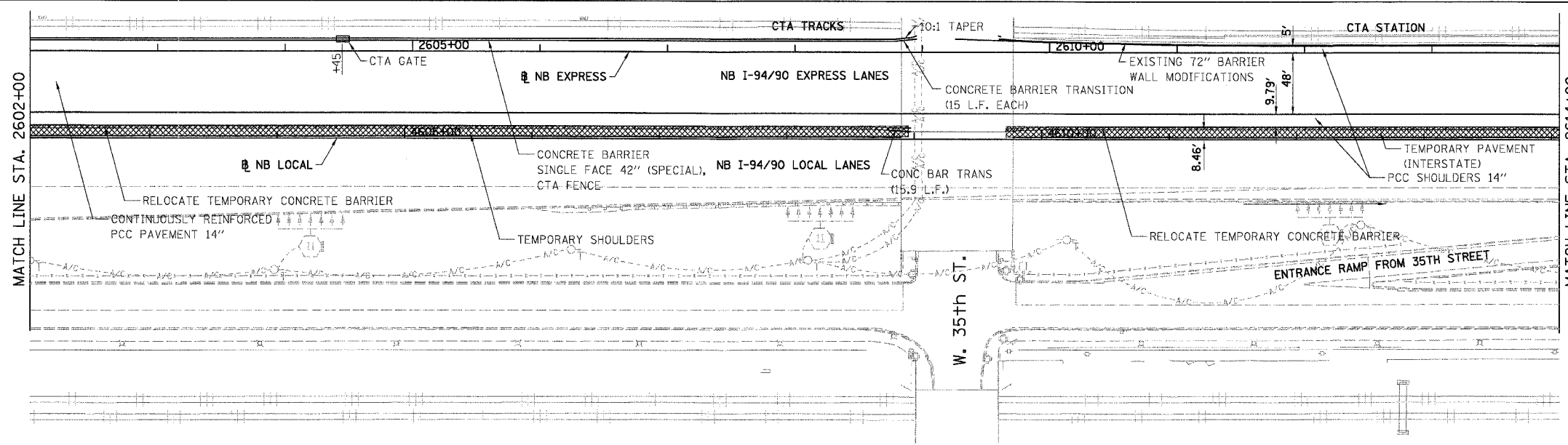
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|---------------------|---------|---------------------------|------------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS     | SHEET NO. |
| 94/90               | *       | COOK                      | 556              | 63        |
| STA. 2602+00        |         | TO STA. 2614+00           |                  |           |
| FED. ROAD DIST. NO. |         | ILLINOIS                  | FED. AID PROJECT |           |
| 62300               |         | *1818, ETC, 2324.6-1P)R-8 |                  |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



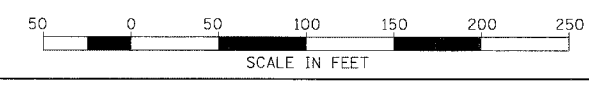
- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

**PROPOSED CONDITIONS**

| REVISIONS |      |
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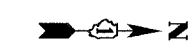
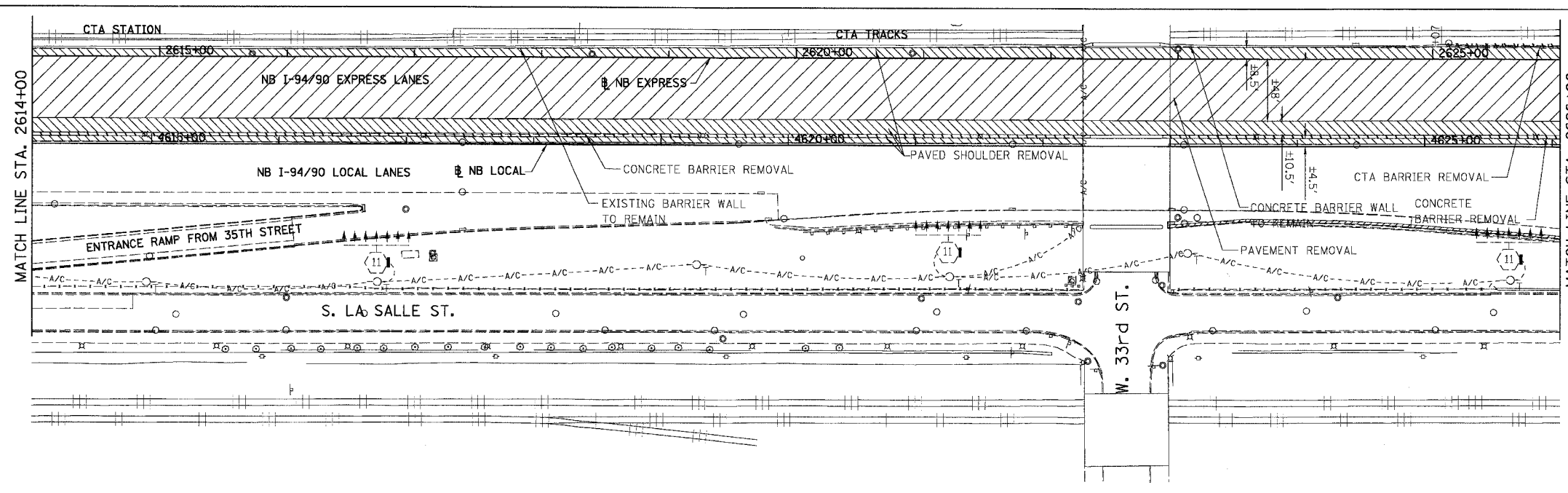
RDY-18  
 ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2602+00 TO STA. 2614+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

**STATIONING**  
 +\*\*.\*\* STATION PROVIDED FROM THE NB I-94/90 EXPRESS LANES  
 (+\*\*.\*\*.) STATION PROVIDED FROM THE NB I-94/90 LOCAL LANES  
 [+\*\*.\*\*.] STATION PROVIDED FROM THE SLIP RAMP



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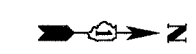
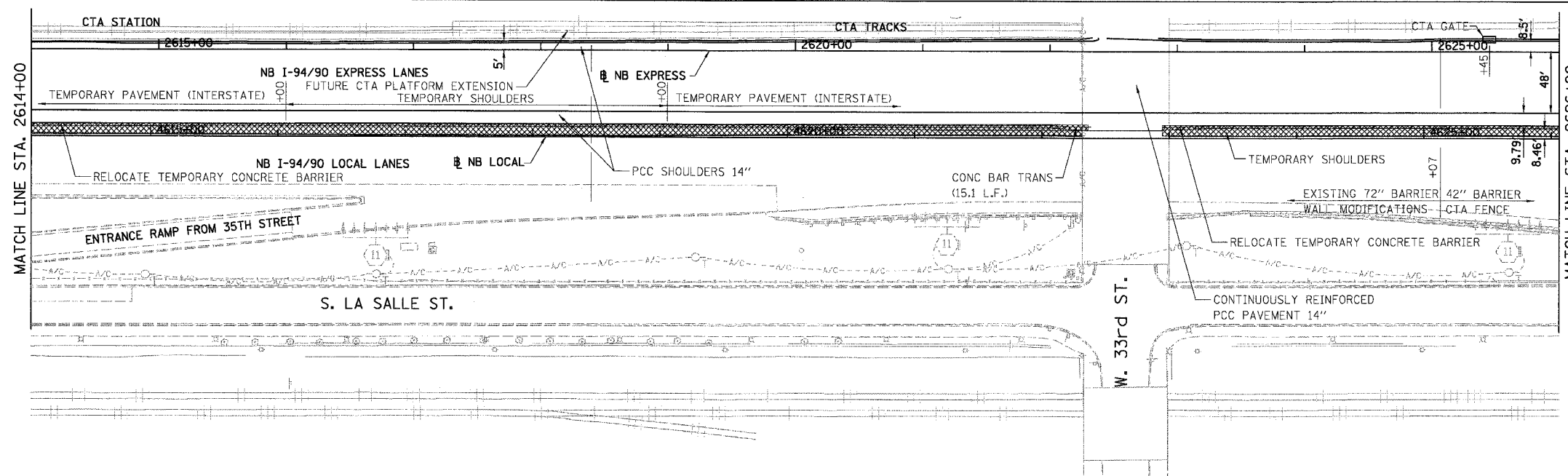
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|---------------------|---------------------------|------------------|--------------|-----------|
| F.A.I.              | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *                         | COOK             | 556          | 64        |
| STA. 2614+00        |                           | TO STA. 2626+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |
| 62300               | *1818, ETC, 2324.6-1P/R-8 |                  |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

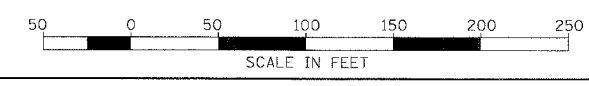
**PROPOSED CONDITIONS**

RDY-19

| REVISIONS NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94/90 (DAN RYAN EXPRESSWAY)**  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2614+00 TO STA. 2626+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

**STATIONING**  
 [++] STATION PROVIDED FROM THE I-94/90 EXPRESS LANES  
 [+++] STATION PROVIDED FROM THE I-94/90 LOCAL LANES  
 [++++] STATION PROVIDED FROM THE SLIP RAMP

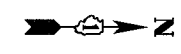
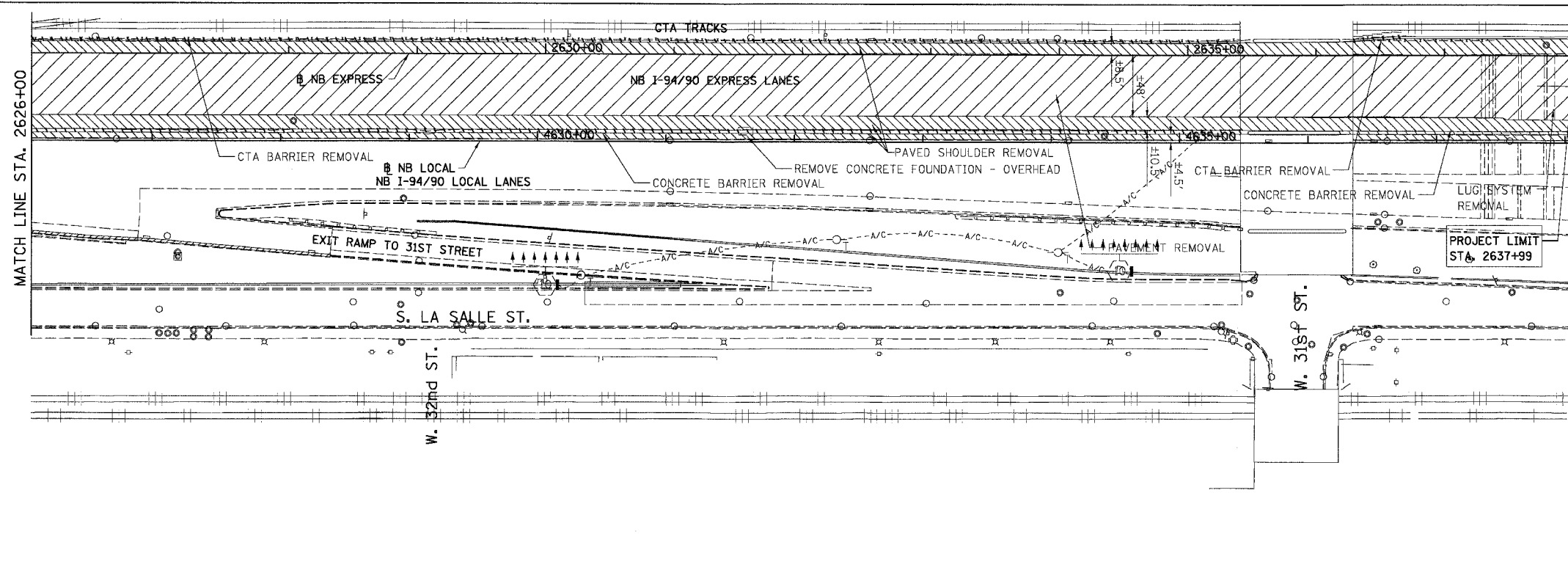


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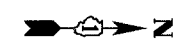
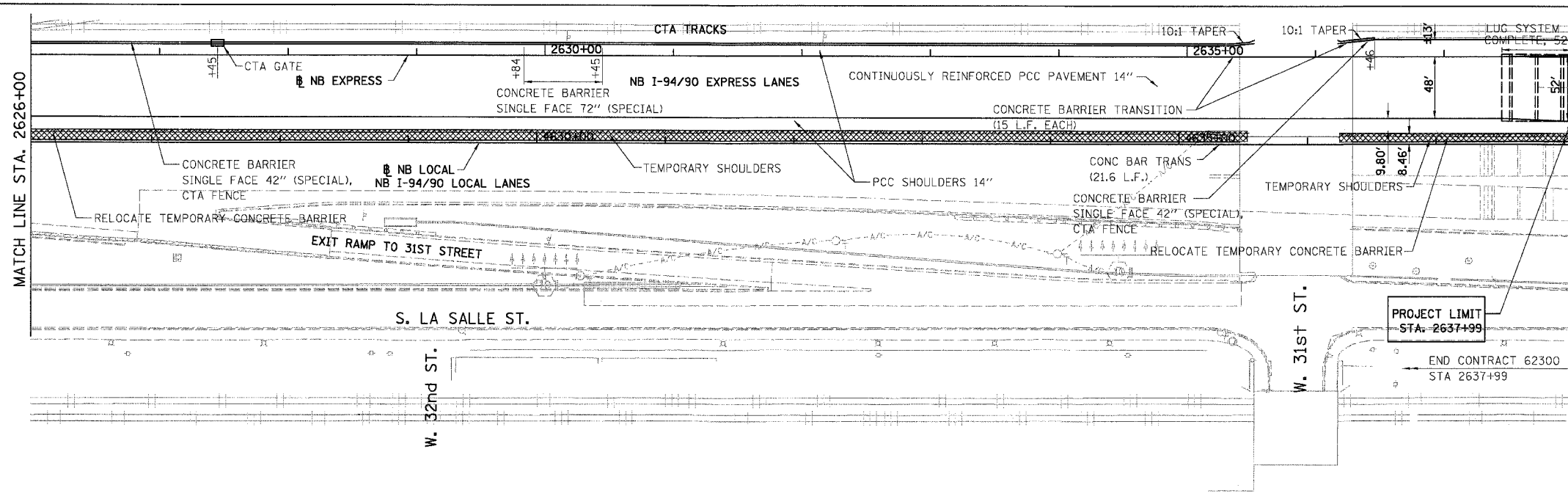
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| F.A.I.              | SECTION | COUNTY                     | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                       | 556          | 65        |
| STA. 2626+00        |         | TO STA. 2637+99            |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT  |              |           |
| 62300               |         | *01818, ETC, 2324.6-1PJR-8 |              |           |



- REMOVAL LEGEND**
- PAVEMENT REMOVAL
  - PAVED SHOULDER REMOVAL
  - COMBINATION CURB AND GUTTER REMOVAL
  - CONCRETE BARRIER OR GUARD RAIL REMOVAL

NOTE: CTA COMBINATION CURB AND GUTTER REMOVAL NOT SHOWN FOR CLARITY.

**EXISTING CONDITIONS AND REMOVALS**



- PROPOSED LEGEND**
- TEMPORARY PAVEMENT (INTERSTATE) / SHOULDERS
  - TEMPORARY CONCRETE BARRIER

END CONTRACT 62300 STA 2637+99  
 BEGIN CONTRACT 62580 WORK TO BE COORDINATED

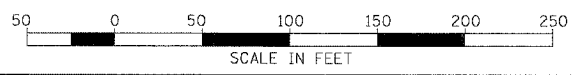
**PROPOSED CONDITIONS**

RDY-20

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PLAN  
 NORTHBOUND STA. 2626+00 TO STA. 2637+99  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: TER  
 CHECKED BY: JDC

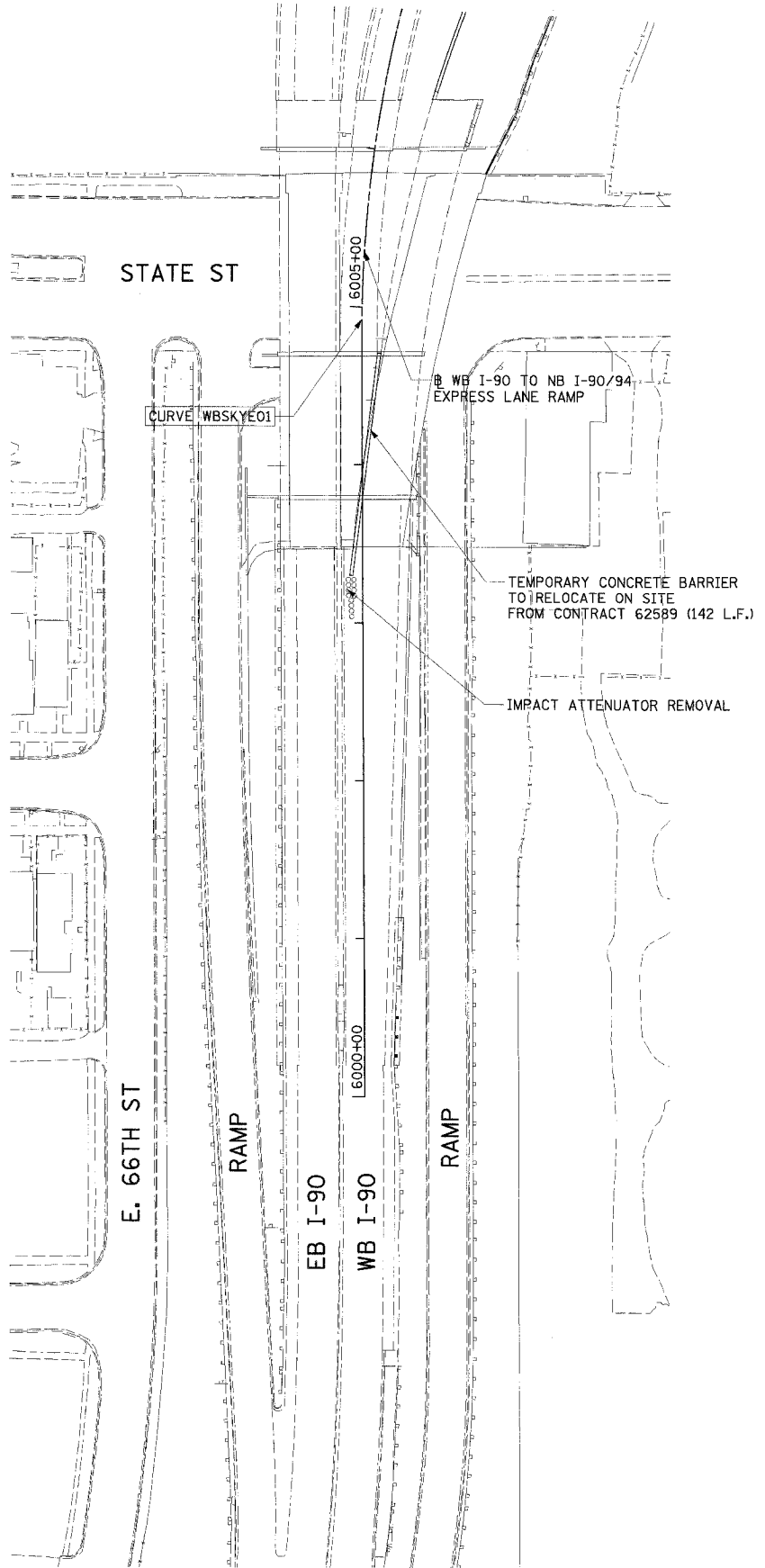
**STATIONING**  
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 (+\*\*.\*\*#) STATION PROVIDED FROM THE I-94/90 LOCAL LANES  
 [+\*\*.\*\*#] STATION PROVIDED FROM THE SLIP RAMP @



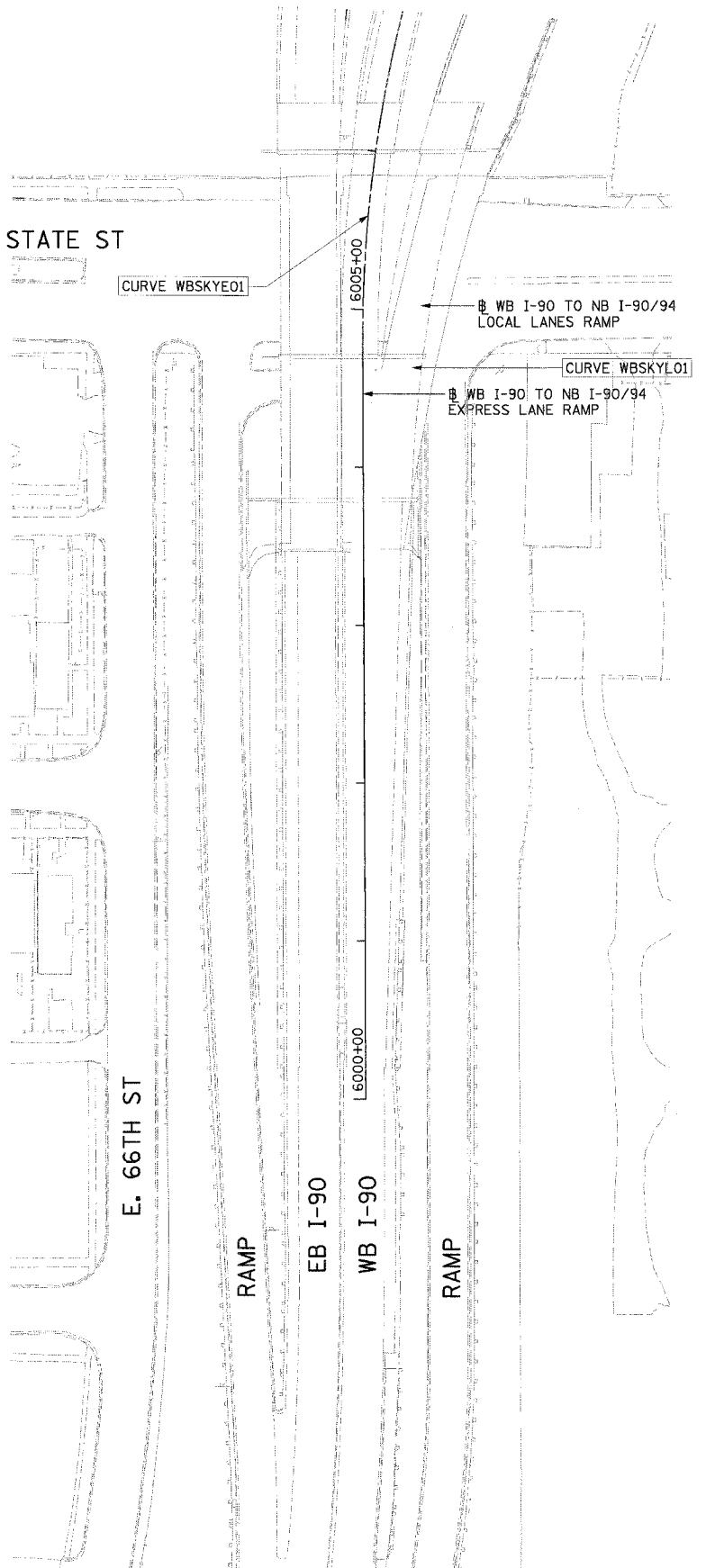
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EXISTING CONDITIONS  
AND REMOVALS



PROPOSED IMPROVEMENTS



|                     |                         |                  |              |           |
|---------------------|-------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                 | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *                       | COOK             | 556          | 66        |
| STA.                | TO STA.                 |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                | FED. AID PROJECT |              |           |
| 62300               | 181B, ETC, 2324.6-1PR-8 |                  |              |           |

LEGEND

TEMPORARY PAVEMENT

TEMPORARY CONCRETE BARRIER

STATIONING

++## STATION PROVIDED FROM THE I-90/94 EXPRESS LANES

(+##) STATION PROVIDED FROM THE I-90/94 LOCAL LANES

[+##] STATION PROVIDED FROM THE SLIP RAMP

**Edwards AND Kelcey**

ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94/90 (DAN RYAN EXPRESSWAY)

31ST STREET TO 71ST STREET

NB EXPRESS LANE RECONSTRUCTION

ROADWAY PLANS

EXISTING CONDITIONS AND REMOVALS

PROPOSED IMPROVEMENTS

SCALE: 1"=50'

