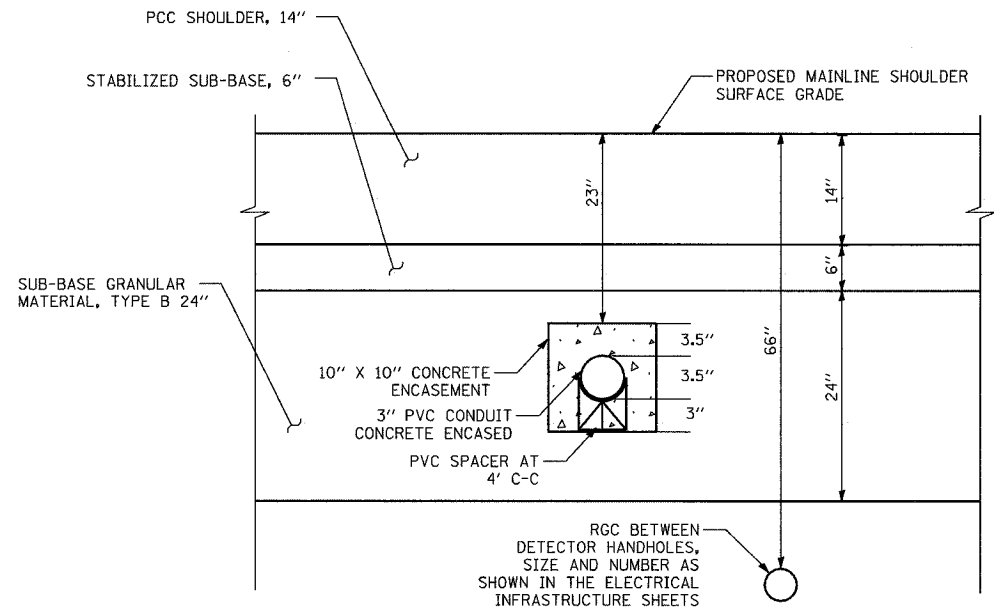
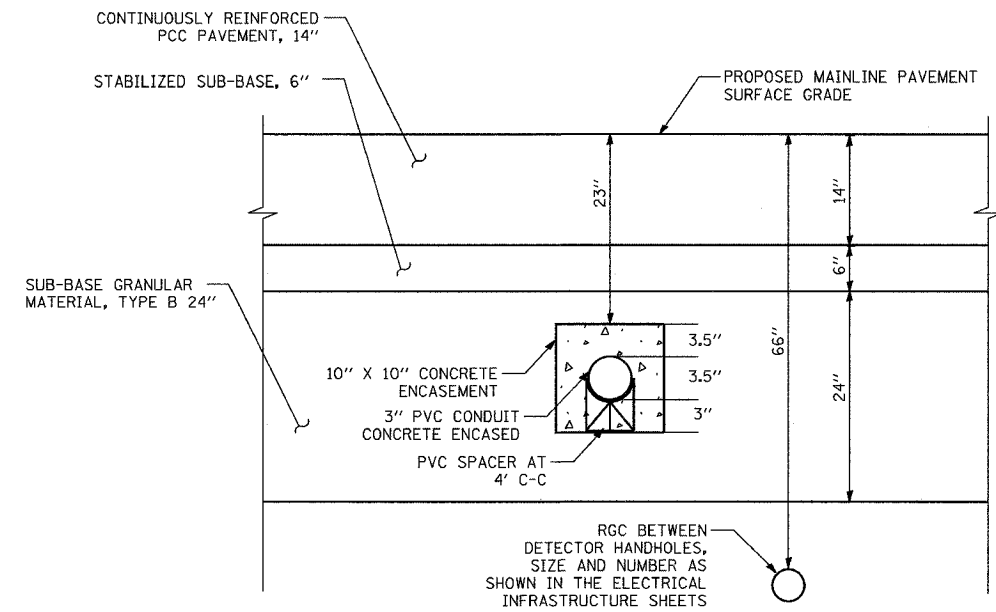


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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 201 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