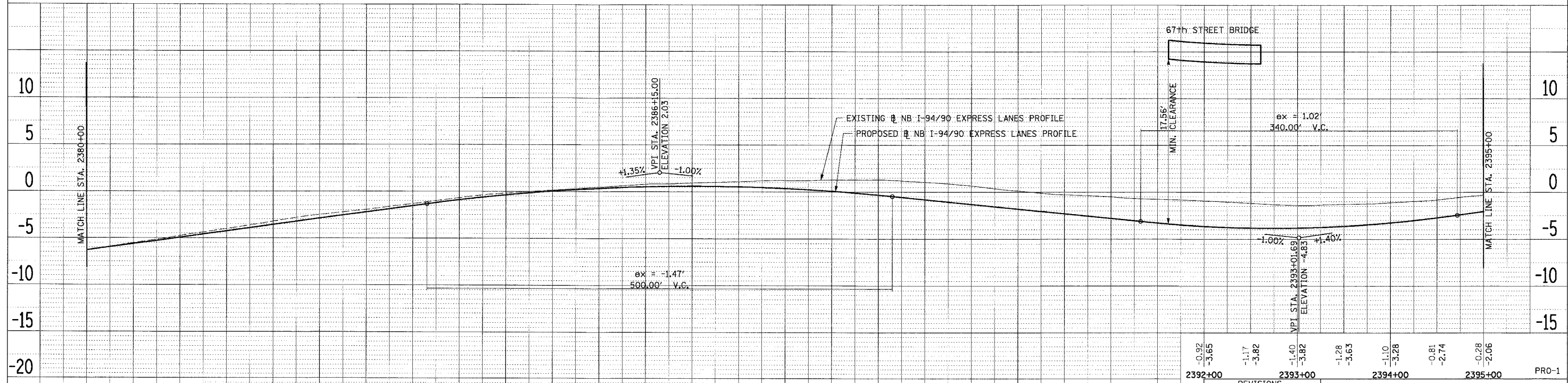
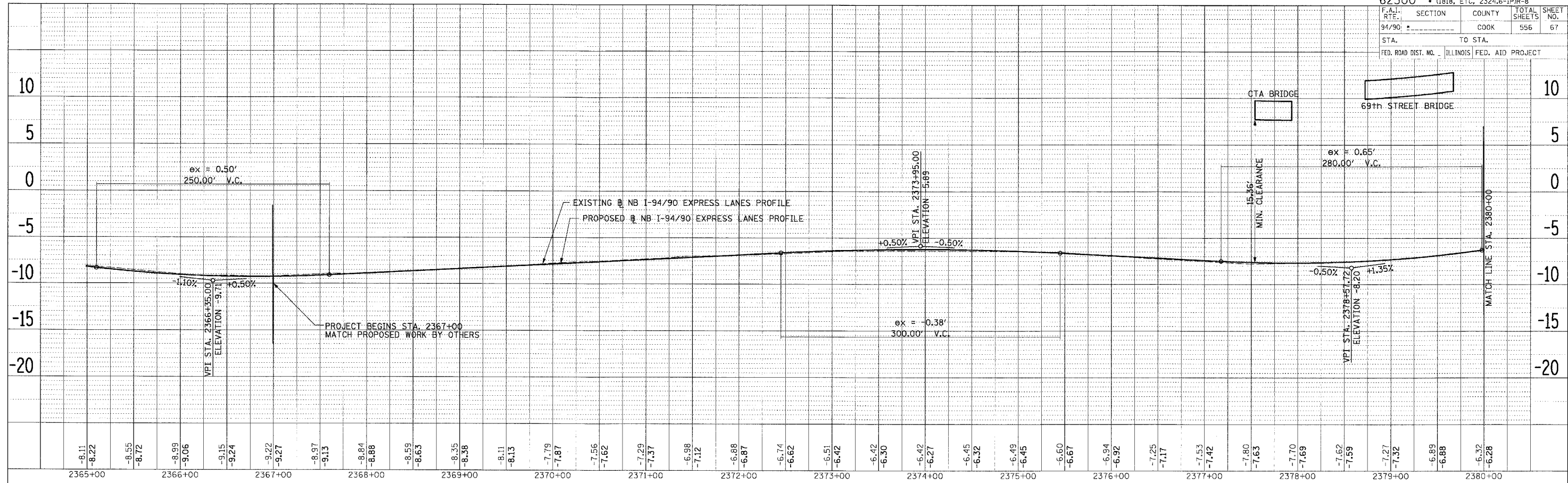
DATE: 7/7/05

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CHECKED BY: TAI

RDY-21

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PLAN SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO. OF WAY CHECKED  
 NO. OF WAY CHECKED  
 DAD FILE NAME

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

| REVISIONS | NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 2365+00 TO STA. 2390+00

SCALE: H 1"=50' V 1"=5'  
 DATE: 7/7/05

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 CHECKED BY: PJM

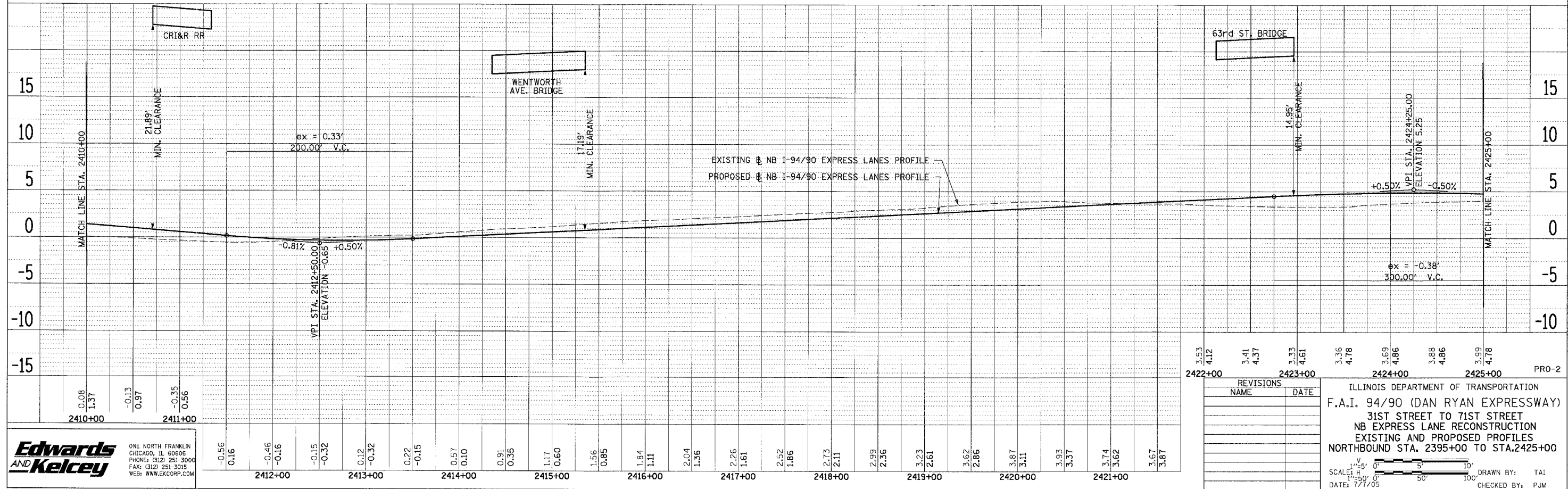
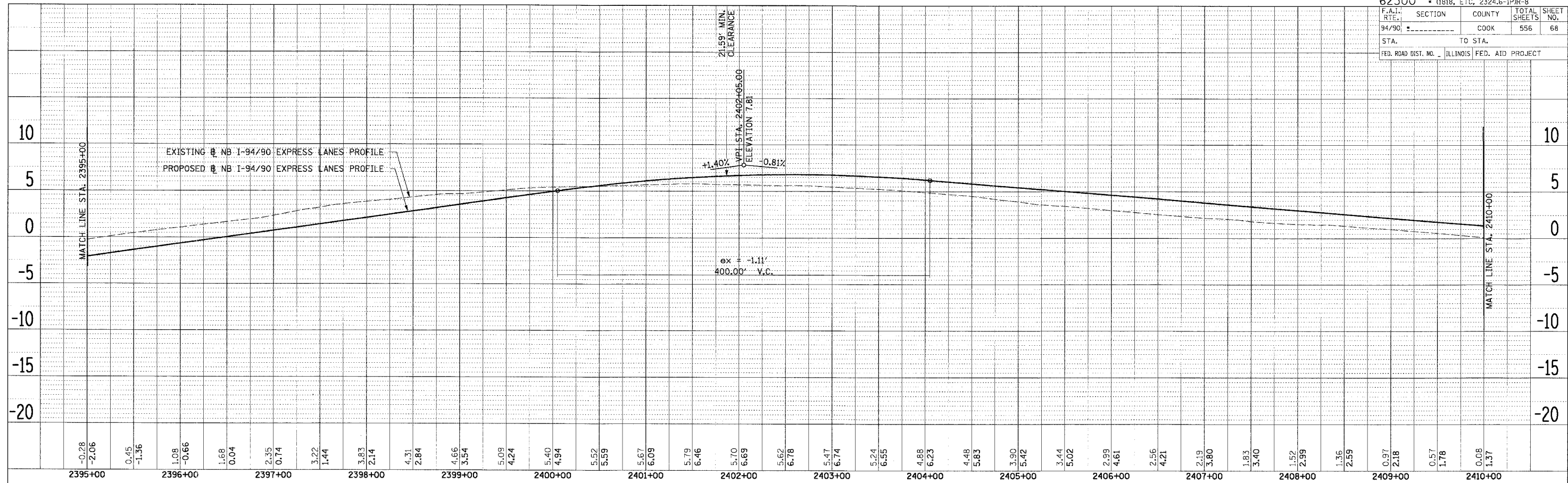
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| 62300 • (1818, ETC, 2324.6-IPR-8 |                  |
| F.A.I. SECTION                   | COUNTY           |
| 94/90                            | COOK             |
| STA. TO STA.                     | TOTAL SHEETS     |
|                                  | 556              |
| FED. ROAD DIST. NO.              | ILLINOIS         |
|                                  | FED. AID PROJECT |

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|-------|--------------------|----|------|
| PLAN  | SUBMITTED          | BY | DATE |
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| NO. 2 | RT. OF WAY CHECKED |    |      |
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| PLAN  | SUBMITTED          | BY | DATE |
| NO. 1 | PLOTTED            |    |      |
| NO. 2 | RT. OF WAY CHECKED |    |      |
| NO. 3 | PAID FILE NAME     |    |      |



**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

| NO. | REVISIONS | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 2395+00 TO STA. 2425+00

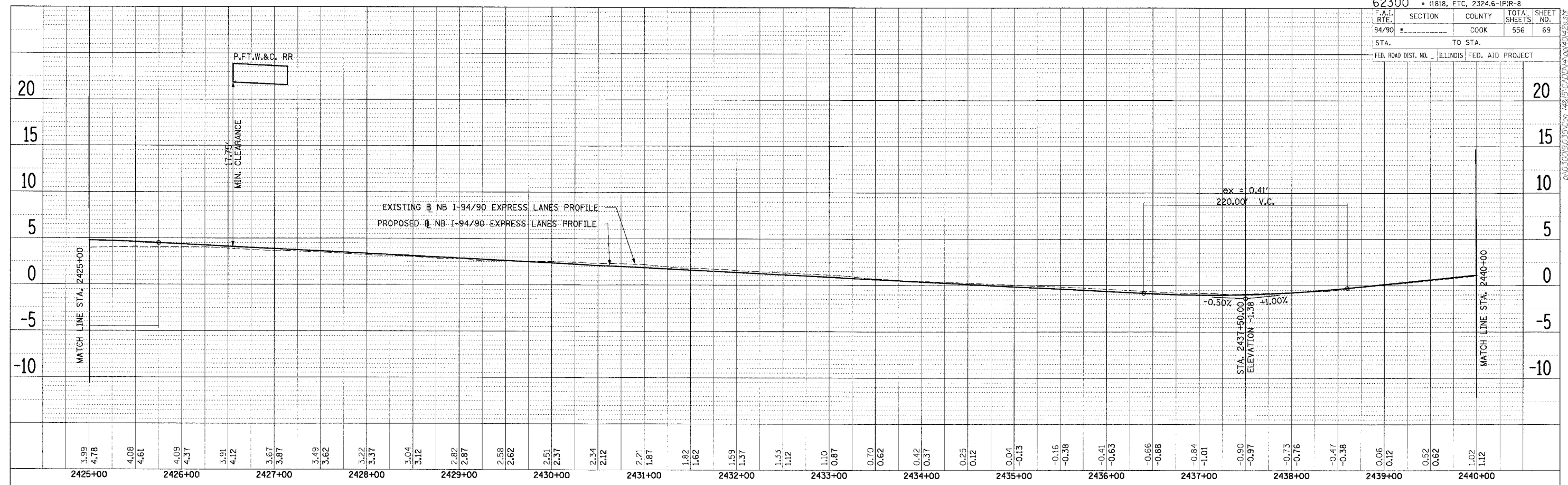
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 V 1/2"=5'  
 DATE: 7/7/05

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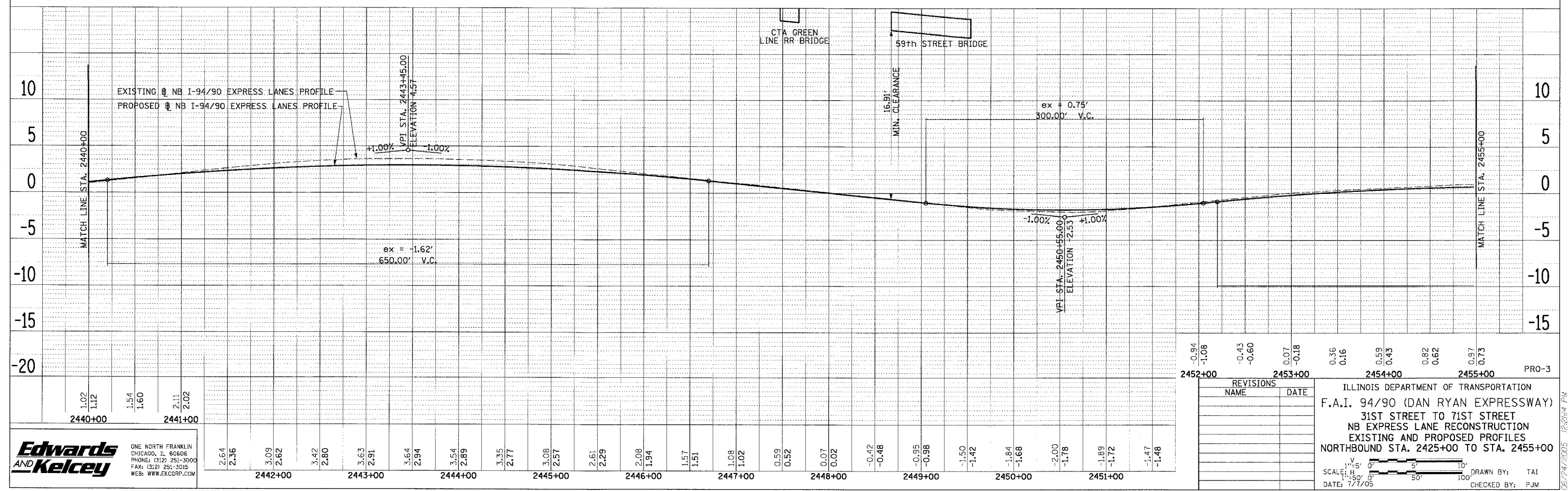
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PLAN SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO. DATE  
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PLAN SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO. DATE  
 CAD FILE NAME



**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3016  
 WEB: WWW.EKCORP.COM

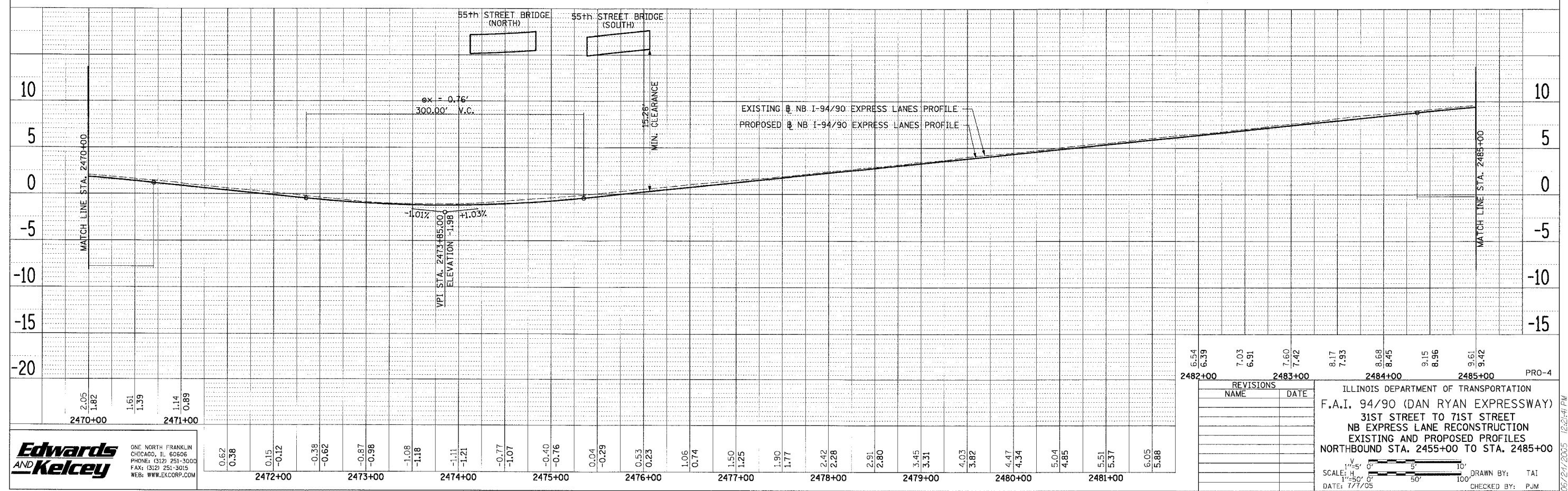
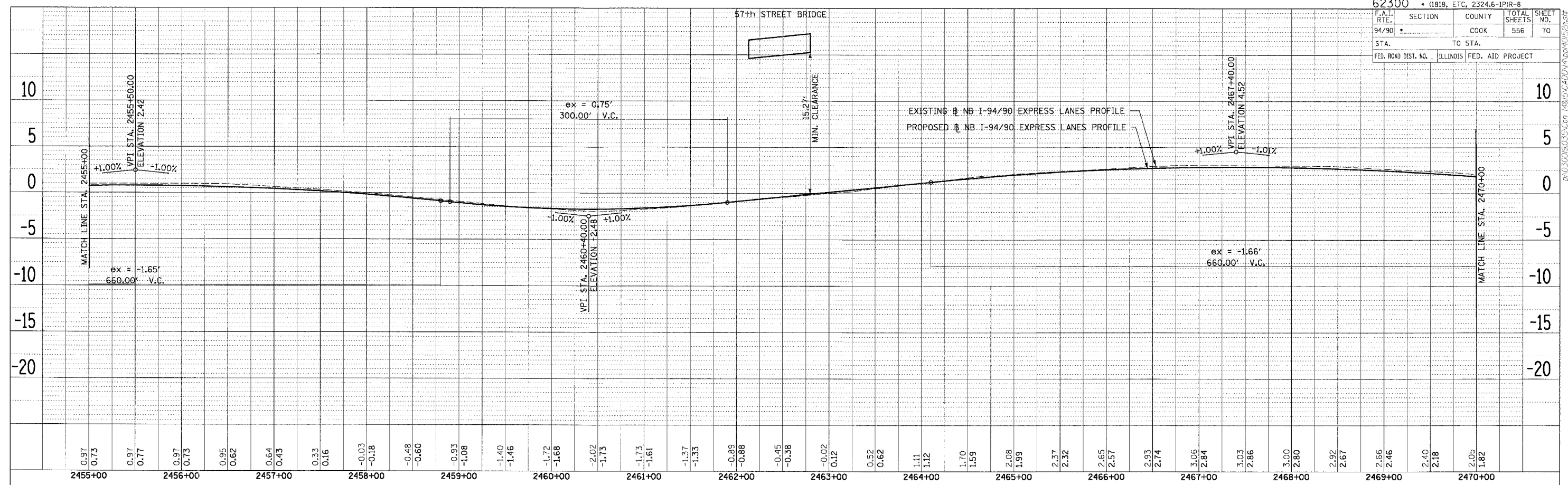
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 2425+00 TO STA. 2455+00

SCALE: H 1"=50' V 1"=5'  
 DATE: 7/7/05

REVISIONS  
 NAME DATE

DRAWN BY: TAI  
 CHECKED BY: PJM

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PLAN SUBMITTED BY DATE  
 PRINTED BY DATE  
 NOTED BY DATE  
 CHECKED BY DATE  
 NO. OF SHEETS CHECKED  
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PLAN SUBMITTED BY DATE  
 PRINTED BY DATE  
 NOTED BY DATE  
 CHECKED BY DATE  
 NO. OF SHEETS CHECKED  
 DATE FILE NAME

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

|         |      |         |      |         |      |         |      |         |      |         |      |         |      |
|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|---------|------|
| 6.54    | 6.39 | 7.03    | 6.91 | 7.60    | 7.42 | 8.17    | 7.93 | 8.68    | 8.45 | 9.15    | 8.96 | 9.61    | 9.42 |
| 2482+00 |      | 2483+00 |      | 2484+00 |      | 2485+00 |      | 2486+00 |      | 2487+00 |      | 2488+00 |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 2455+00 TO STA. 2485+00

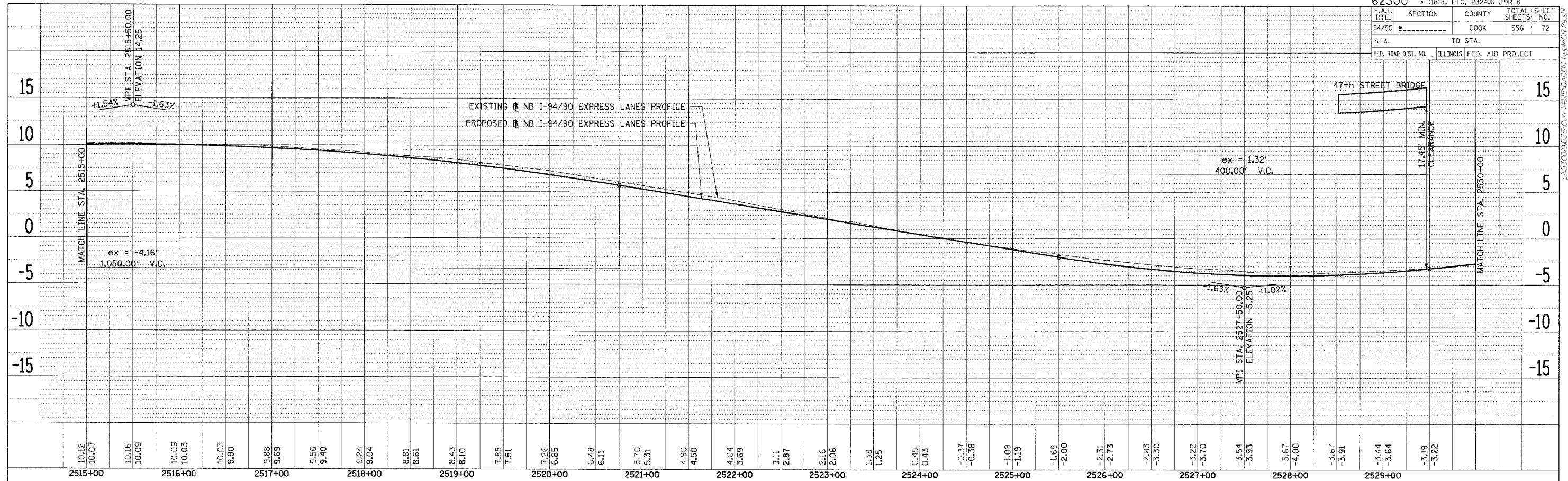
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 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

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PLAN SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO. BY WAY CHECKED  
 PADD FILE NAME

PLAN SURVEYED BY DATE  
 PLOTTED BY  
 NOTE BOOK NO. BY WAY CHECKED  
 PADD FILE NAME

**Edwards AND Kelcey**  
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 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
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| REVISIONS |      |
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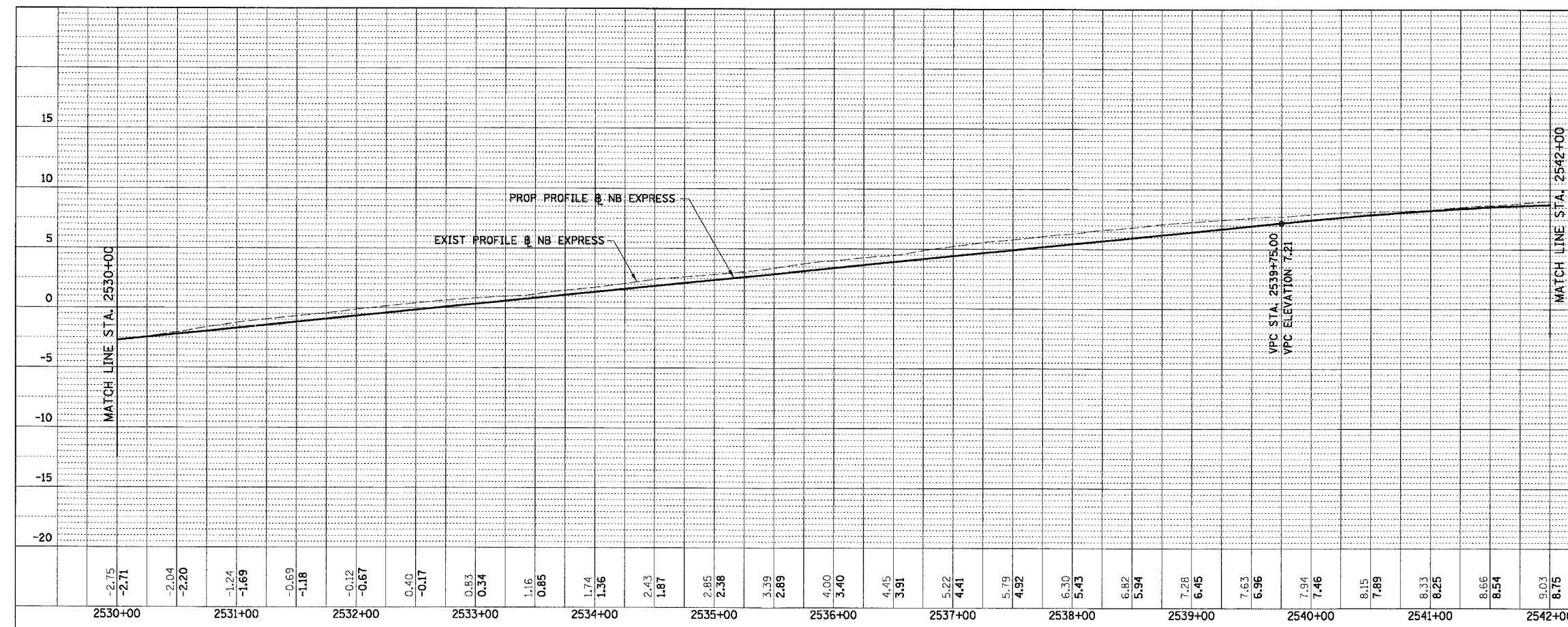
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 2515+00 TO STA. 2530+00  
 SCALE: V 1"=5' 0"  
 H 1"=50' 0"  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

PRO-6

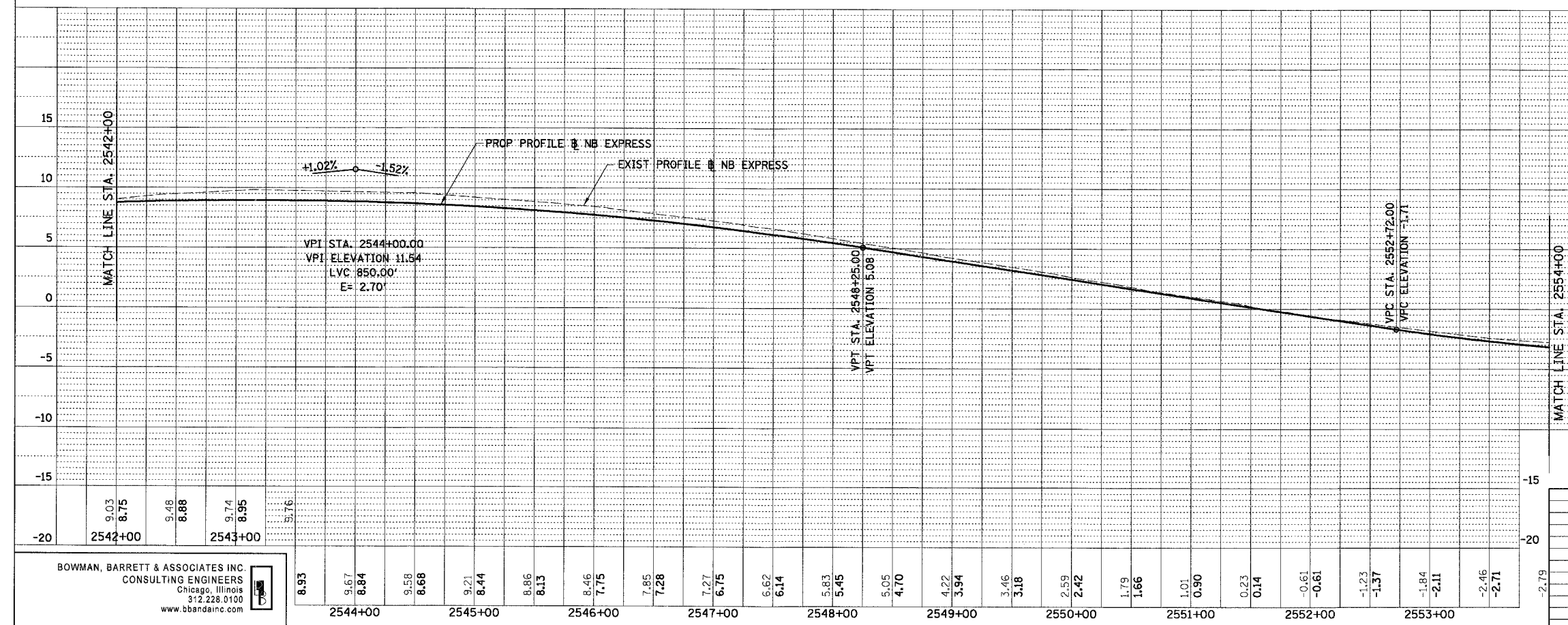
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|------------------------------|----------|------------------|-----------|
| F.A.I. SECTION               | COUNTY   | TOTAL SHEETS     | SHEET NO. |
| 94/90 *                      | COOK     | 556              | 73        |
| STA. 2530+00 TO STA. 2554+00 |          |                  |           |
| FED. ROAD DIST. NO.          | ILLINOIS | FED. AID PROJECT |           |

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| PLAN          | REVISIONS     | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILE  
 NORTHBOUND STA. 2530+00 TO STA. 2554+00

SCALE: 1"=25' VERT  
 1"=50' HORIZ  
 DATE: 07/07/05

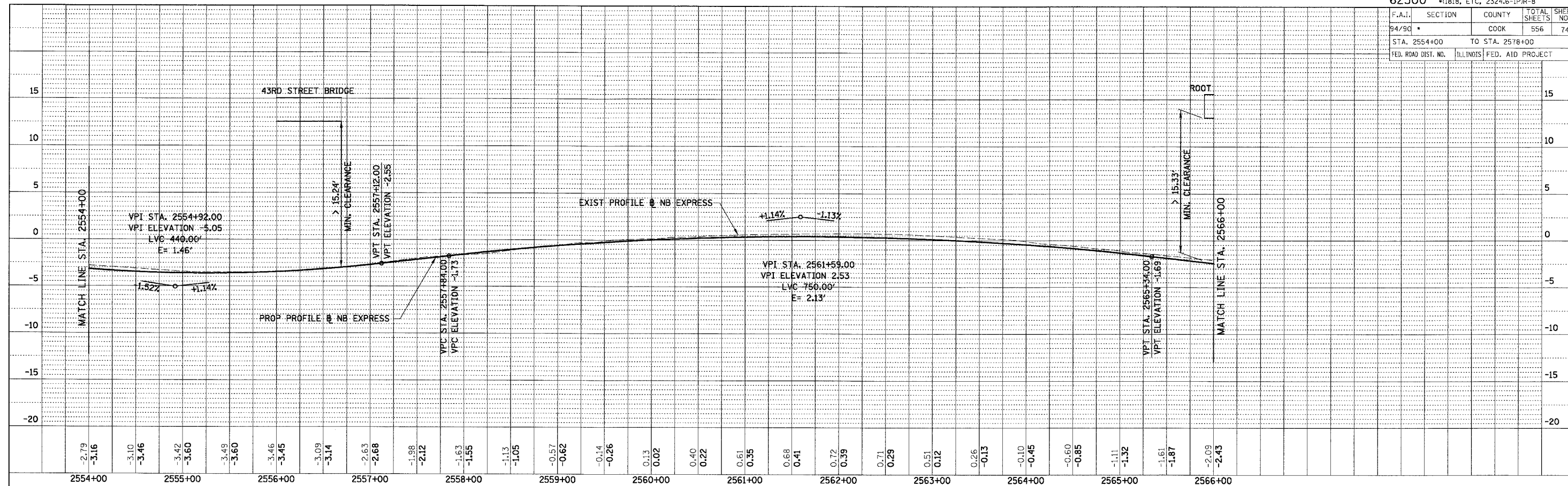
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 CHECKED BY: JDC

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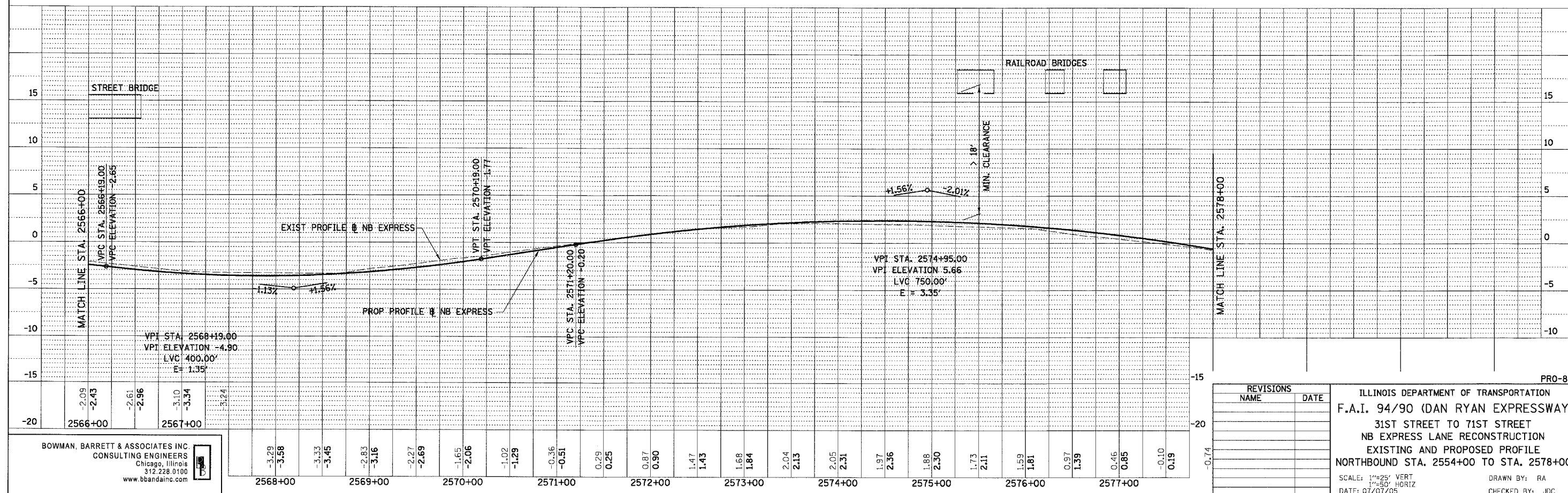
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|---------------------|----------|------------------|--------------|-----------|
| F.A.I.              | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *        | COOK             | 556          | 74        |
| STA. 2554+00        |          | TO STA. 2578+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |              |           |

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| PLAN      | REVISIONS     | BY | DATE |
| NOTE BOOK | PLOTTED       |    |      |
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| PLAN      | REVISIONS     | BY | DATE |
| NOTE BOOK | PLOTTED       |    |      |
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| NAME      | DATE |
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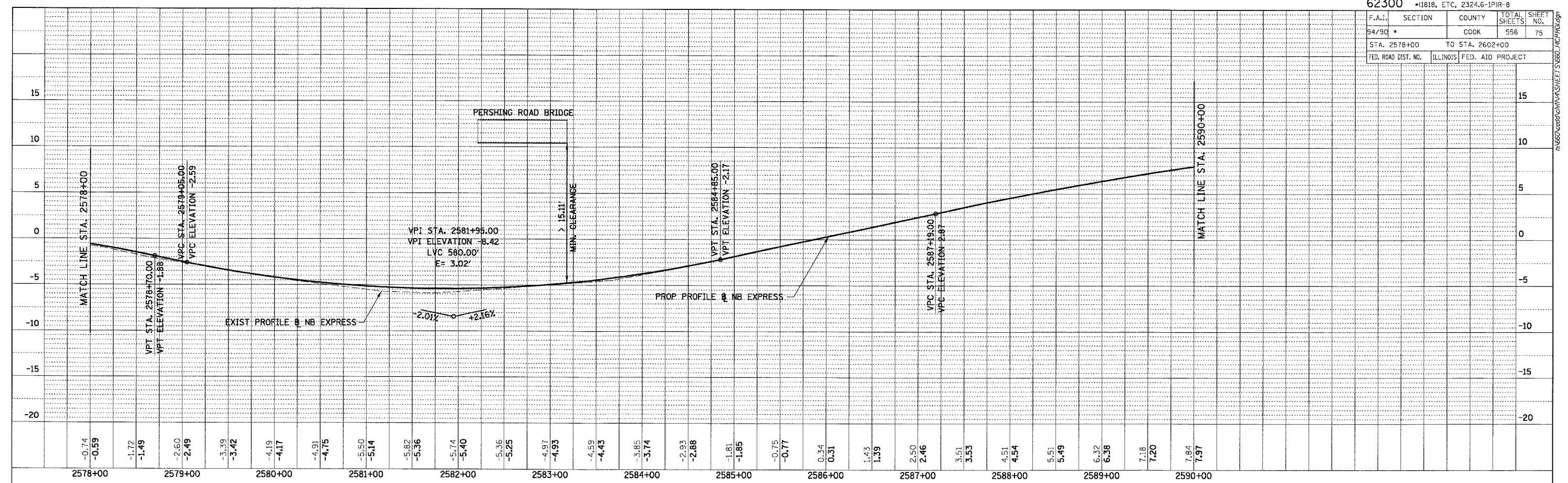
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILE  
 NORTHBOUND STA. 2554+00 TO STA. 2578+00  
 SCALE: 1"=25' VERT  
 1"=50' HORIZ  
 DATE: 07/07/05  
 DRAWN BY: RA  
 CHECKED BY: JDC

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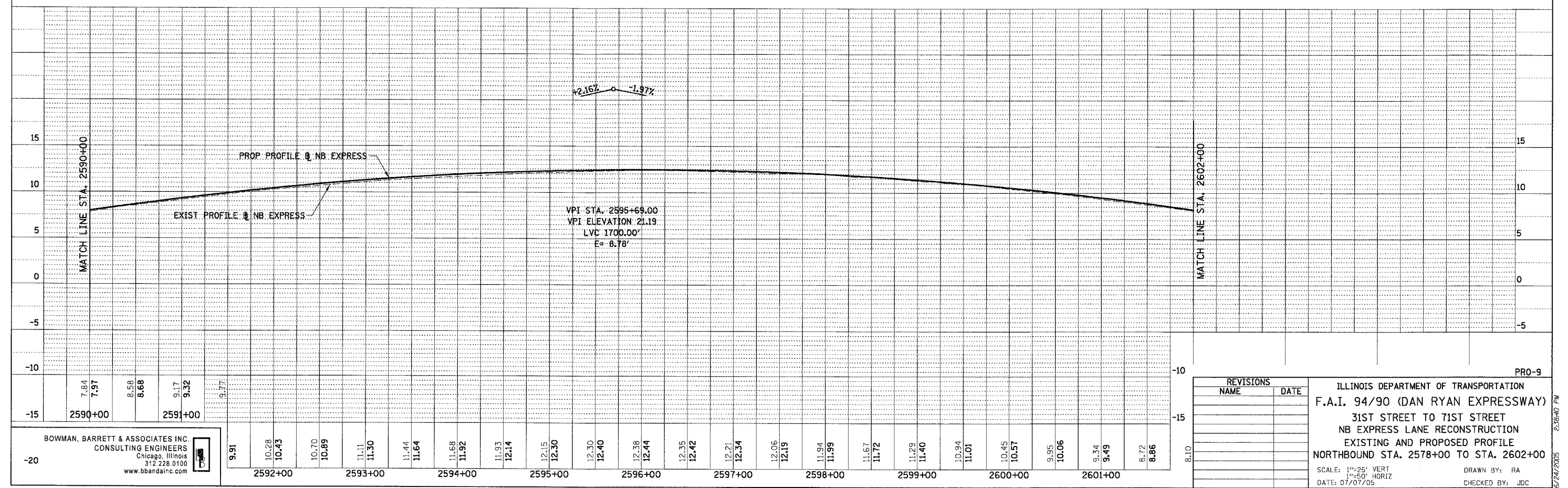


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|---------------------|----------|------------------|--------------|-----------|
| F.A.I.              | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90 *             |          | COOK             | 556          | 75        |
| STA. 2578+00        |          | TO STA. 2602+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |              |           |

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| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILE  
 NORTHBOUND STA. 2578+00 TO STA. 2602+00

SCALE: 1/4"=25' VERT  
 1/4"=50' HORIZ  
 DATE: 07/07/05

DRAWN BY: RA  
 CHECKED BY: JDC

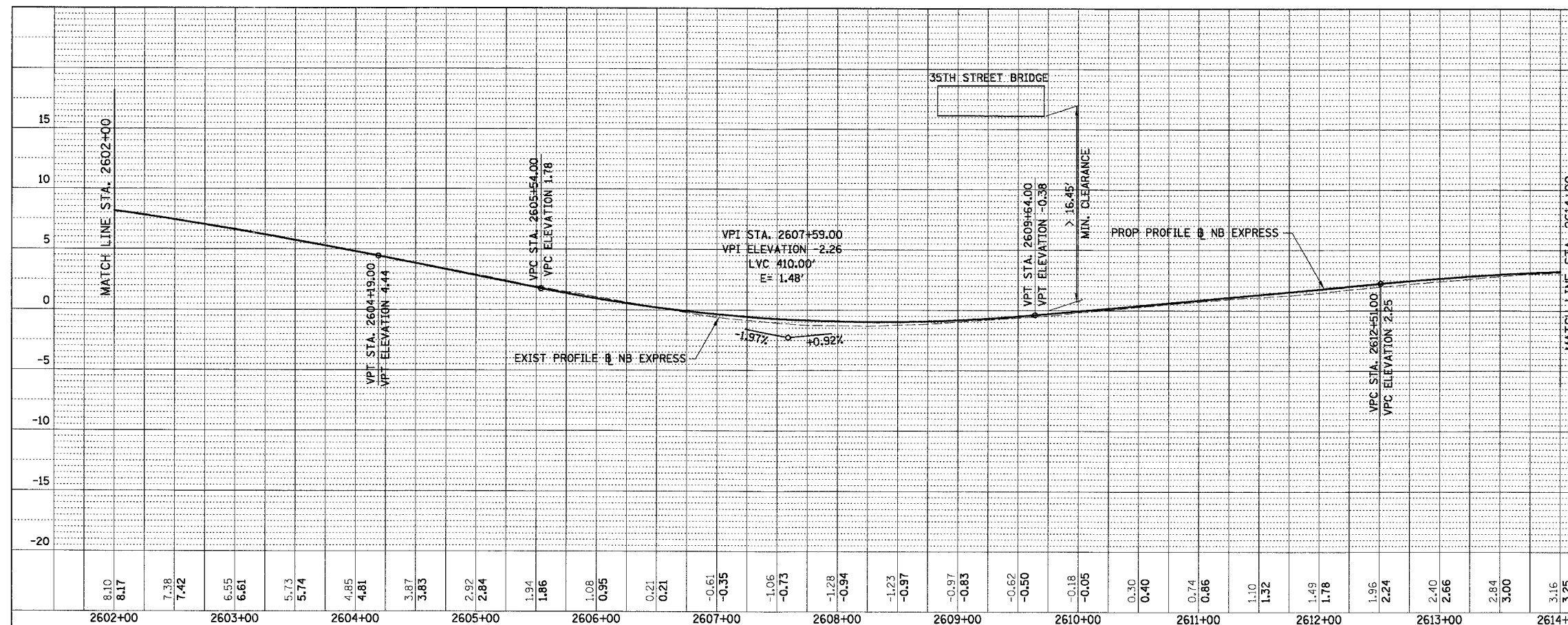
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|         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 9.91    | 10.28   | 10.70   | 11.11   | 11.44   | 11.68   | 11.93   | 12.15   | 12.30   | 12.40   | 12.38   | 12.35   | 12.21   | 11.94   | 11.67   | 11.29   | 10.94   | 9.95    | 8.72    | 8.10    |
| 2592+00 | 2593+00 | 2594+00 | 2595+00 | 2596+00 | 2597+00 | 2598+00 | 2599+00 | 2600+00 | 2601+00 | 2602+00 | 2603+00 | 2604+00 | 2605+00 | 2606+00 | 2607+00 | 2608+00 | 2609+00 | 2610+00 | 2611+00 |

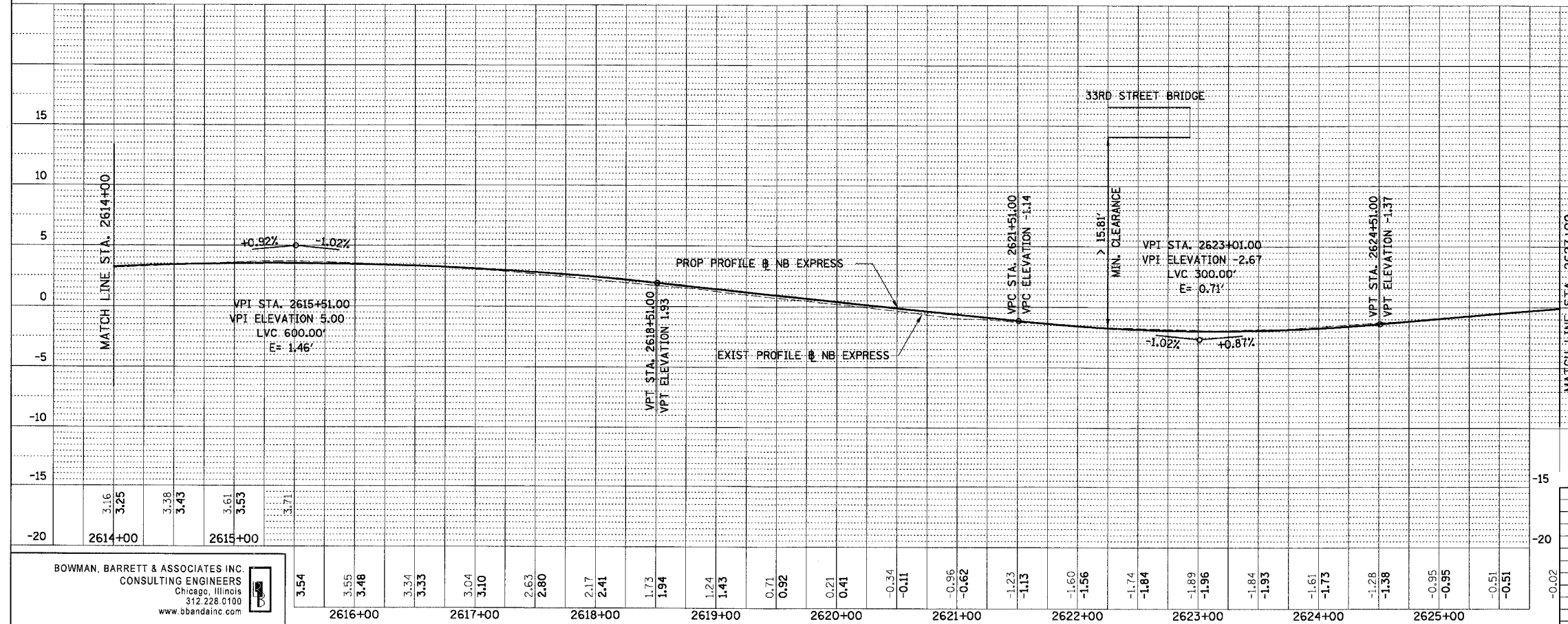
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| F.A.I.              | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *        | COOK             | 556          | 76        |
| STA. 2602+00        |          | TO STA. 2626+00  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |              |           |

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| PLAN      | DATE |
| BY        |      |
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| BY        |      |
| CHECKED   |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PROFILE  
NORTHBOUND STA. 2602+00 TO STA. 2626+00  
SCALE: 1"=25' VERT  
1"=50' HORIZ  
DATE: 07/07/05  
DRAWN BY: RA  
CHECKED BY: JDC