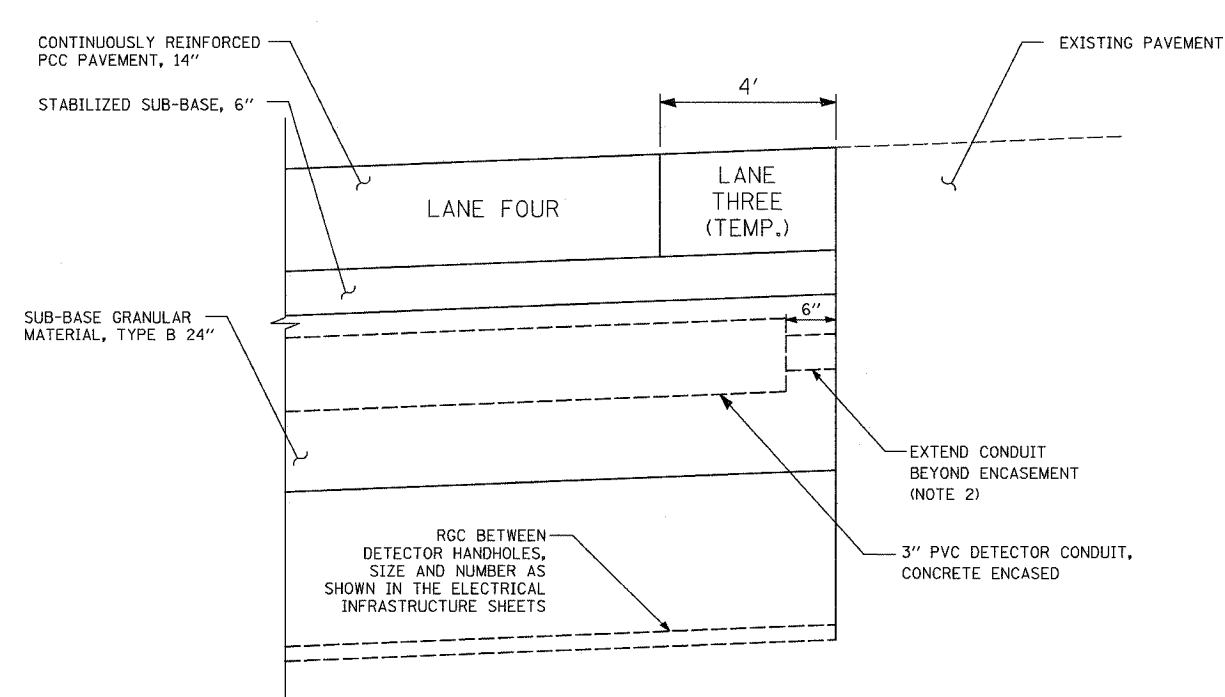
60B18



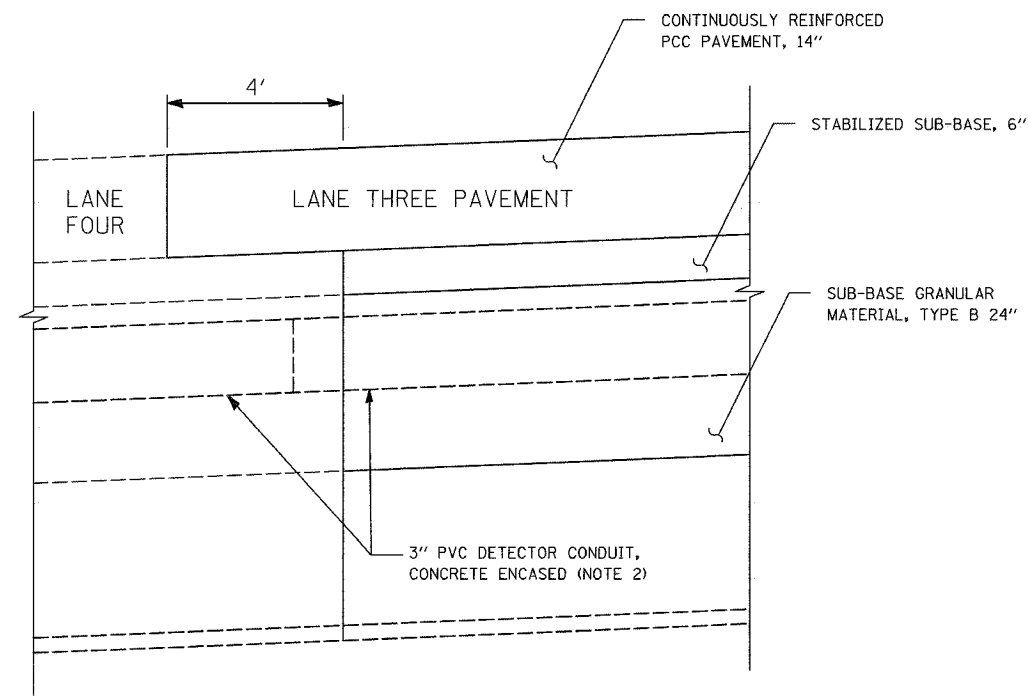
**TYPICAL DETECTOR CONDUIT INSTALLATION
IN MAINLINE SHOULDER: SECTION B-B**



**TYPICAL DETECTOR CONDUIT INSTALLATION
IN MAINLINE PAVEMENT: SECTION C-C**



STAGE ONE



STAGE TWO

**TWO-STAGE DETECTOR CONDUIT INSTALLATION DETAIL
(FOR APPLICABLE LOCATIONS, SEE SHEET EI-115)**

- NOTES:**
- CONTRACTOR MUST VERIFY THE DETECTOR CONDUIT STRAIGHTNESS ACCORDING TO THE CONTRACT SPECIFICATIONS BEFORE THE CONCRETE ENCASEMENT IS INSTALLED.
 - DURING STAGE ONE, CONDUIT TO BE CAPPED AND MARKED FOR FUTURE CONNECTION. IN STAGE TWO, CONNECT 3" PVC DETECTOR CONDUITS WITH CONDUIT SLEEVE. ALIGNMENT OF THE CONDUIT INSTALLED IN THE TWO STAGES SHALL NOT DEVIATE MORE THAN 1/4" PER FOOT OVER THE COURSE OF THE CONDUIT INSTALLED IN LANES 3, 4, AND 5.

SINGH 300 W. ADAMS ST.
CHICAGO, IL 60608
SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
CONSULTING ENGINEERS FAX: (312) 629-8449