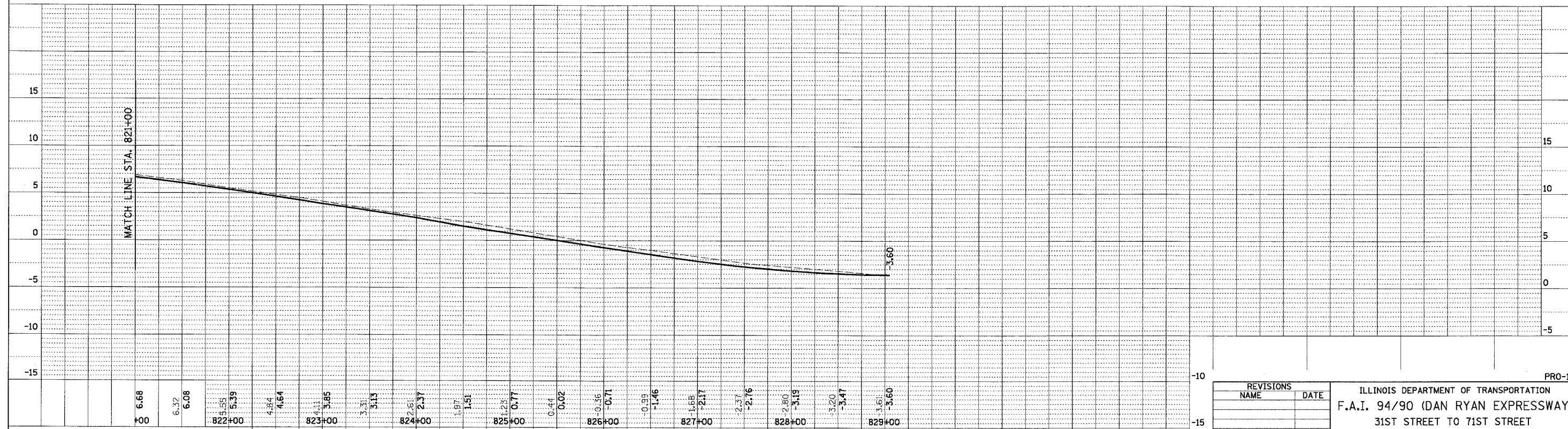
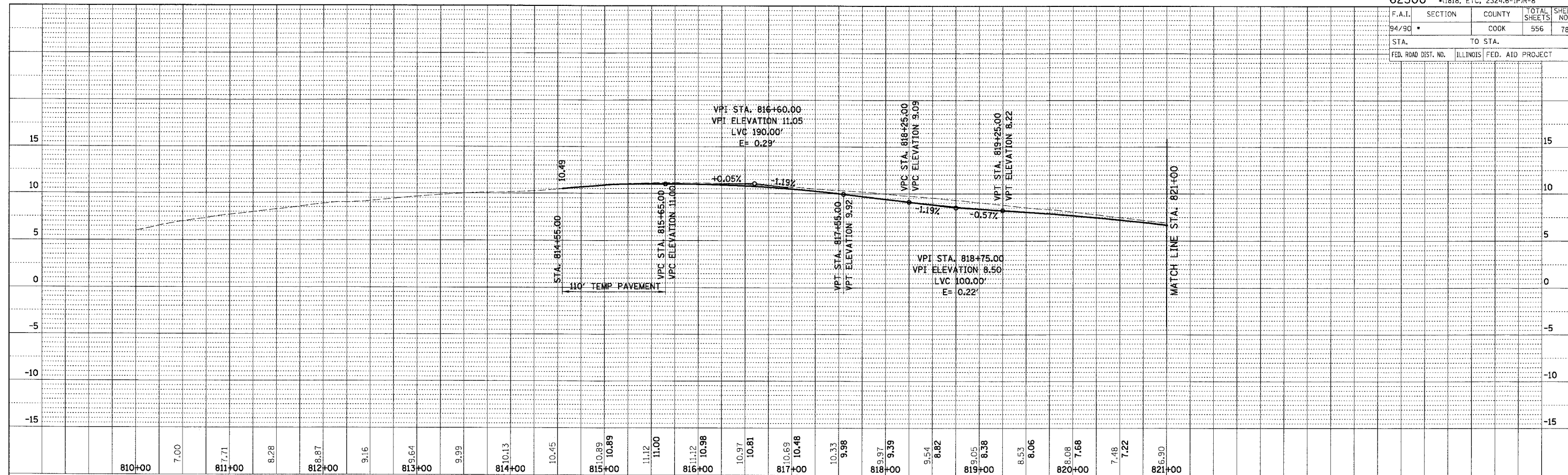
PRO-10

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| F.A.I.              | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 94/90               | *        | COOK             | 556          | 78        |
| STA.                |          | TO STA.          |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |              |           |

| PLAN           | DATE | BY |
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| PLAN           | DATE | BY |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
EXISTING AND PROPOSED PROFILE  
NB SLIP RAMP FROM LOCAL TO EXPRESS LANES

SCALE: 1"=25' VERT  
1"=50' HORIZ  
DATE: 07/07/05

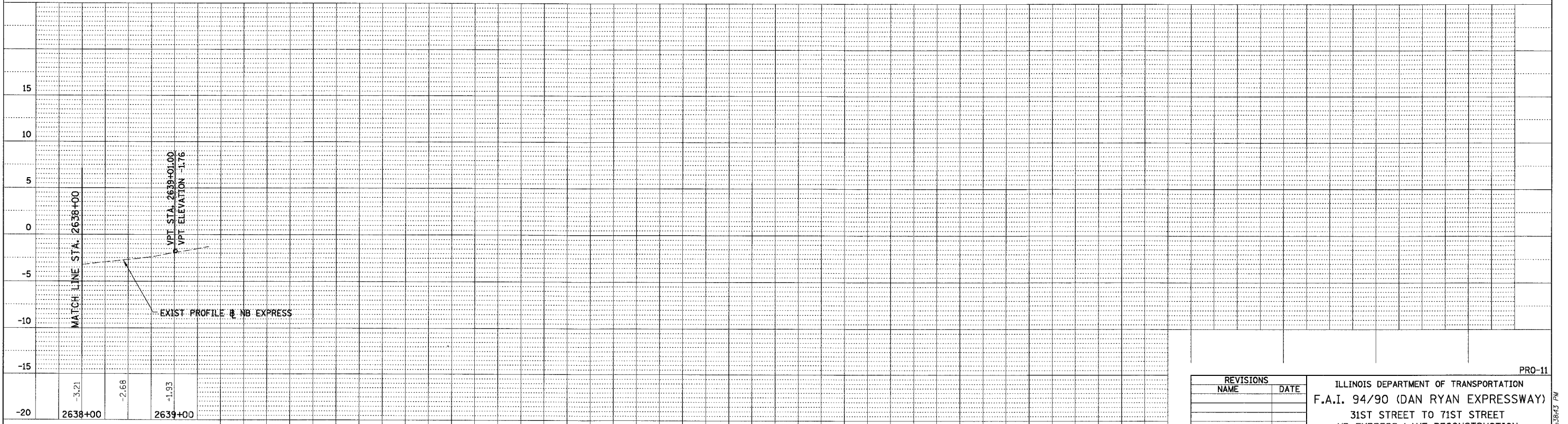
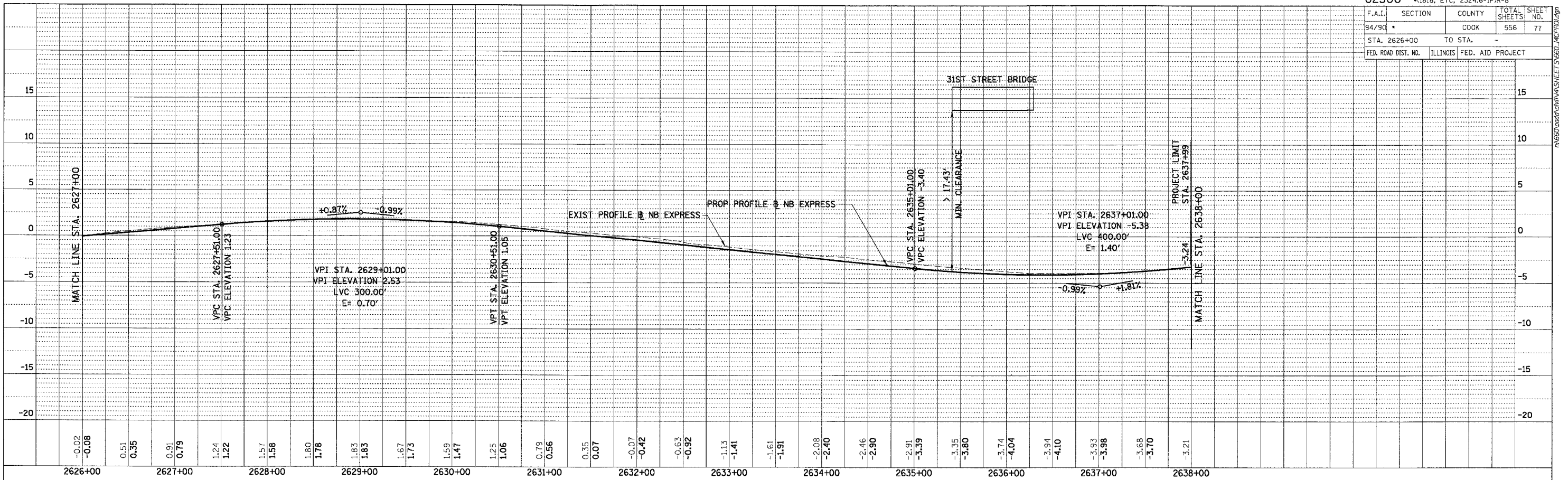
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| F.A.I.              | SECTION  | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |          | COOK             | 556          | 77        |
| STA. 2626+00        |          | TO STA. -        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT |              |           |

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| REVISIONS NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILE  
 NORTHBOUND STA. 2626+00 TO STA. 2638+00

SCALE: 1"=25' VERT  
 1"=50' HORIZ  
 DATE: 07/07/05

DRAWN BY: RA  
 CHECKED BY: JDC

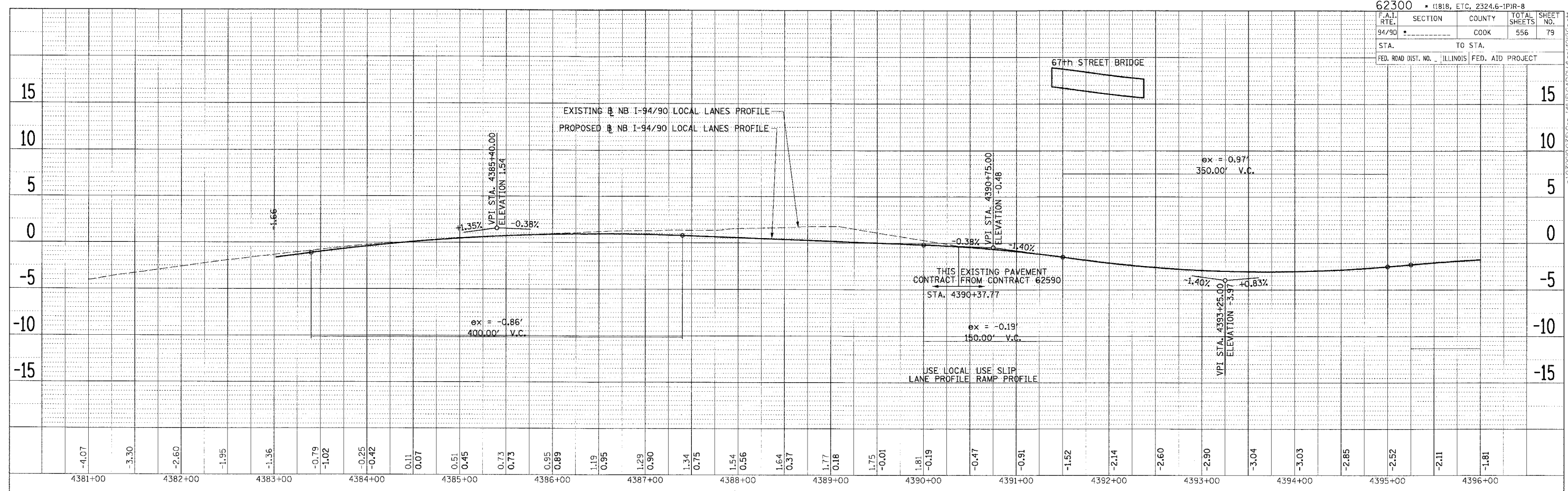
PRO-11

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| 62300 • 11818, ETC., 2324.6-1PR-B             |         |        |              |
| F.A.I. RTE.                                   | SECTION | COUNTY | TOTAL SHEETS |
| 94/90   |         | COOK   | 556          |
| STA.  | TO STA. |        | SHEET NO.    |
|   |         |        | 79           |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |         |        |              |

67th STREET BRIDGE



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| PLAN | SURVEYED | DATE |
| NO.  | BY       |      |

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| PLAN | CHECKED | DATE |
| NO.  | BY      |      |

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EDKCORP.COM

| REVISIONS | NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 EXISTING AND PROPOSED PROFILES  
 NORTHBOUND STA. 4381+00 TO STA. 4396+00

SCALE: H 1"=50' V 1"=50'  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

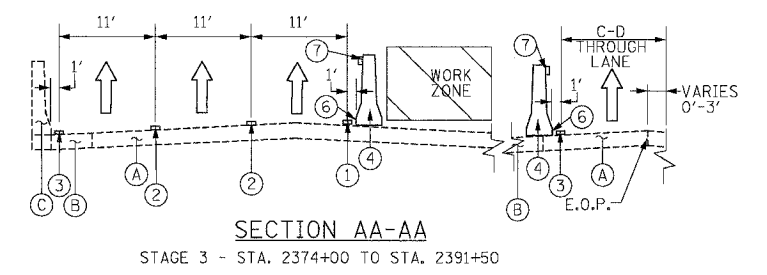
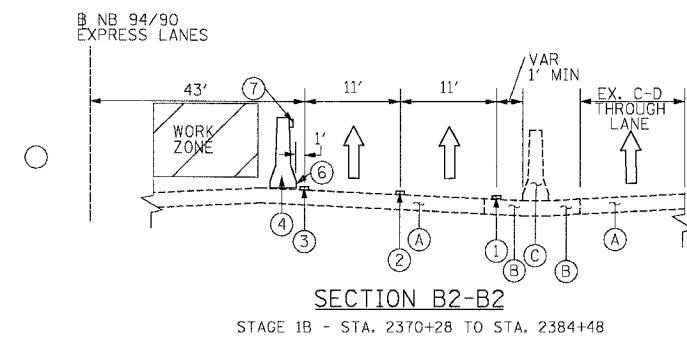
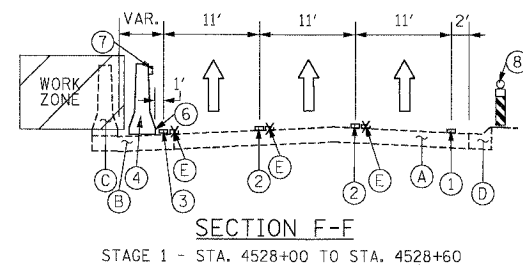
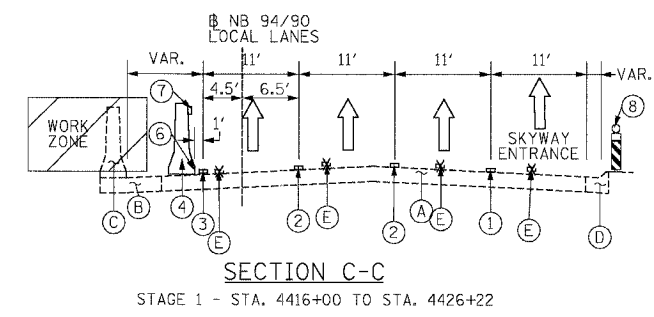
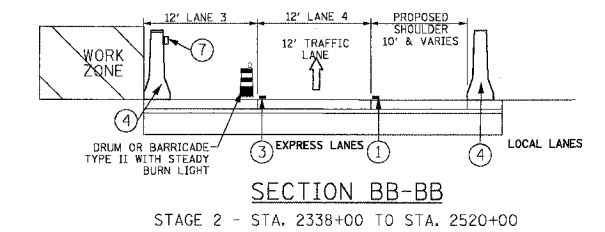
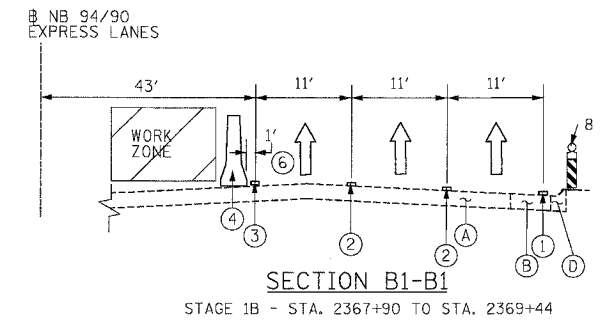
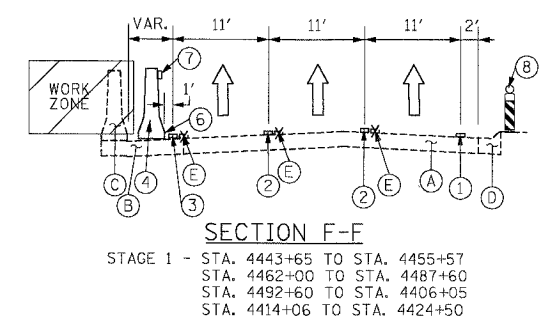
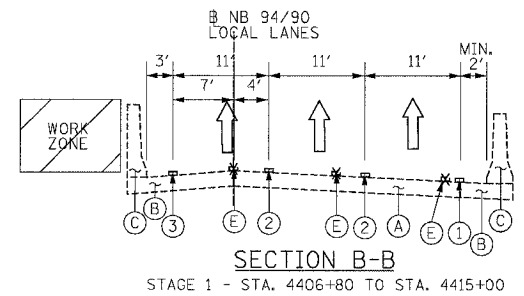
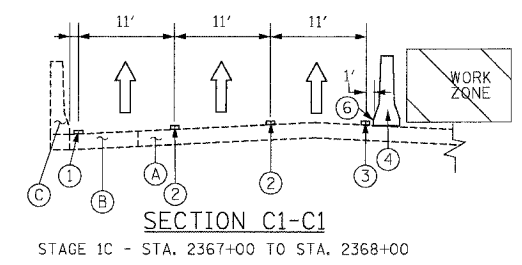
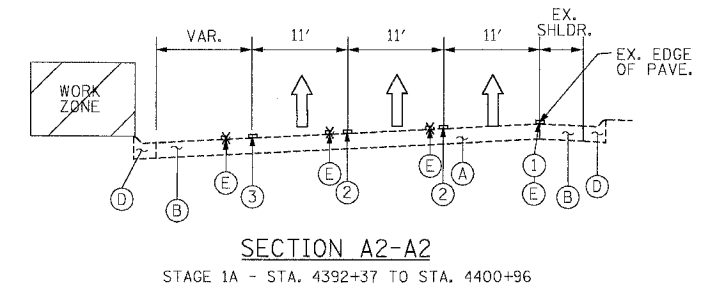
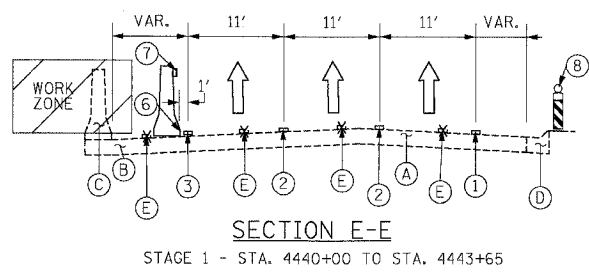
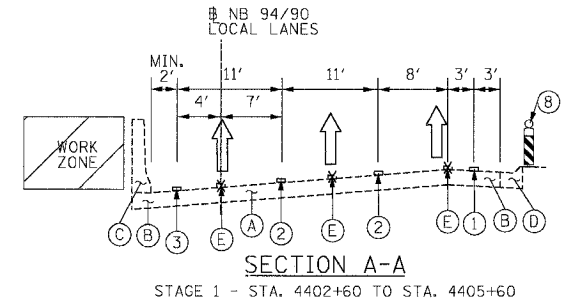
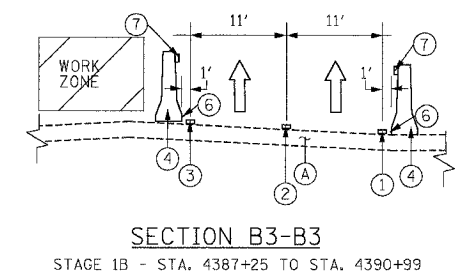
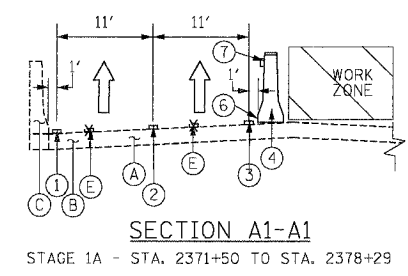
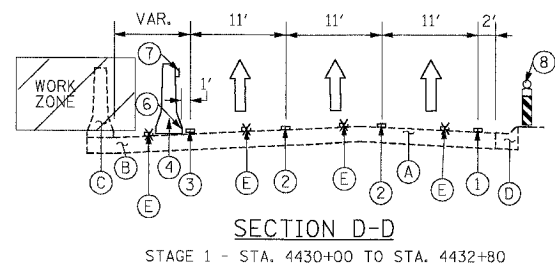
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|---------------------|-----------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                     | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                             | COOK             | 556          | 82        |
| STA.                | TO STA.                     |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                    | FED. AID PROJECT |              |           |
| 62300               | • (1818, ETC, 2324.6-1PIR-8 |                  |              |           |



- ① PAVEMENT MARKING - LINE 4" (WHITE)
- ② PAVEMENT MARKING - LINE 5" (SHITE, SKIP DASH)
- ③ PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ TEMPORARY CONCRETE BARRIER
- ⑤ TEMPORARY PAVEMENT
- ⑥ TEMPORARY PAVEMENT MARKING - LINE 6"
- ⑦ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- ⑧ VERTICAL PANEL WITH STEADY BURN LIGHT

- EXISTING LEGEND**
- (A) PAVEMENT
  - (B) SHOULDER
  - (C) BARRIER WALL
  - (D) CURB & GUTTER
  - (E) PAVEMENT MARKING

| REVISIONS |      |
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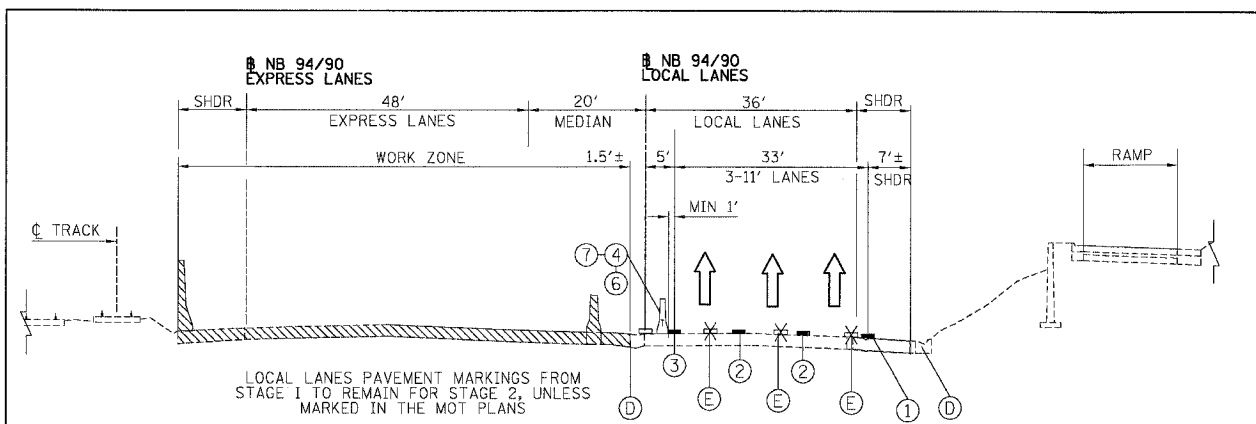
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC  
 TYPICAL SECTIONS  
 NORTHBOUND DAN RYAN

SCALE: NONE  
 DATE: 7/7/05

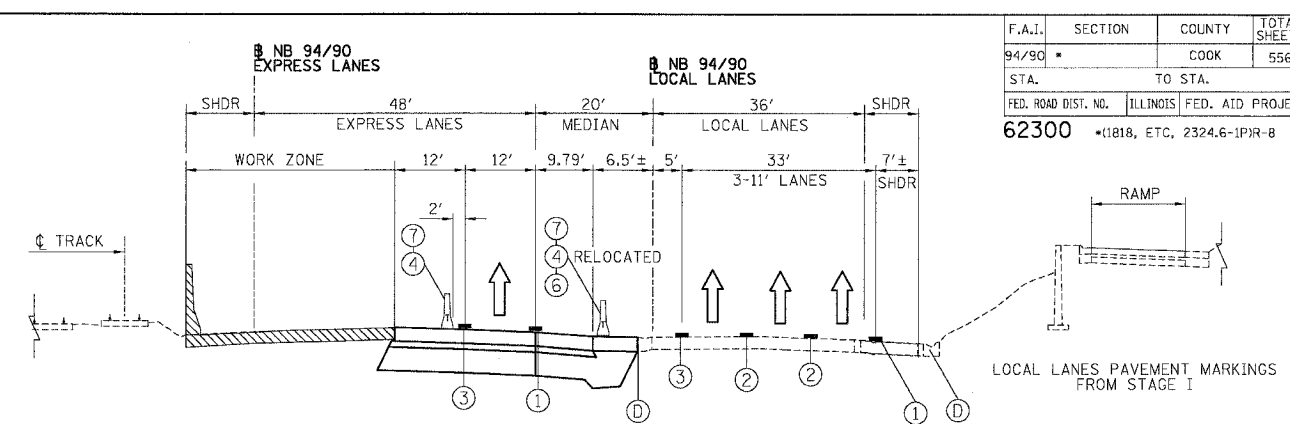
DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

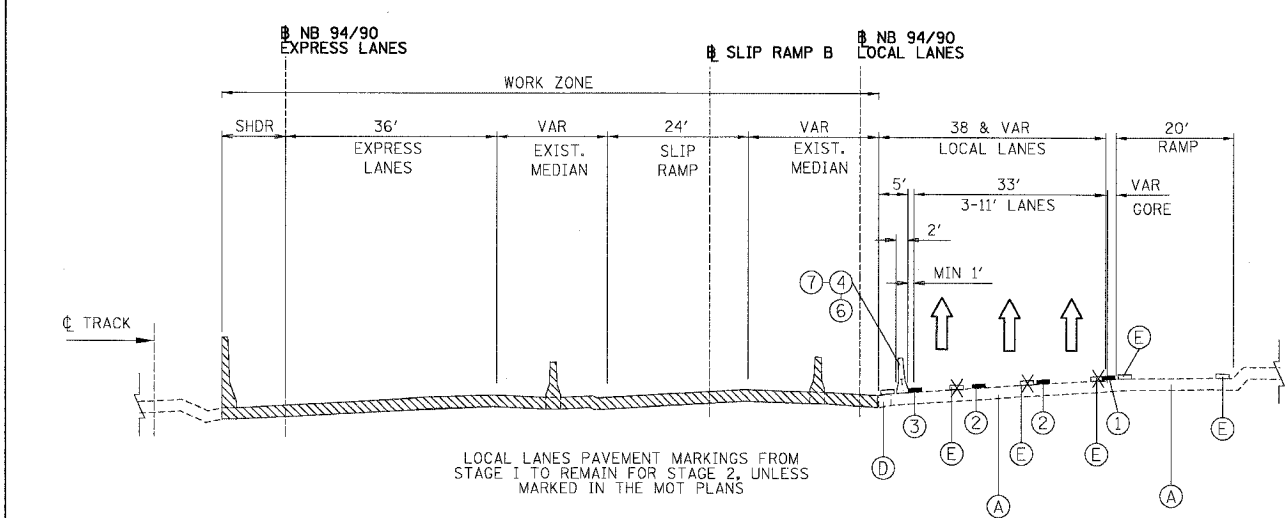
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| F.A.I.              | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               | *                         | COOK             | 556          | 83        |
| STA.                | TO STA.                   |                  |              |           |
| 62300               | *1818, ETC, 2324.6-1P/R-8 |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |



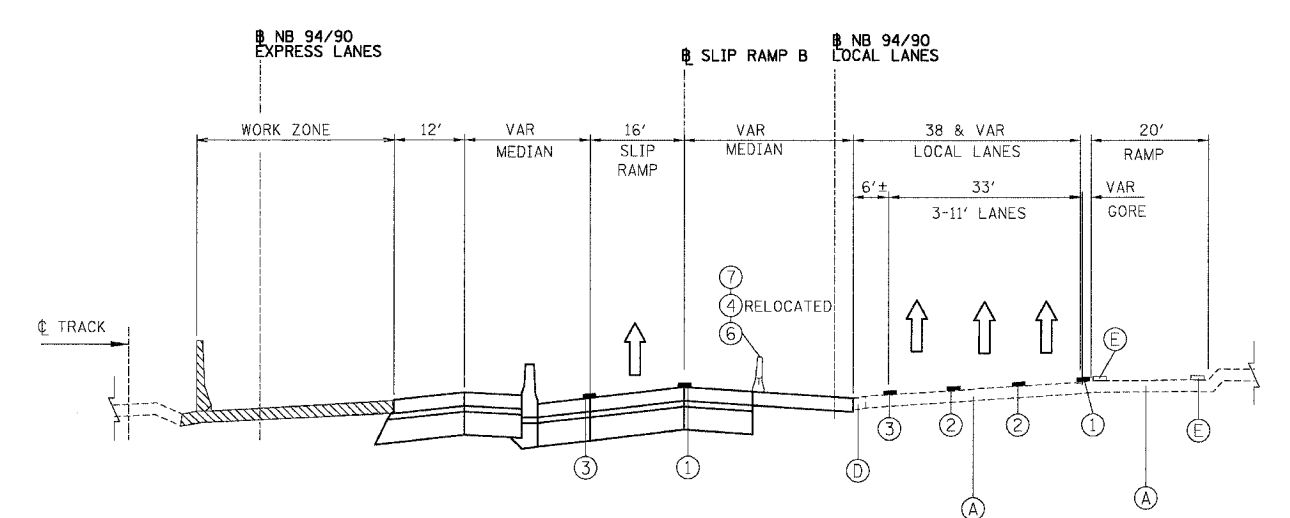
**SECTION - 43RD STREET TO 31ST STREET - STAGE 1**  
STAGE 1 - STA 2555+00 - 2537+99



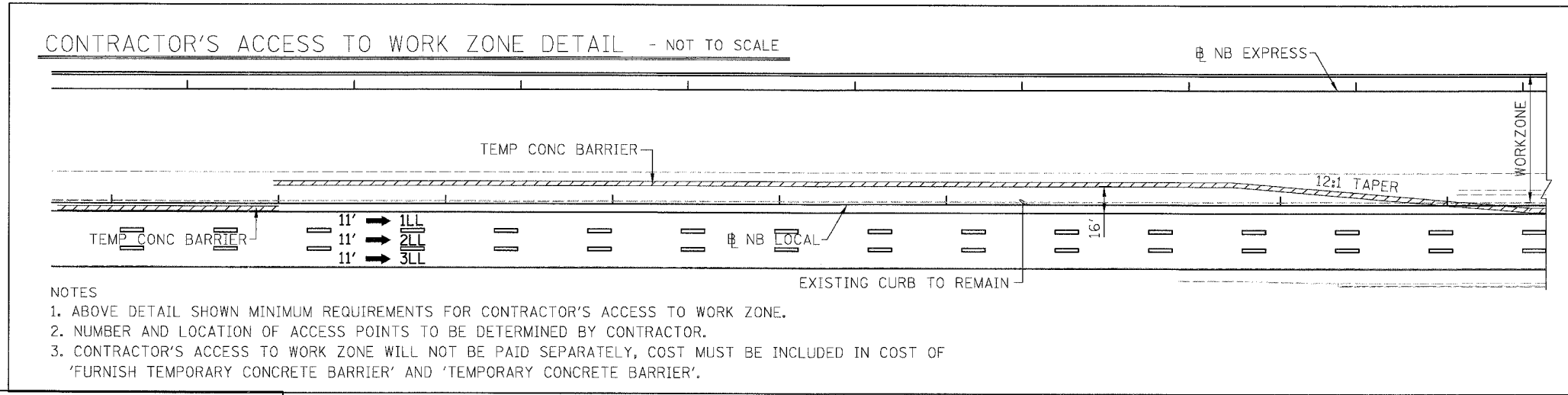
**SECTION - 43RD STREET TO 31ST STREET - STAGE 2**  
STAGE 1 - STA 2555+00 - 2537+99



**SECTION - 47TH STREET TO 43RD STREET - STAGE 1**  
STAGE 1 - STA 2530+00 - 2555+00



**SECTION - 47TH STREET TO 43RD STREET - STAGE 2**  
STAGE 1 - STA 2530+00 - 2555+00



- PROPOSED LEGEND**
- ① PAVEMENT MARKING - LINE 4" (WHITE)
  - ② PAVEMENT MARKING - LINE 5" (WHITE, SKIP DASH)
  - ③ PAVEMENT MARKING - LINE 4" (YELLOW)
  - ④ TEMPORARY CONCRETE BARRIER
  - ⑤ TEMPORARY PAVEMENT
  - ⑥ TEMPORARY PAVEMENT MARKING - LINE 6"
  - ⑦ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
  - ⑧ VERTICAL PANEL WITH STEADY BURN LIGHT
- EXISTING LEGEND**
- (A) PAVEMENT
  - (B) SHOULDER
  - (C) BARRIER WALL
  - (D) CURB & GUTTER
  - (E) PAVEMENT MARKING

- NOTES**
- ABOVE DETAIL SHOWN MINIMUM REQUIREMENTS FOR CONTRACTOR'S ACCESS TO WORK ZONE.
  - NUMBER AND LOCATION OF ACCESS POINTS TO BE DETERMINED BY CONTRACTOR.
  - CONTRACTOR'S ACCESS TO WORK ZONE WILL NOT BE PAID SEPARATELY, COST MUST BE INCLUDED IN COST OF 'FURNISH TEMPORARY CONCRETE BARRIER' AND 'TEMPORARY CONCRETE BARRIER'.

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**MOT-3**

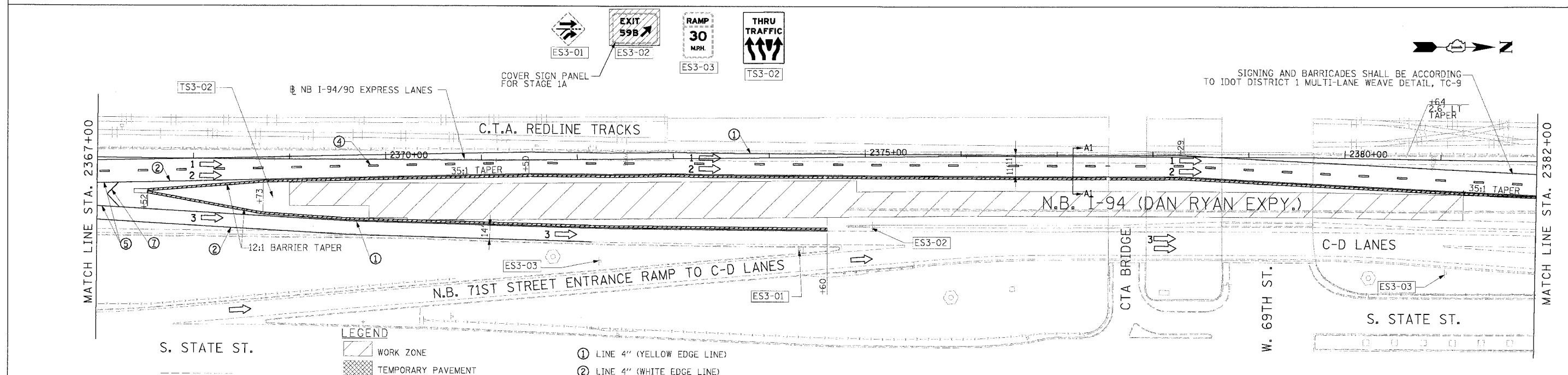
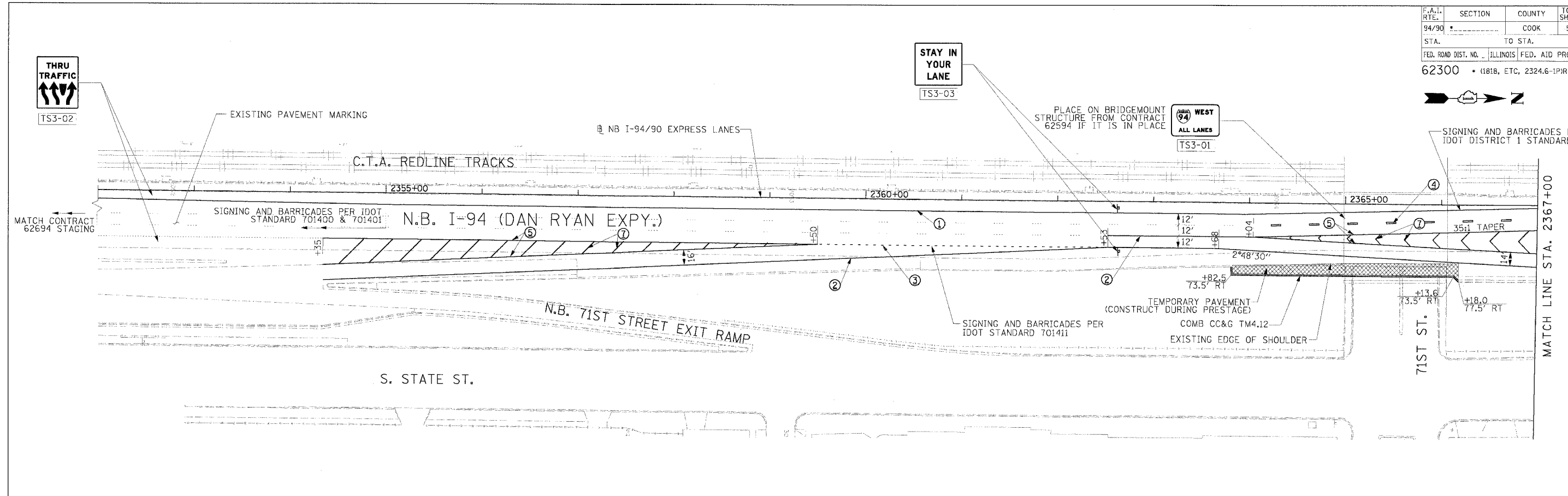
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
MAINTENANCE OF TRAFFIC PLAN  
TYPICAL SECTION

SCALE: =NTS  
DATE: 07/07/05  
DRAWN BY: RA  
CHECKED BY: RS

BOWMAN, BARRETT & ASSOCIATES INC.  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbainc.com



|                     |                           |        |              |           |
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| F.A.I. RTE.         | SECTION                   | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK   | 556          | 84        |
| STA.                | TO STA.                   |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |        |              |           |
| 62300               | (1818, ETC, 2324.6-1PJR-8 |        |              |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE-II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - EXISTING SIGN
  - TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE CORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 50' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS

**STATIONING**  
 +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
 ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.

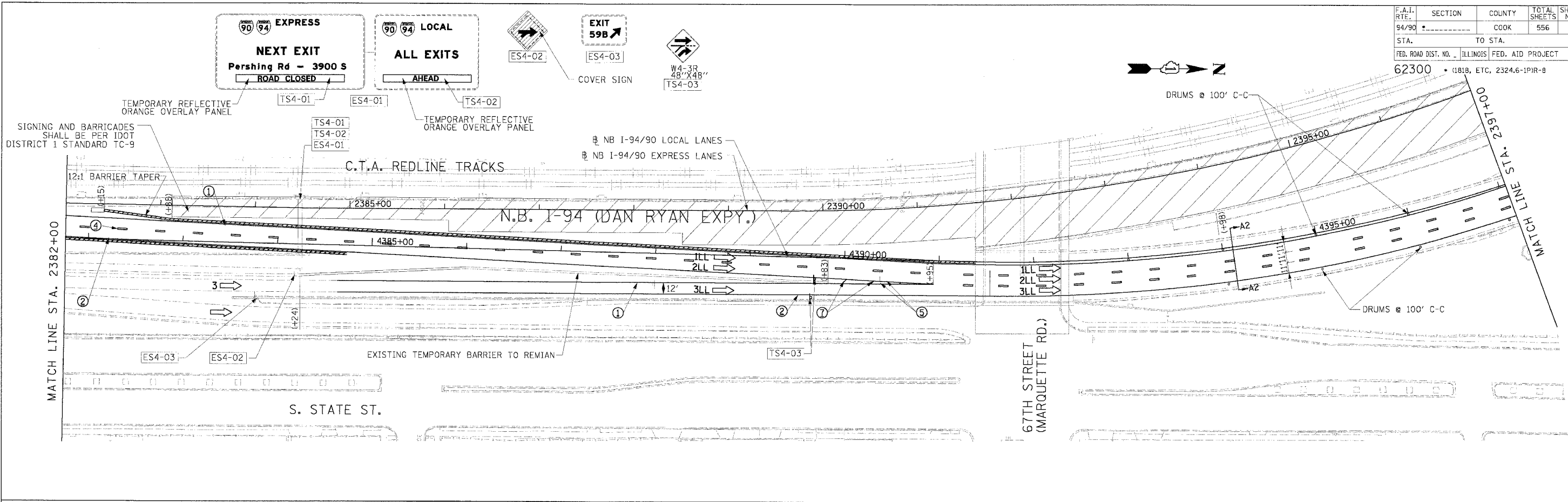
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2352+00 TO STA. 2382+00  
 STAGE 1A  
 SCALE: 1"=50'  
 DATE: 7/1/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 751-3015  
 WEB: WWW.EKCORP.COM

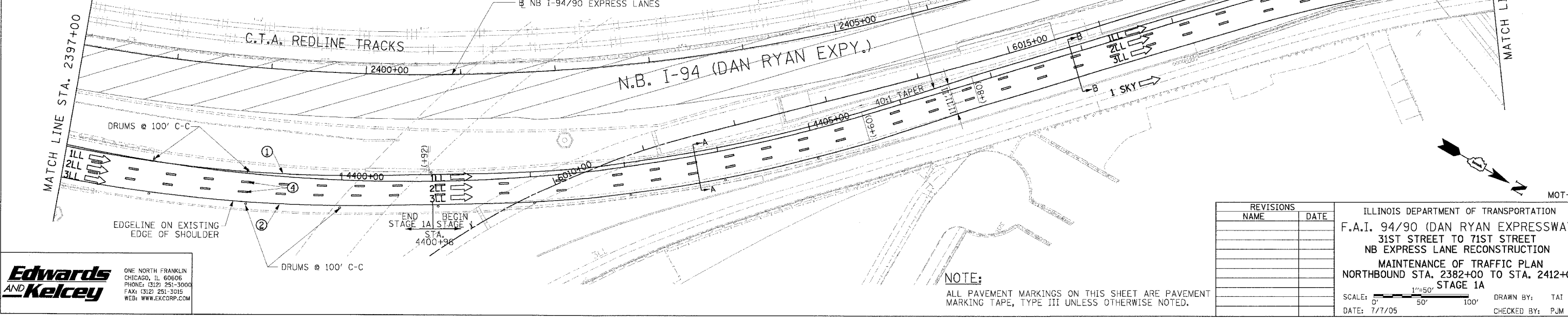
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| F.A.I. RTE. | SECTION                   | COUNTY | TOTAL SHEETS                                  | SHEET NO. |
| 94/90       |                           | COOK   | 556   | 85        |
| STA.        | TO STA.                   |        | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300       | (1818, ETC, 2324.6-1P1R-8 |        |   |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - EXISTING SIGN
  - TEMPORARY SIGN
- ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS

- STATIONING**
- +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES
  - (+\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES



**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

**NOTE:**  
 ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.

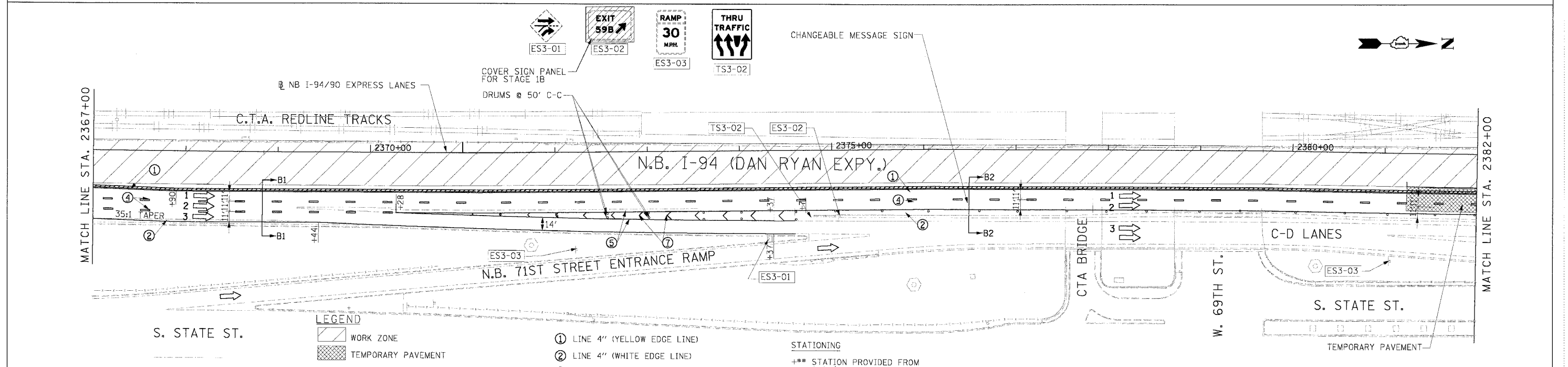
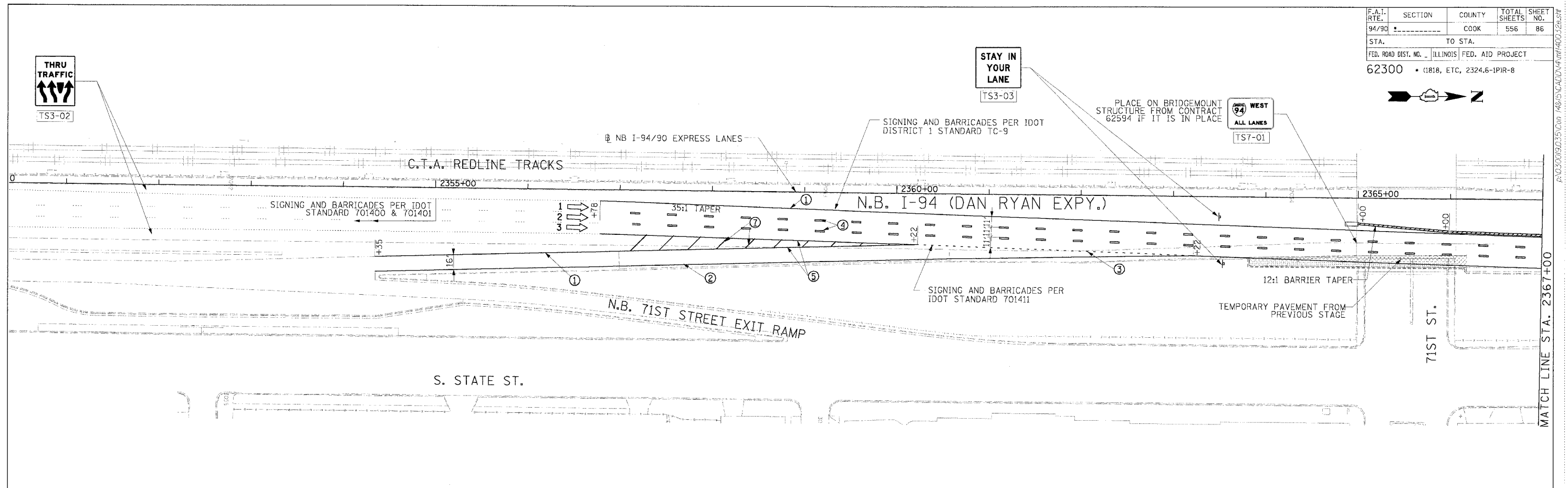
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2382+00 TO STA. 2412+00  
 STAGE 1A  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAT  
 CHECKED BY: PJM

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| F.A.I. RTE.         | SECTION                     | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                             | COOK   | 556          | 86        |
| STA.                | TO STA.                     |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT   |        |              |           |
| 62300               | • (1818, ETC, 2324.6-1PIR-8 |        |              |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - EXISTING SIGN
  - TEMPORARY SIGN

- STATIONING**
- ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS

\*\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2352+00 TO STA. 2382+00  
 STAGE 1B

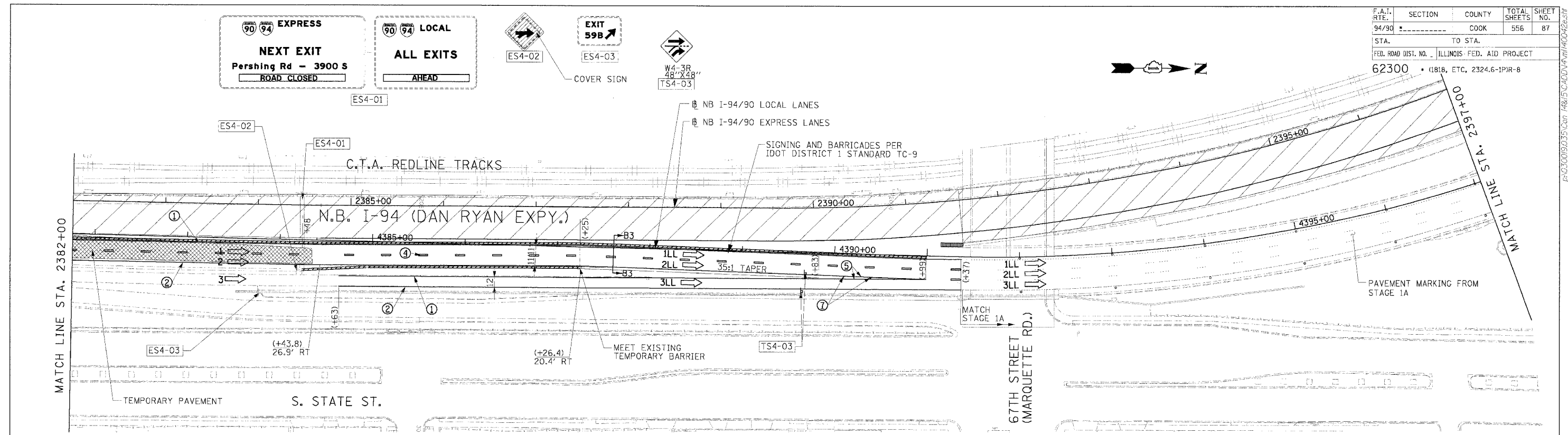
SCALE: 1"=50'  
 DATE: 7/7/05

DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards and Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EDKCORP.COM

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| F.A.I. R.T.E.       | SECTION                    | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                            | COOK   | 556          | 87        |
| STA.                | TO STA.                    |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT  |        |              |           |
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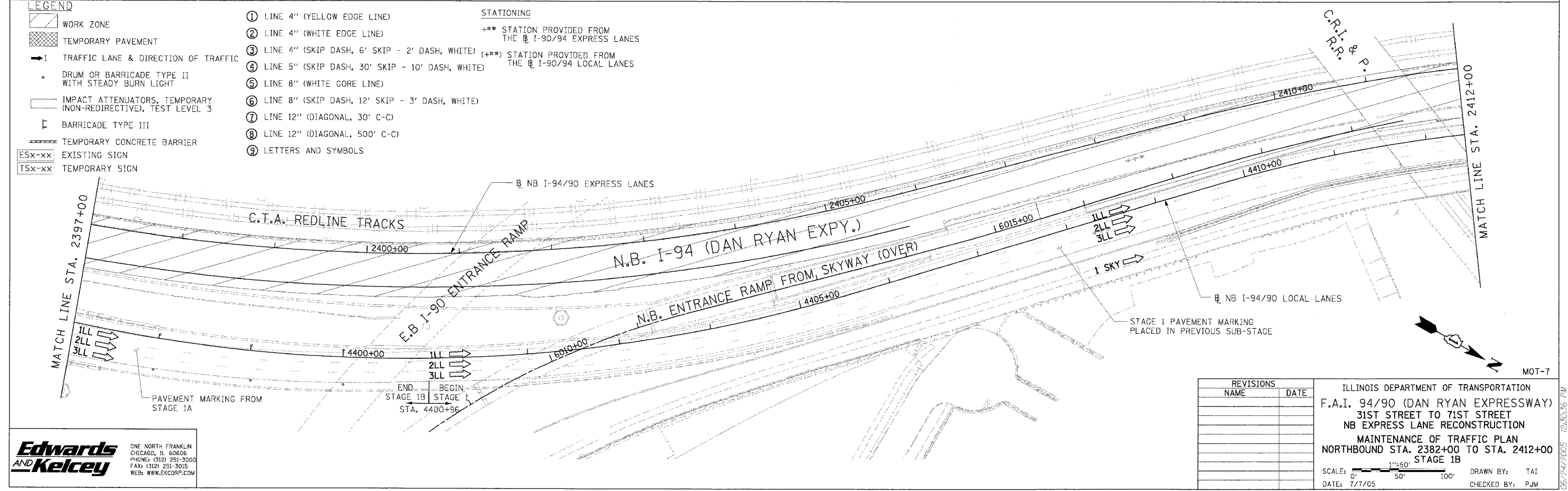
**NOTE:**  
ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS

- STATIONING**
- +++ STATION PROVIDED FROM THE I-90/94 EXPRESS LANES
  - (+++ STATION PROVIDED FROM THE I-90/94 LOCAL LANES



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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2382+00 TO STA. 2412+00  
 STAGE 1B

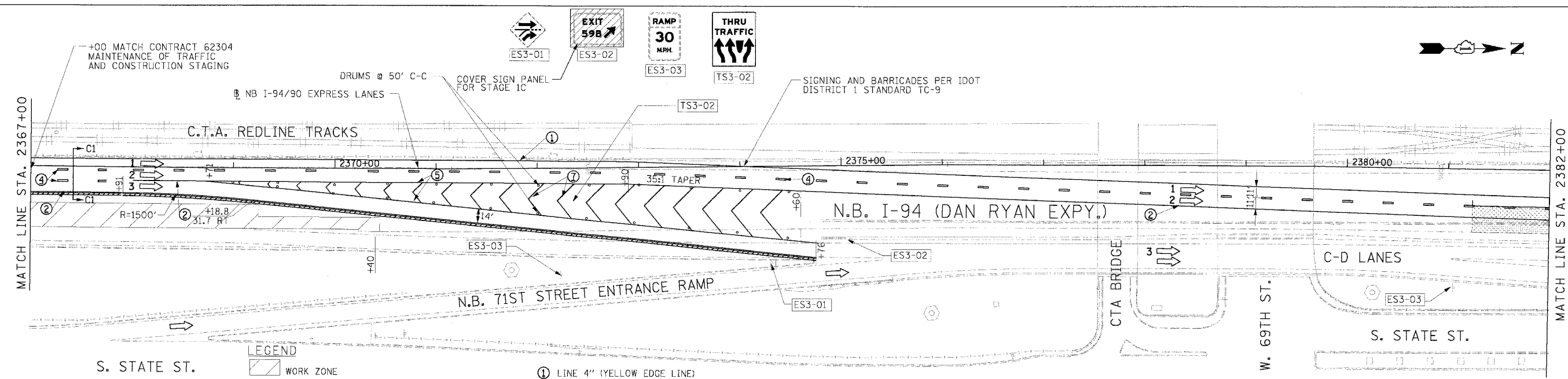
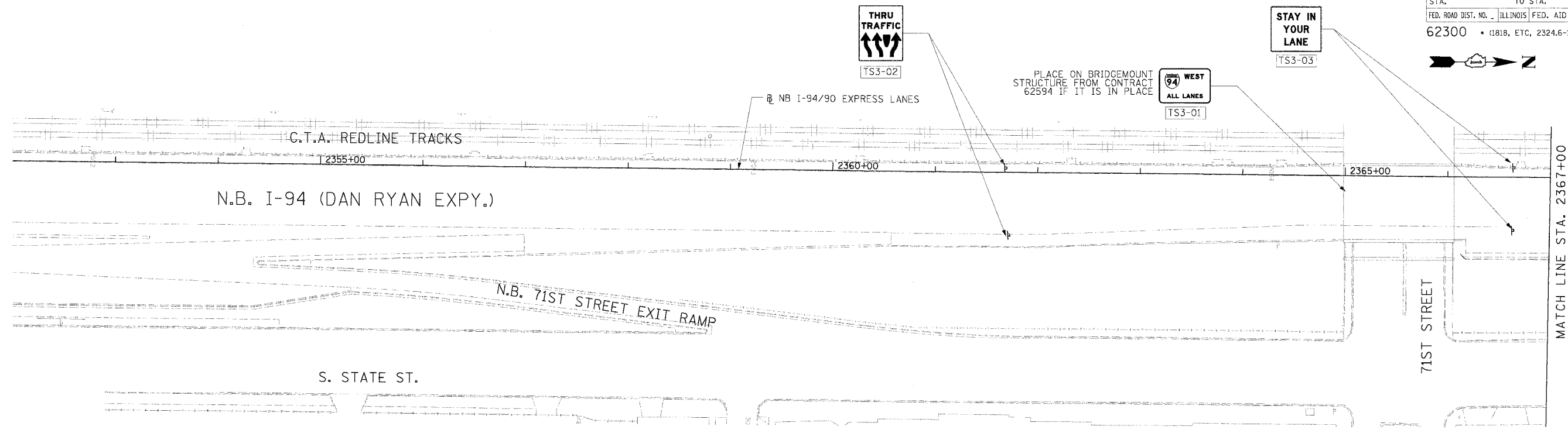
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 DATE: 7/7/05

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 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3005  
 WEB: WWW.EDKORP.COM

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| F.A.I. RTE. | SECTION                   | COUNTY | TOTAL SHEETS                                  | SHEET NO. |
| 94/90       |                           | COOK   | 556   | 88        |
| STA.        | TO STA.                   |        | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT |           |
| 62300       | (1818, ETC, 2324.6-1PIR-8 |        |   |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - EXISTING SIGN
  - TEMPORARY SIGN
- STATIONING**
- ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS

**NOTE:**  
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| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2352+00 TO STA. 2382+00  
 STAGE 1C  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

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| F.A.I. RTE.         | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK             | 556          | 89        |
| STA.                | TO STA.                   |                  |              |           |
| 62300               | 11818, ETC, 2324.6-1P/R-8 |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |

**90 94 EXPRESS**

**NEXT EXIT**

Pershing Rd - 3900 S

ROAD CLOSED

**90 94 LOCAL**

**ALL EXITS**

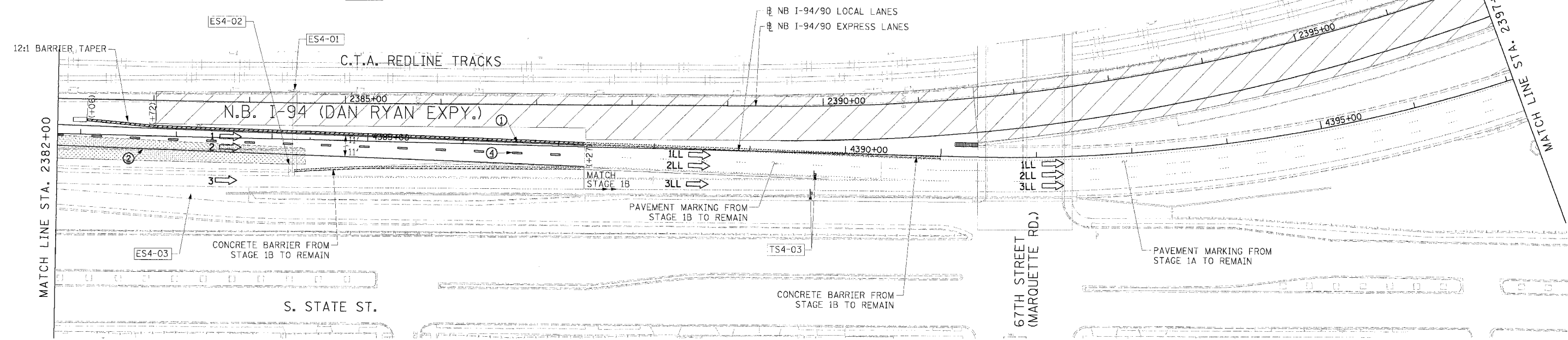
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**EXIT 59B**

ES4-02    ES4-03

W4-3R  
48"X48"

TS4-03

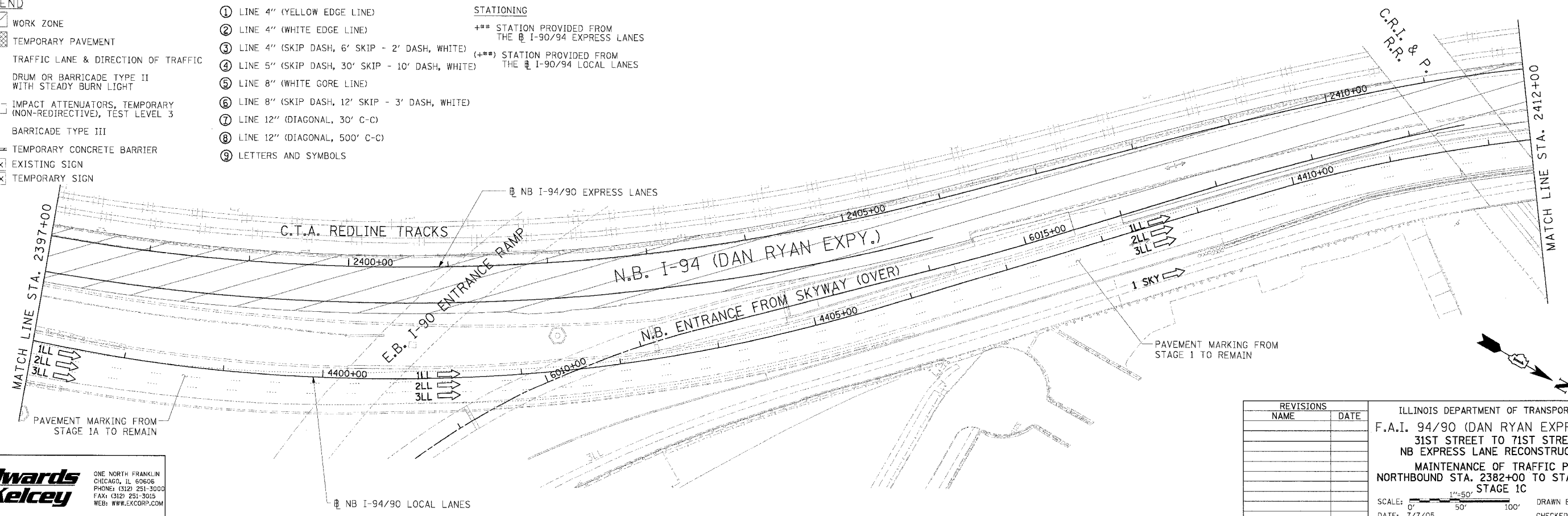


**NOTE:**  
ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS
- STATIONING**
- +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES
  - (+\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES



**Edwards AND Kelcey**

ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

| REVISIONS |      |
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| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
MAINTENANCE OF TRAFFIC PLAN  
NORTHBOUND STA. 2382+00 TO STA. 2412+00  
STAGE 1C

SCALE: 1"=50'  
DATE: T/7/05

DRAWN BY: TAI  
CHECKED BY: PJM

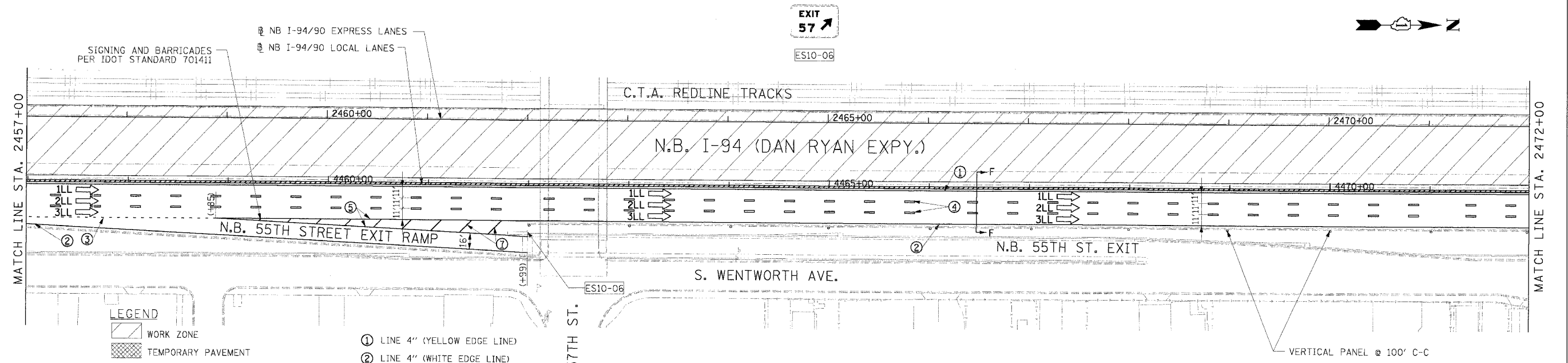
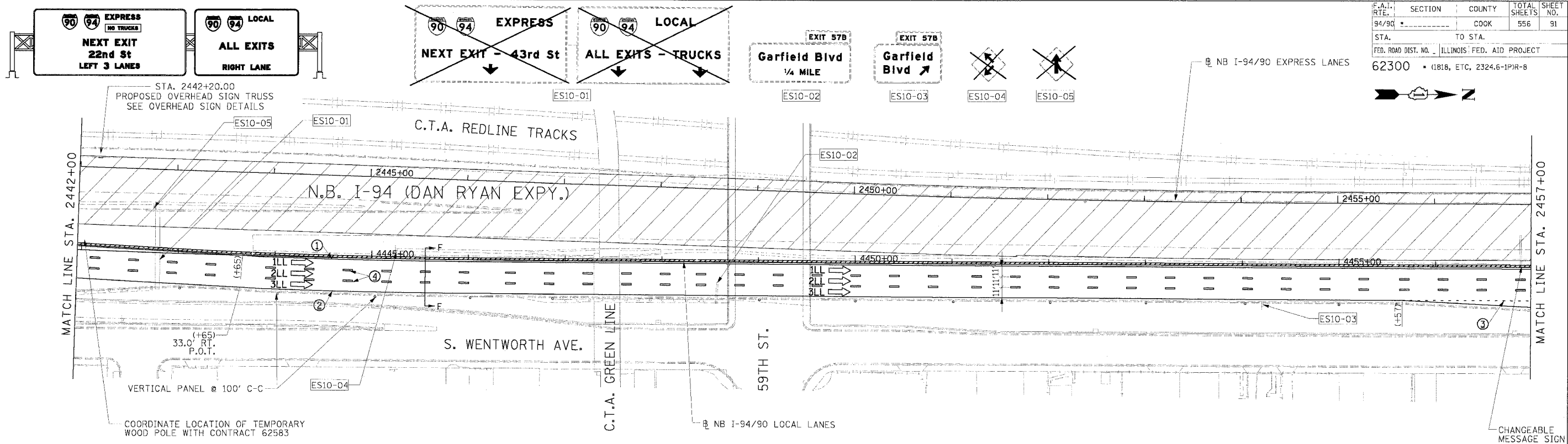
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|-------------|----------------------------|--------|---------------------------|-----------|
| F.A.I. RTE. | SECTION                    | COUNTY | TOTAL SHEETS              | SHEET NO. |
| 94/90       |                            | COOK   | 556                       | 91        |
| STA.        | TO STA.                    |        | ILLINOIS FED. AID PROJECT |           |
| 62300       | (181B, ETC, 2324.6-1P1R-8) |        |                           |           |



**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN
- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS

**STATIONING**  
 +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
 ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.

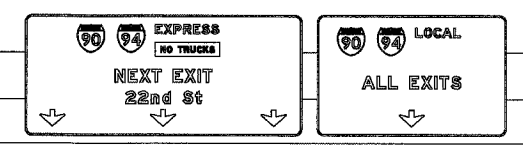
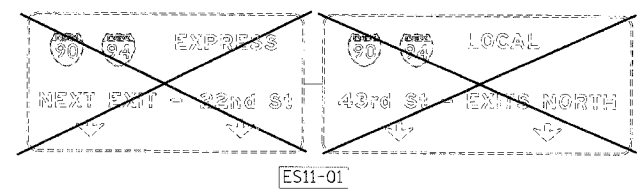
| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2442+00 TO STA. 2472+00  
 STAGE 1  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EDKORP.COM

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|---------------------|---------------------------|--------|--------------|-----------|
| F.A.I. RTE.         | SECTION                   | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK   | 556          | 92        |
| STA.                | TO STA.                   |        |              |           |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT |        |              |           |
| 62300               | (1818, ETC, 2324.6-1P)R-8 |        |              |           |

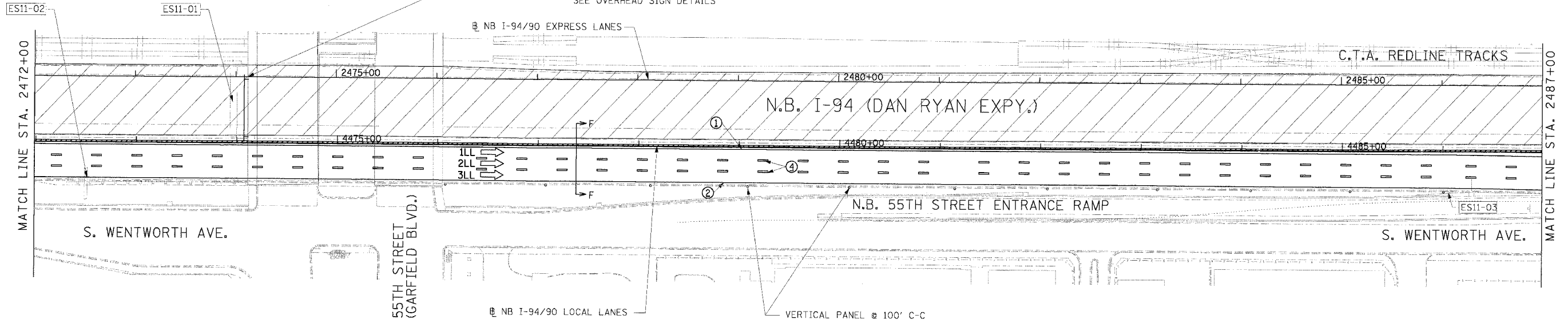


ES11-03



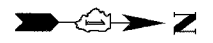
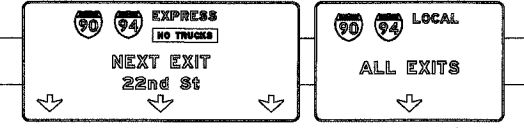
STA. 2474+11.88  
PROPOSED OVERHEAD BRIDGE MOUNT SIGN  
SEE OVERHEAD SIGN DETAILS

EXISTING SIGN  
TO REMAIN

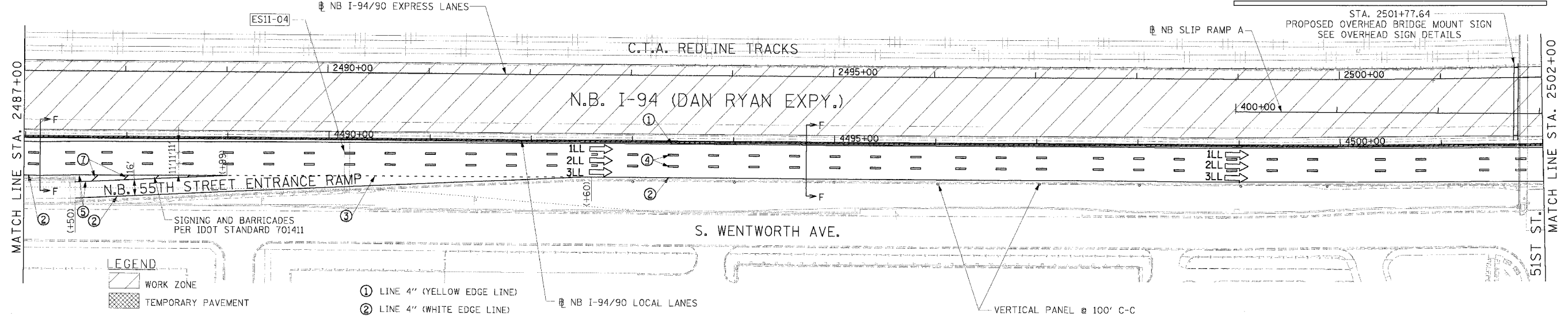


MATCH LINE STA. 2472+00

MATCH LINE STA. 2487+00



STA. 2501+77.64  
PROPOSED OVERHEAD BRIDGE MOUNT SIGN  
SEE OVERHEAD SIGN DETAILS



MATCH LINE STA. 2487+00

MATCH LINE STA. 2502+00

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS

**STATIONING**  
+\*\* STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
(+\*\*) STATION PROVIDED FROM THE I-90/94 LOCAL LANES

VERTICAL PANEL @ 100' C-C

**NOTE:**  
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| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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|           |      |
|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
MAINTENANCE OF TRAFFIC PLAN  
NORTHBOUND STA. 2472+00 TO STA. 2502+00  
STAGE 1  
SCALE: 1"=50'  
DATE: 7/7/05  
DRAWN BY: TAI  
CHECKED BY: PJM

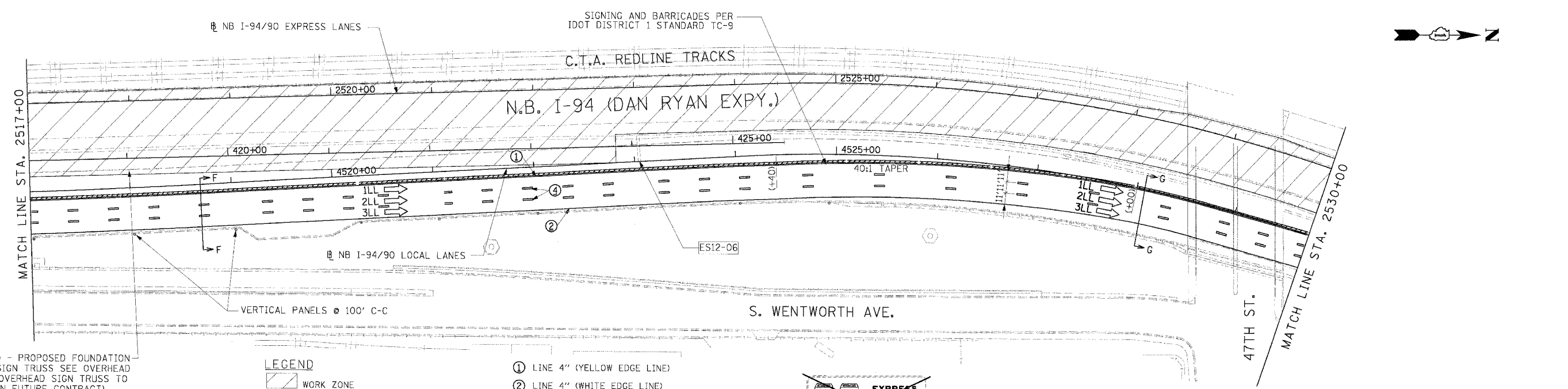
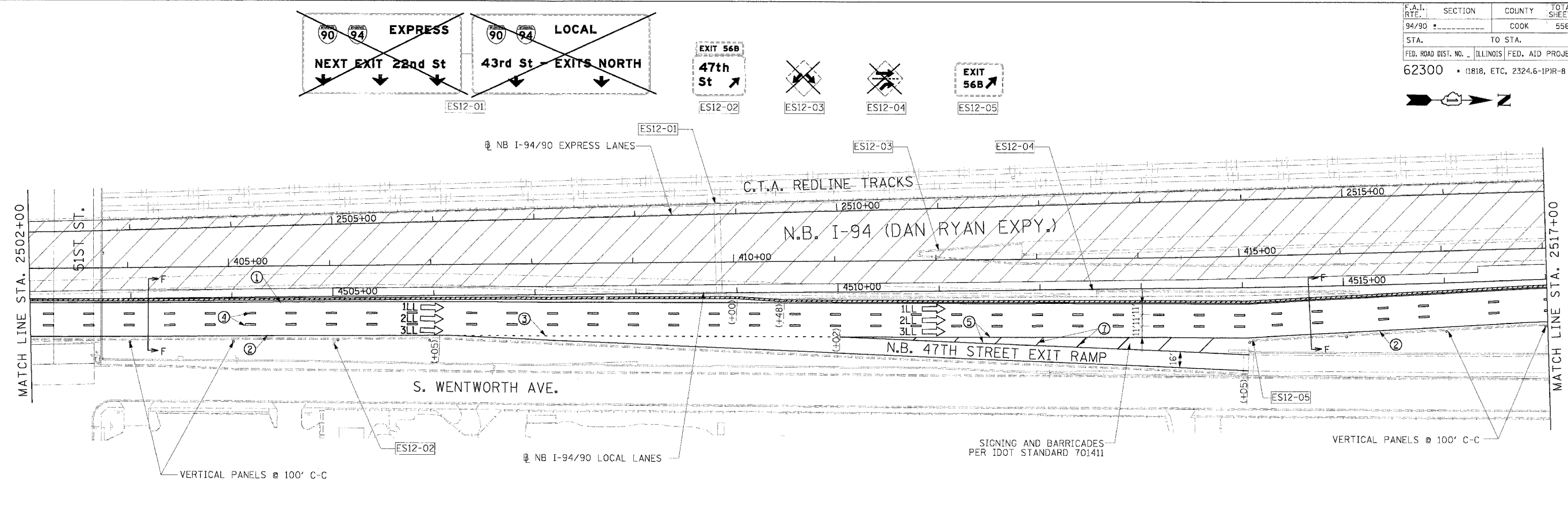
**Edwards and Kelcey**  
ONE NORTH FRANKLIN  
CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

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|                |                           |                         |
|----------------|---------------------------|-------------------------|
| F.A.I. SECTION | COUNTY                    | TOTAL SHEET SHEETS, NO. |
| 94/90          | COOK                      | 556 93                  |
| STA. TO STA.   | ILLINOIS FED. AID PROJECT |                         |
| 62300          | 1818, ETC, 2324.6-1PR-8   |                         |

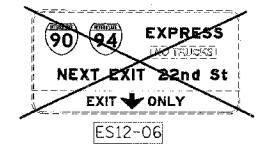


STA. 4518+40.00 - PROPOSED FOUNDATION FOR OVERHEAD SIGN TRUSS SEE OVERHEAD SIGN DETAILS (OVERHEAD SIGN TRUSS TO BE BUILT IN FUTURE CONTRACT)

**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS



**STATIONING**  
 +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
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| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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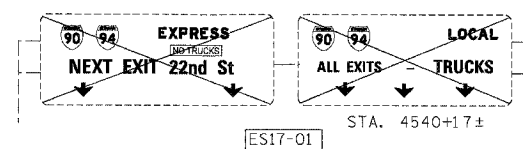
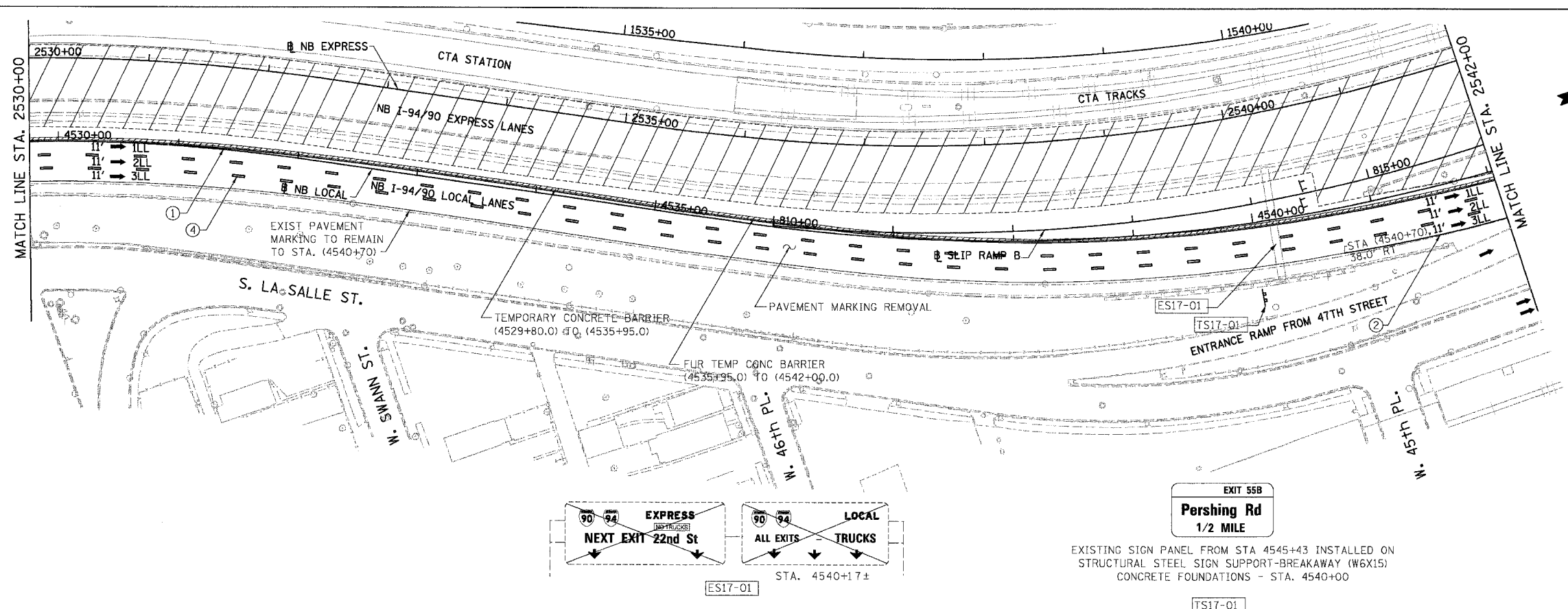
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2502+00 TO STA. 2530+00  
 STAGE 1  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EDKCORP.COM

ESx-xx EXISTING SIGN  
 TSx-xx TEMPORARY SIGN

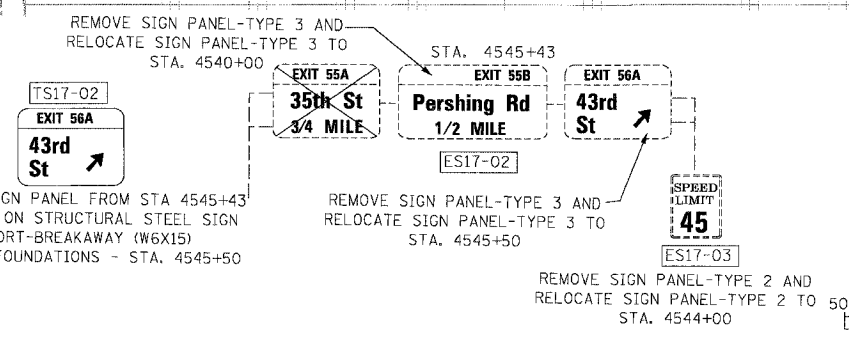
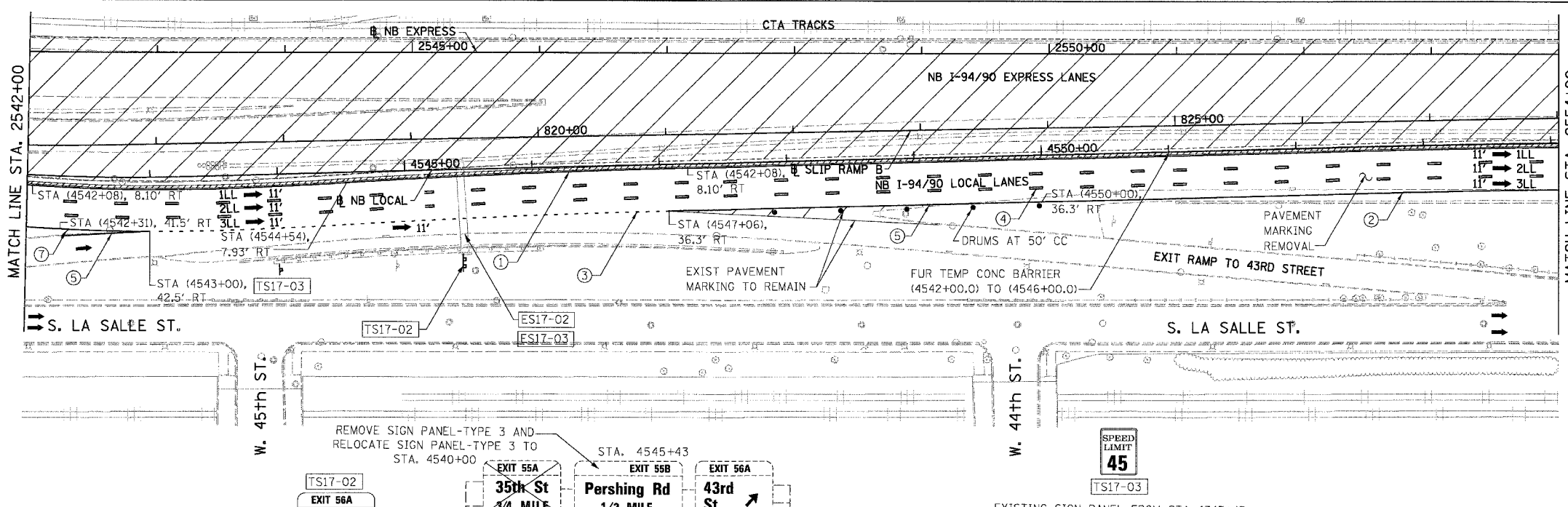
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| F.A.I.              | SECTION | COUNTY                     | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|----------------------------|--------------|-----------|
| 94/90               | *       | COOK                       | 556          | 94        |
| STA. 2530+00        |         | TO STA. 2554+00            |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT  |              |           |
| 62300               |         | *(1818, ETC, 2324.6-1P)R-8 |              |           |



EXISTING SIGN PANEL FROM STA 4545+43 INSTALLED ON STRUCTURAL STEEL SIGN SUPPORT-BREAKAWAY (W6X15) CONCRETE FOUNDATIONS - STA. 4540+00

- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - 1LL TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS
  - EXISTING SIGNS
  - TEMPORARY SIGNS



EXISTING SIGN PANEL FROM STA 4545+43 INSTALLED ON WOOD SIGN SUPPORT AT STA. 4544+00

**NOTE:**  
ALL PAVEMENT MARKINGS ON THIS SHEET WILL BE PAVEMENT MARKING TAPE, TYPE III, UNLESS OTHERWISE NOTED.

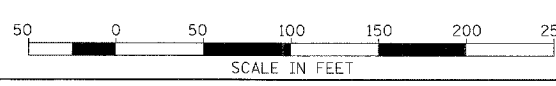
| REVISIONS | NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94/90 (DAN RYAN EXPRESSWAY)**  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN STAGE 1  
 NORTHBOUND STA. 2530+00 TO STA. 2554+00

SCALE: 1"=50'  
 DATE: 07/07/05

DRAWN BY: RA  
 CHECKED BY: RS

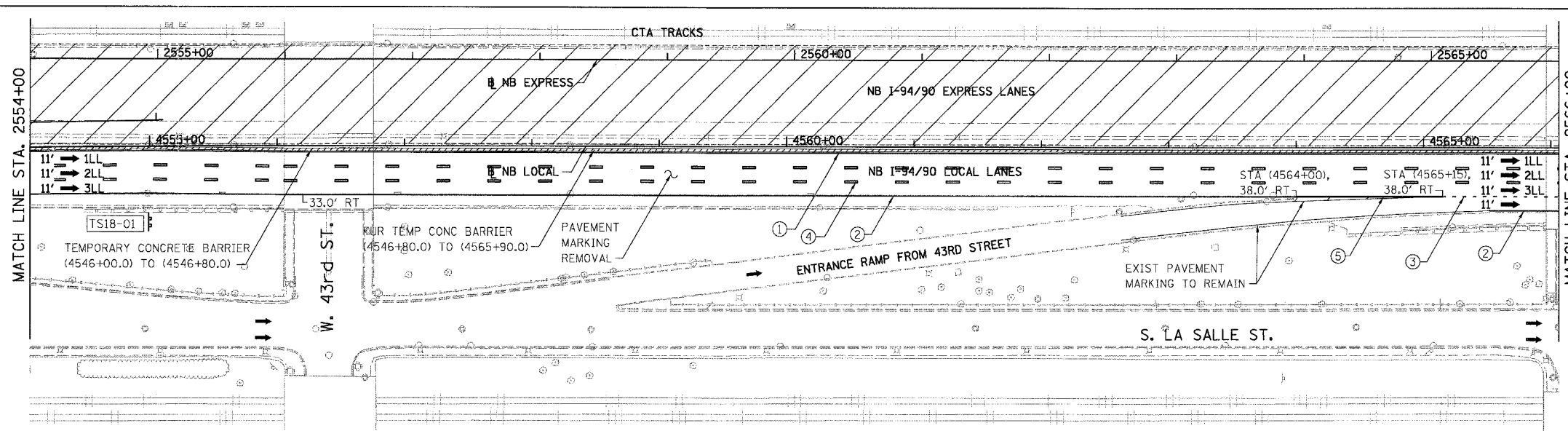
**STATIONING**  
 +\*\*.\*\* STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
 (+\*\*.\*\*\*) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
 [+\*\*.\*\*] STATION PROVIDED FROM THE SLIP RAMP



BOWMAN, BARRETT & ASSOCIATES INC.  
 CONSULTING ENGINEERS  
 Chicago, Illinois  
 312.228.0100  
 www.bbainc.com

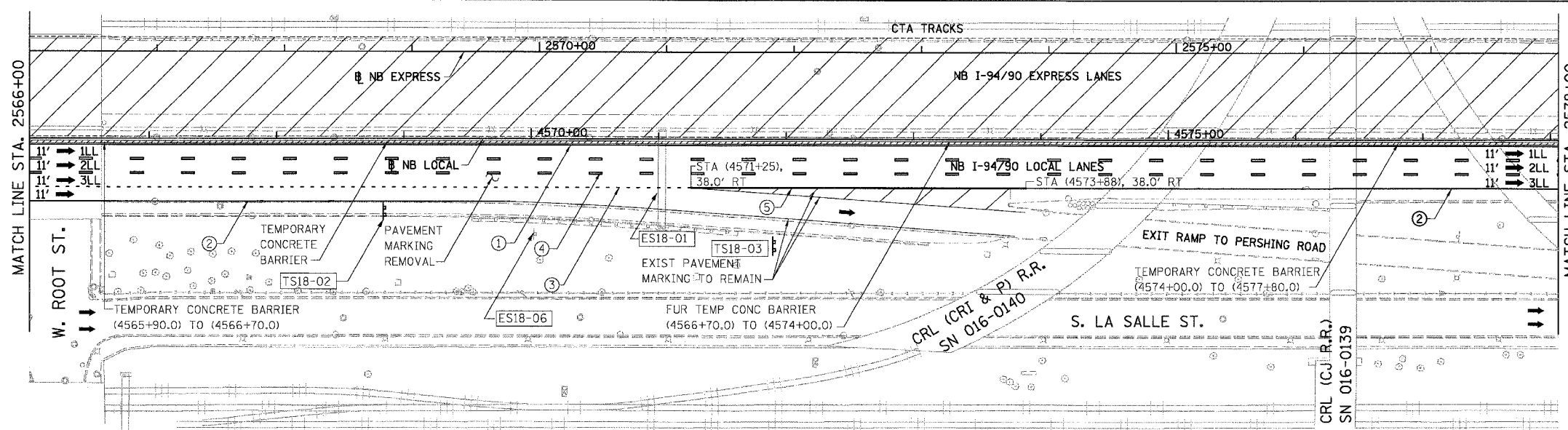
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|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               |         | COOK                      | 556          | 95        |
| STA. 2554+00        |         | TO STA. 2578+00           |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | *1818, ETC, 2324.6-1P/R-8 |              |           |



**TS18-01**  
 SIGN PANEL OVERLAY  
**EXIT 55A**  
**35th St**  
 1/4 MILE  
 EXISTING SIGN PANEL FROM STA 4571+02  
 INSTALLED ON STRUCTURAL STEEL SIGN  
 SUPPORT-BREAKAWAY (W6X9)  
 CONCRETE FOUNDATIONS - STA. 4555+00

- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - ILL TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS
  - ESx-xx EXISTING SIGNS
  - TSx-xx TEMPORARY SIGNS



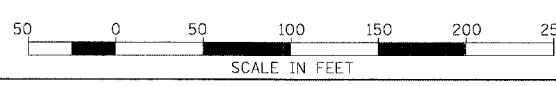
**ES18-06**  
 EXIT 55B  
 LOW CLEARANCE  
 LEFT TURN RIGHT TURN  
 14'-0" ZWP

**TS18-02**  
 EXIT 54  
**31st St**  
 1 MILE  
 EXISTING SIGN PANEL FROM STA 4571+02  
 INSTALLED ON STRUCTURAL STEEL SIGN  
 SUPPORT-BREAKAWAY (W6X9)  
 CONCRETE FOUNDATIONS - STA. 4569+00

**TS18-03**  
 EXIT 55B  
**Pershing Rd**  
 EXISTING SIGN PANEL FROM STA 4571+02  
 INSTALLED ON STRUCTURAL STEEL SIGN  
 SUPPORT-BREAKAWAY (W6X15)  
 CONCRETE FOUNDATIONS - STA. 4572+00

REMOVE SIGN PANEL-TYPE 3 AND  
 RELOCATE SIGN PANEL-TYPE 3 TO  
 STA. 4569+00  
**EXIT 54**  
**31st St**  
 1 MILE  
 REMOVE SIGN PANEL-TYPE 3 AND  
 RELOCATE SIGN PANEL-TYPE 3 TO  
 STA. 4555+00  
**EXIT 55A**  
**35th St**  
 1/4 MILE  
 REMOVE SIGN PANEL-TYPE 3 AND  
 RELOCATE SIGN PANEL-TYPE 3 TO  
 STA. 4571+02  
**EXIT 55B**  
**Pershing Rd**

**STATIONING**  
 +\*\*.\*\* STATION PROVIDED FROM  
 THE I-90/94 EXPRESS LANES  
 (+\*\*.\*\*.) STATION PROVIDED FROM  
 THE I-90/94 LOCAL LANES  
 [+\*\*.\*\*] STATION PROVIDED FROM  
 THE SLIP RAMP



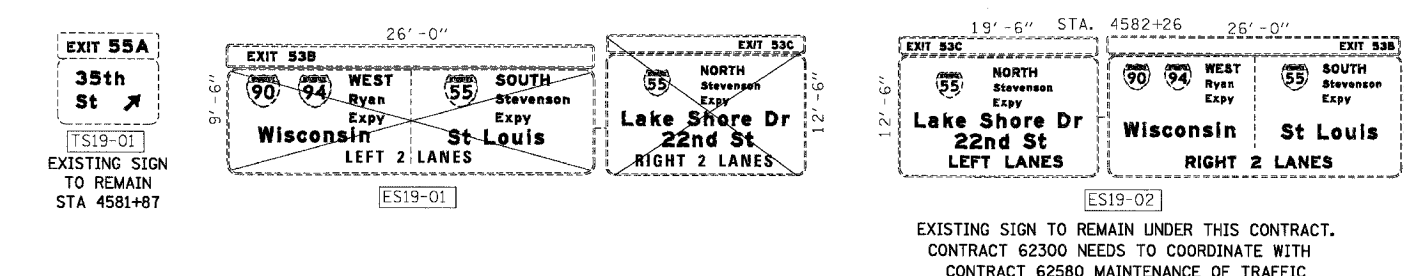
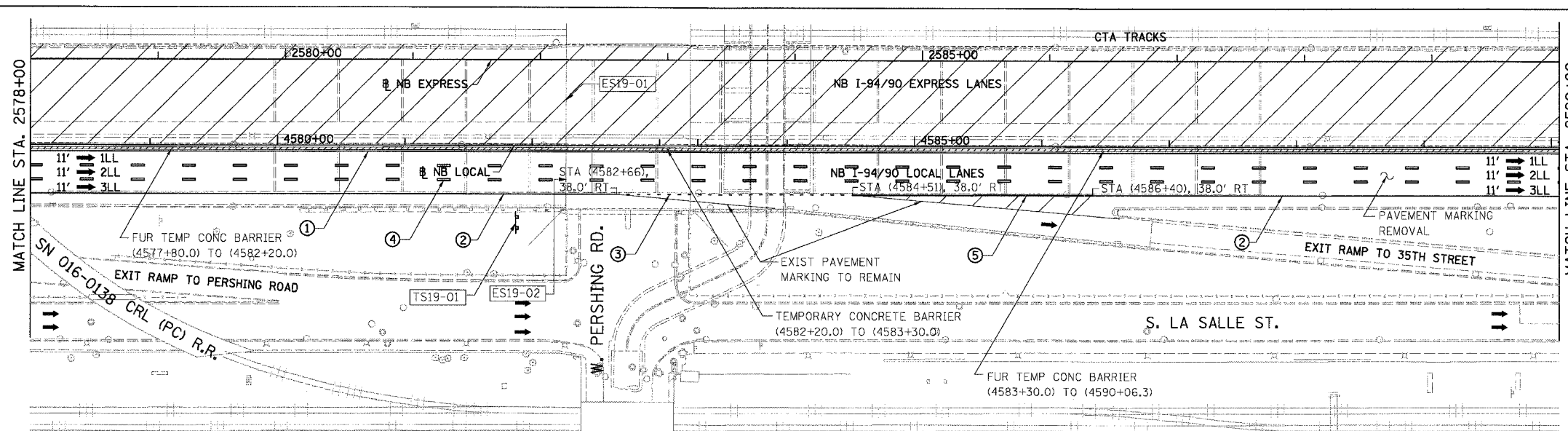
NOTE:  
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 PAVEMENT MARKING TAPE, TYPE III, UNLESS  
 OTHERWISE NOTED.

| REVISIONS |  | DATE |
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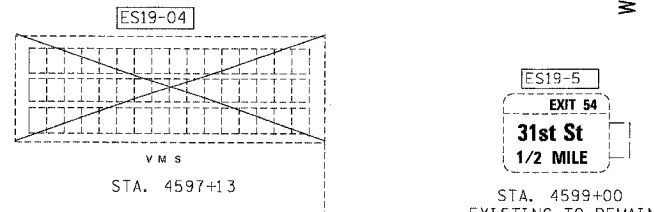
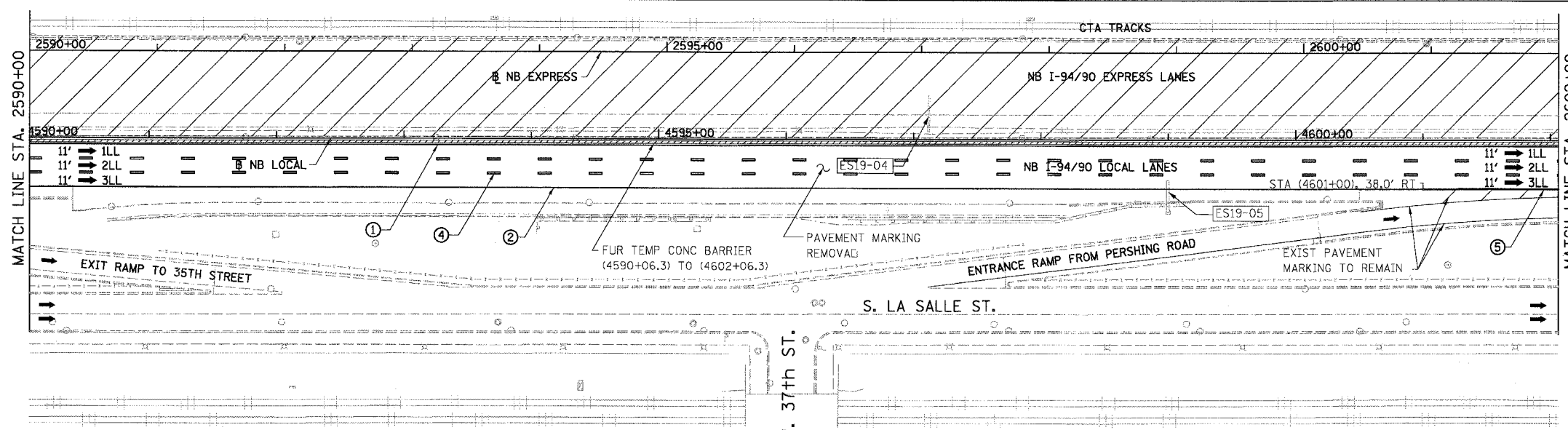
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN STAGE 1  
 NORTHBOUND STA. 2554+00 TO STA. 2578+00  
 SCALE: 1"=50'  
 DATE: 07/07/05  
 DRAWN BY: RA  
 CHECKED BY: RS

BOWMAN, BARRETT & ASSOCIATES INC.  
 CONSULTING ENGINEERS  
 Chicago, Illinois  
 312.228.0100  
 www.bbandainc.com

|                     |         |                           |              |           |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A.I.              | SECTION | COUNTY                    | TOTAL SHEETS | SHEET NO. |
| 94/90               | *       | COOK                      | 556          | 96        |
| STA. 2578+00        |         | TO STA. 2602+00           |              |           |
| FED. ROAD DIST. NO. |         | ILLINOIS FED. AID PROJECT |              |           |
| 62300               |         | *1818, ETC, 2324.6-1P)R-8 |              |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - 1LL TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS
  - ESx-xx EXISTING SIGNS
  - TSx-xx TEMPORARY SIGNS



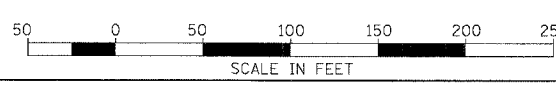
NOTE:  
ALL PAVEMENT MARKINGS ON THIS SHEET WILL BE PAVEMENT MARKING TAPE, TYPE III, UNLESS OTHERWISE NOTED.

| REVISIONS NAME | DATE |
|----------------|------|
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
MAINTENANCE OF TRAFFIC PLAN STAGE 1  
NORTHBOUND STA. 2578+00 TO STA. 2602+00

SCALE: 1"=50'  
DATE: 07/07/05  
DRAWN BY: RA  
CHECKED BY: RS

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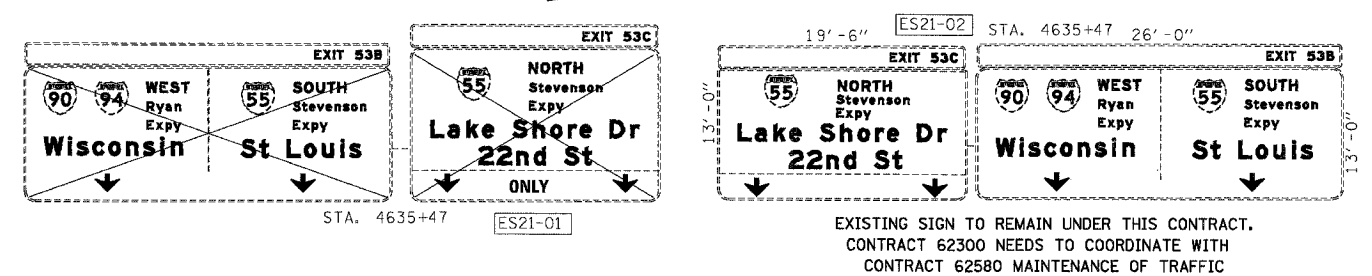
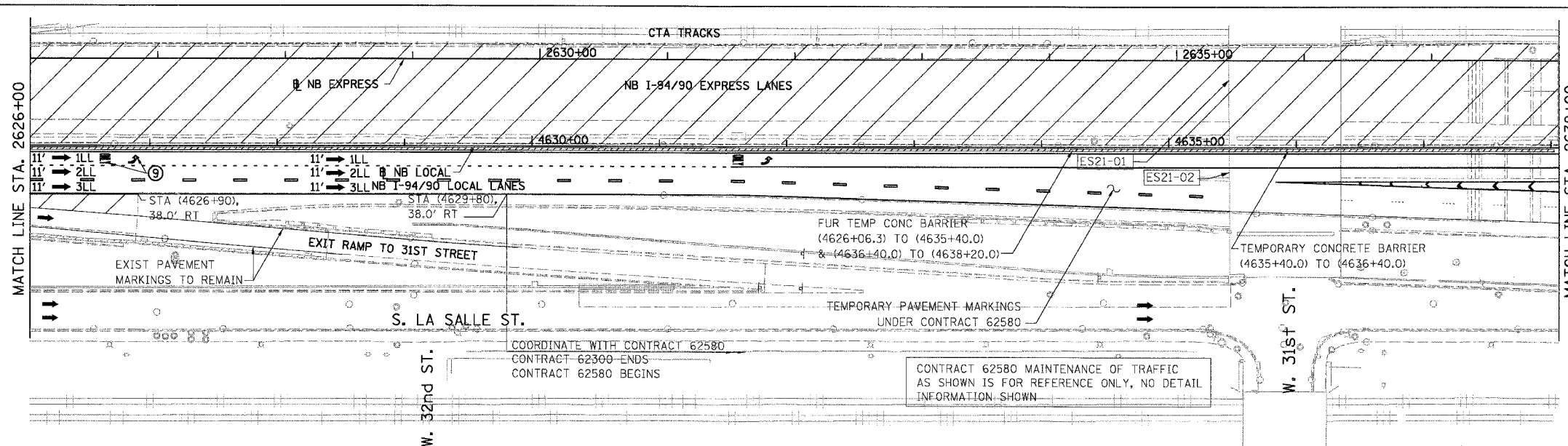
**STATIONING**  
+\*\*.\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
(+\*\*.\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES  
[+\*\*.\*\*] STATION PROVIDED FROM THE SLIP RAMP

6/24/2005 10:37 AM

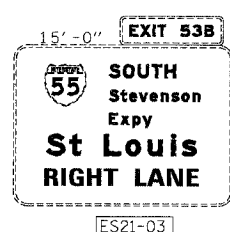
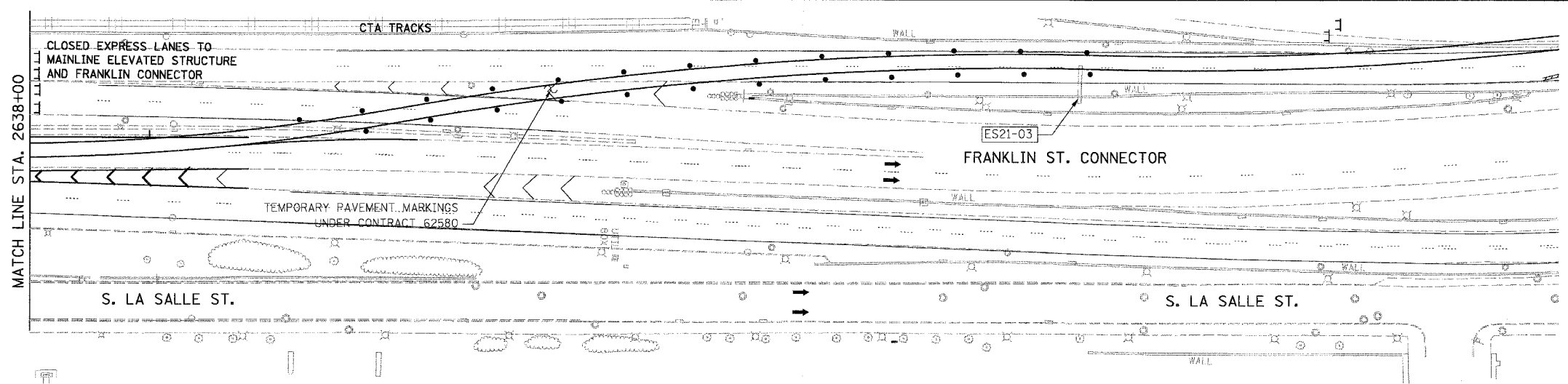




|                     |                           |                  |              |           |
|---------------------|---------------------------|------------------|--------------|-----------|
| F.A.I.              | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK             | 556          | 98        |
| STA. 2626+00        |                           | TO STA.          |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |
| 62300               | *1818, ETC, 2324.6-1P/R-8 |                  |              |           |



- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - ILL TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - ① LINE 4" (YELLOW EDGE LINE)
  - ② LINE 4" (WHITE EDGE LINE)
  - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
  - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
  - ⑤ LINE 8" (WHITE GORE LINE)
  - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
  - ⑦ LINE 12" (DIAGONAL, 30' C-C)
  - ⑧ LINE 12" (DIAGONAL, 500' C-C)
  - ⑨ LETTERS AND SYMBOLS
  - EXISTING SIGNS
  - TEMPORARY SIGNS



CONTRACT 62580 MAINTENANCE OF TRAFFIC AS SHOWN IS FOR REFERENCE ONLY, NO DETAIL INFORMATION SHOWN

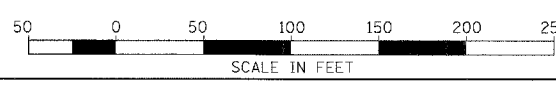
NOTE:  
ALL PAVEMENT MARKINGS ON THIS SHEET WILL BE PAVEMENT MARKING TAPE, TYPE III, UNLESS OTHERWISE NOTED.

| REVISIONS NAME | DATE |
|----------------|------|
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
31ST STREET TO 71ST STREET  
NB EXPRESS LANE RECONSTRUCTION  
MAINTENANCE OF TRAFFIC PLAN STAGE 1  
NORTHBOUND STA. 2626+00 TO STA.

SCALE: 1"=50'  
DATE: 07/07/05  
DRAWN BY: RA  
CHECKED BY: RS

**STATIONING**  
+###.## STATION PROVIDED FROM THE I-90/94 EXPRESS LANES  
(+###.##) STATION PROVIDED FROM THE I-90/94 LOCAL LANES  
[+###.##] STATION PROVIDED FROM THE SLIP RAMP



BOWMAN, BARRETT & ASSOCIATES INC.  
CONSULTING ENGINEERS  
Chicago, Illinois  
312.228.0100  
www.bbainc.com

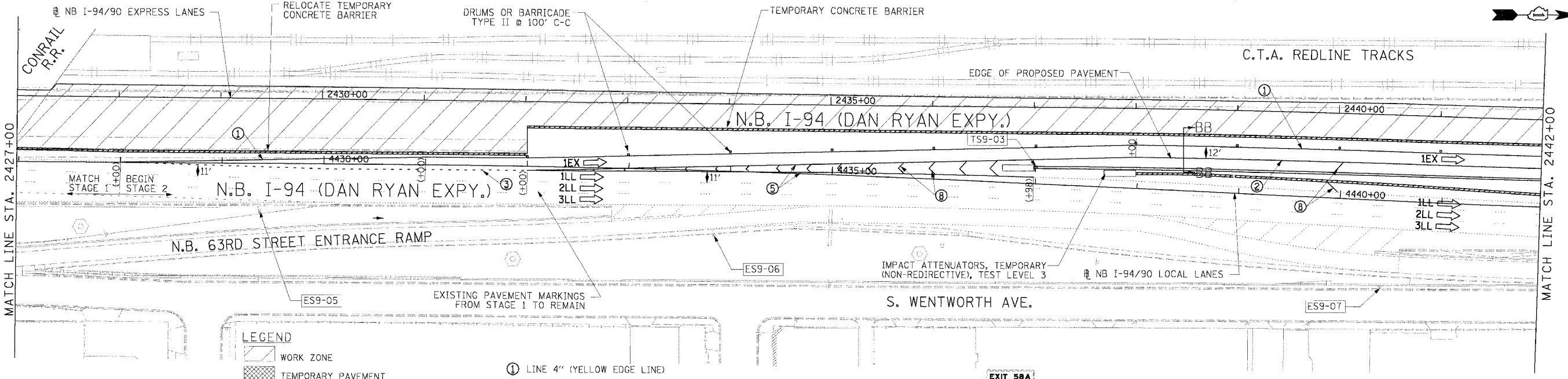
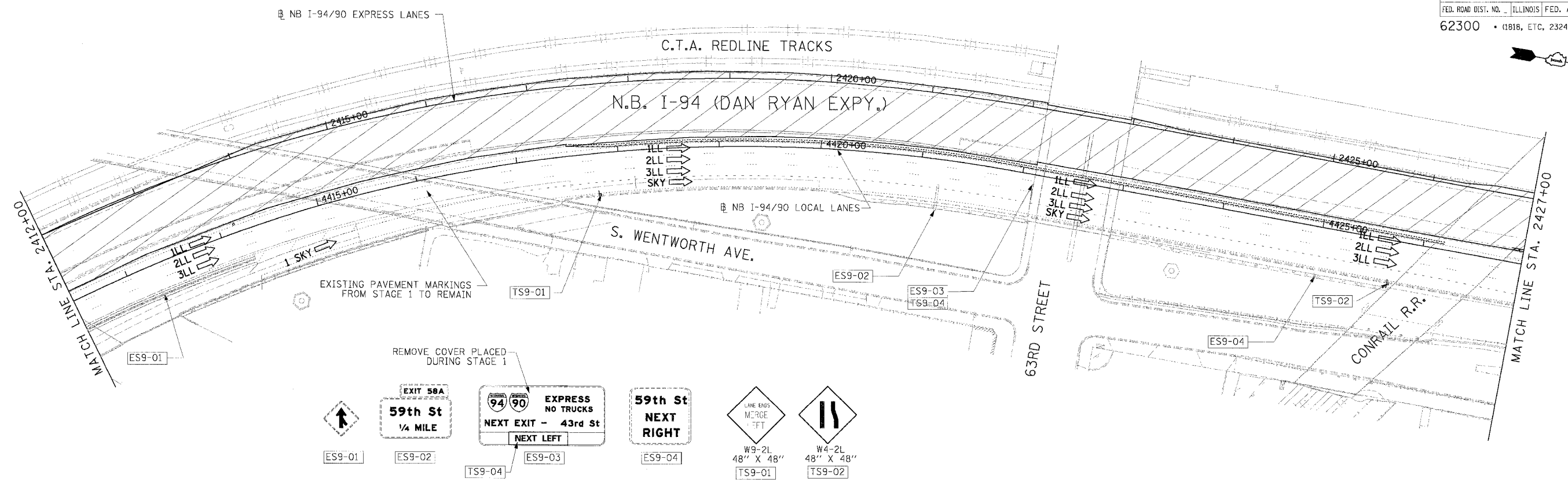
EXISTING SIGN TO REMAIN UNDER THIS CONTRACT.  
CONTRACT 62300 NEEDS TO COORDINATE WITH  
CONTRACT 62580 MAINTENANCE OF TRAFFIC

MOT-18

6/24/2005



|                     |                         |                  |              |           |
|---------------------|-------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                 | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                         | COOK             | 556          | 99        |
| STA.                | TO STA.                 |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                | FED. AID PROJECT |              |           |
| 62300               | 1818, ETC. 2324.6-1PR-8 |                  |              |           |

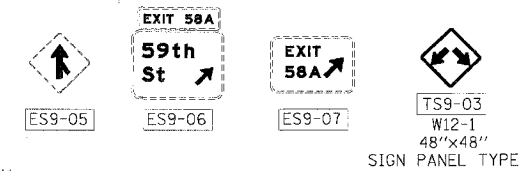


- LEGEND**
- WORK ZONE
  - TEMPORARY PAVEMENT
  - TRAFFIC LANE & DIRECTION OF TRAFFIC
  - DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
  - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
  - BARRICADE TYPE III
  - TEMPORARY CONCRETE BARRIER
  - EXISTING SIGN
  - TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
- ② LINE 4" (WHITE EDGE LINE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 50' C-C)
- ⑨ LETTERS AND SYMBOLS

**STATIONING**  
 +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
 ALL PAVEMENT MARKINGS ON THIS SHEET ARE PAVEMENT MARKING TAPE, TYPE III UNLESS OTHERWISE NOTED.



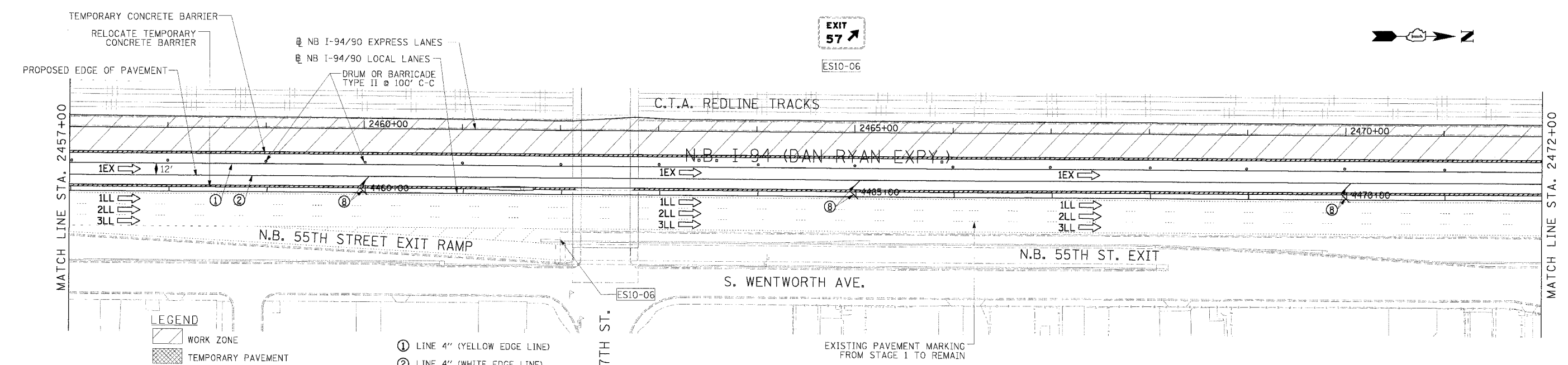
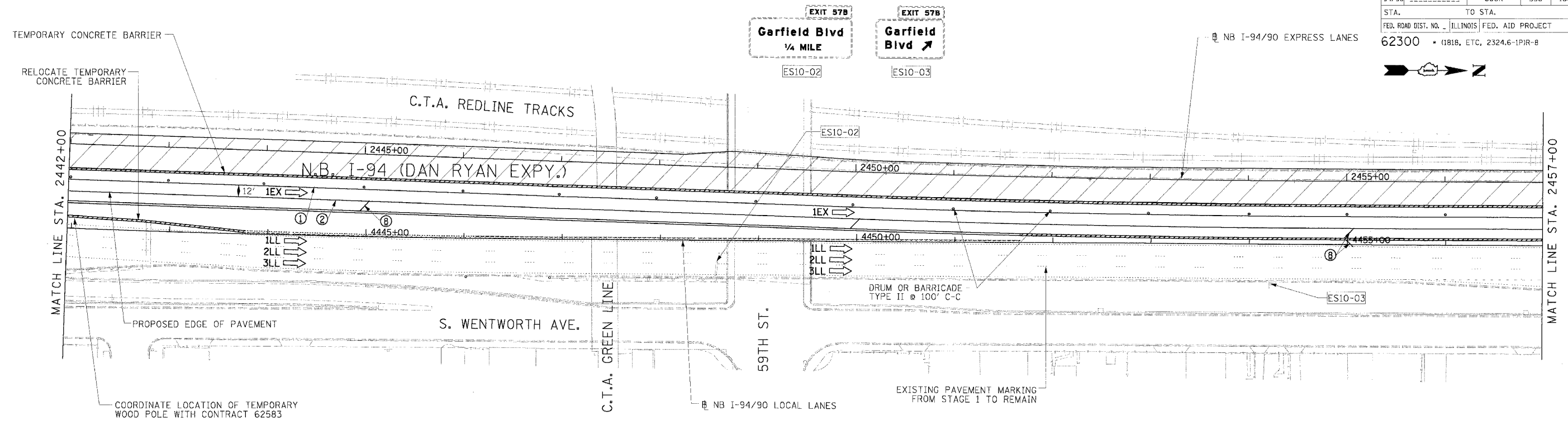
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2412+00 TO STA. 2442+00  
 STAGE 2  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

06/24/2005 12:37:35 PM MOT-19

|                     |                           |                  |              |           |
|---------------------|---------------------------|------------------|--------------|-----------|
| F.A.I. RTE.         | SECTION                   | COUNTY           | TOTAL SHEETS | SHEET NO. |
| 94/90               |                           | COOK             | 556          | 100       |
| STA.                | TO STA.                   |                  |              |           |
| FED. ROAD DIST. NO. | ILLINOIS                  | FED. AID PROJECT |              |           |
| 62300               | (1818, ETC, 2324.6-1P1R-8 |                  |              |           |



**LEGEND**

- WORK ZONE
- TEMPORARY PAVEMENT
- TRAFFIC LANE & DIRECTION OF TRAFFIC
- DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- BARRICADE TYPE III
- TEMPORARY CONCRETE BARRIER
- EXISTING SIGN
- TEMPORARY SIGN

- ① LINE 4" (YELLOW EDGE LINE)
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- ⑦ LINE 12" (DIAGONAL, 30' C-C)
- ⑧ LINE 12" (DIAGONAL, 500' C-C)
- ⑨ LETTERS AND SYMBOLS

**STATIONING**  
 +\*\* STATION PROVIDED FROM THE NB I-90/94 EXPRESS LANES  
 (+\*\*\*) STATION PROVIDED FROM THE NB I-90/94 LOCAL LANES

**NOTE:**  
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| REVISIONS |      |
|-----------|------|
| NAME      | DATE |
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|           |      |

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)  
 31ST STREET TO 71ST STREET  
 NB EXPRESS LANE RECONSTRUCTION  
 MAINTENANCE OF TRAFFIC PLAN  
 NORTHBOUND STA. 2442+00 TO STA. 2472+00  
 STAGE 2  
 SCALE: 1"=50'  
 DATE: 7/7/05  
 DRAWN BY: TAI  
 CHECKED BY: PJM

**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM

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