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

**TYPICAL MAINLINE DETECTOR
INSTALLATION DETAIL (SHEET 2 OF 2)**

SCALE: NONE DRAWN BY: NB
DATE: MARCH 1, 2006 CHECKED BY: MJL

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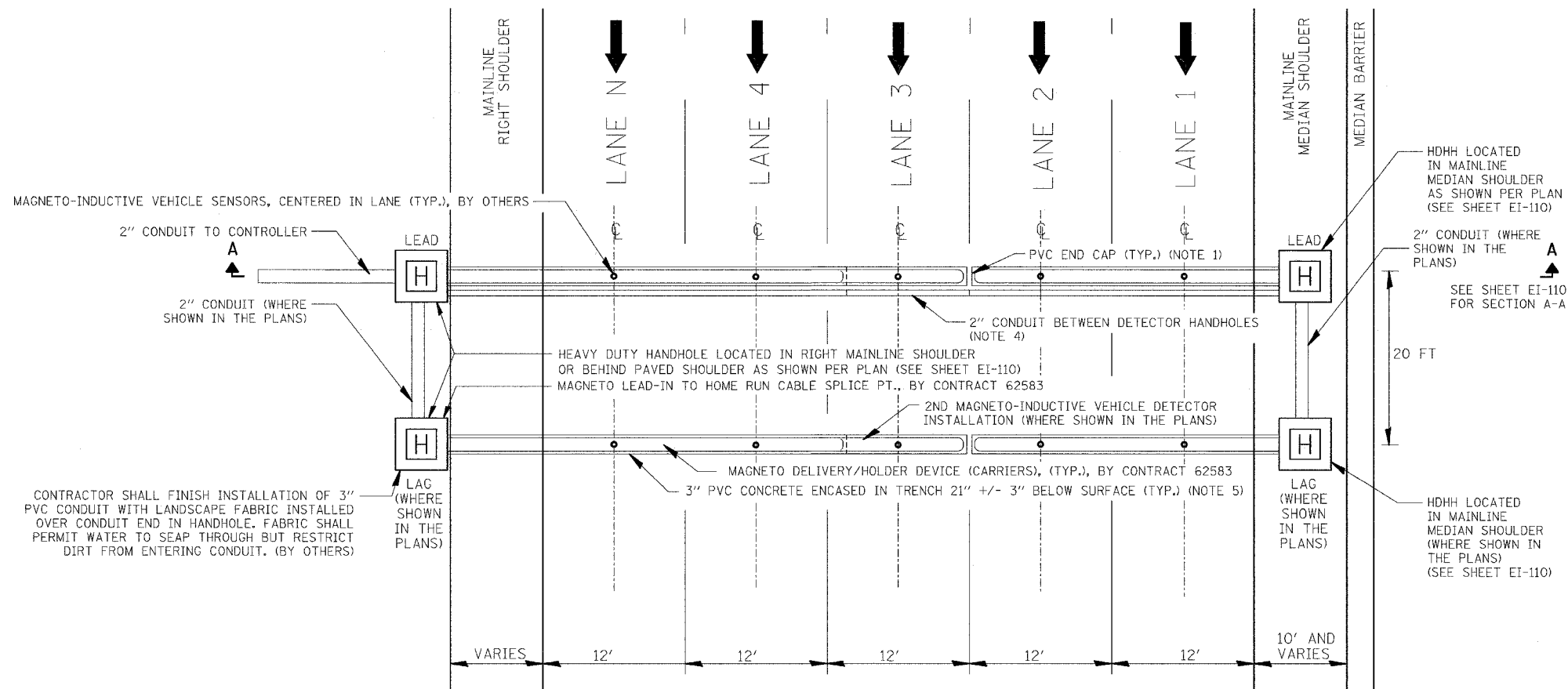
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 202 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | 60B18 | |

NOTES:

1. CONDUIT END CAP TO BE PRESS FITTED (NO ADHESIVE).
2. CONDUIT TO EXTEND 2-3 IN. INTO HANDHOLE.
3. FOR 3" PVC CONCRETE ENCASED IN TRENCH DETAIL, SEE SHEET EI-110. FOR HANDHOLE DETAIL, SEE SHEET EI-106.
4. THE 2" GALVANIZED STEEL CONDUIT BETWEEN MAINLINE DETECTOR HANDHOLES IS TO BE INSTALLED IN STAGES AS THE PAVEMENT IS BUILT. DURING THE FIRST STAGE, THE CONDUIT IS TO BE CAPPED AND MARKED AT THE CONSTRUCTION LIMIT FOR FUTURE CONNECTION. DURING SUBSEQUENT STAGES, THE REMAINING PORTIONS OF CONDUIT ARE TO BE INSTALLED AND CONNECTED TO CONDUIT INSTALLED IN PREVIOUS STAGES (AND CAPPED FOR FUTURE CONNECTION WHERE APPLICABLE). WHEN THE ENTIRE RUN OF CONDUIT BETWEEN HANDHOLES IS INSTALLED AND CONNECTED, THE CONTRACTOR SHALL CLEAN THE ENTIRE LENGTH OF CONDUIT TO REMOVE ANY DEBRIS.
5. THE TWO SECTIONS OF 3" PVC CONCRETE ENCASED DETECTOR CONDUIT ARE TO BE INSTALLED IN STAGES AS THE PAVEMENT IS BUILT. IN SOME LOCATIONS, THE PAVEMENT WILL BE BUILT IN THREE STAGES. WHERE THIS OCCURS (SEE LIST BELOW), THE CONDUIT INSTALLED IN THE MIDDLE STAGE SHALL BE INSTALLED AS AN EXTENSION OF THE CONDUIT INSTALLED IN THE FIRST STAGE (SEE SHEET EI-110A). THE ALIGNMENT OF CONDUIT INSTALLED IN THIS TWO-STAGE MANNER SHALL NOT DEVIATE IN ANY DIRECTION MORE THAN 1/4 IN. PER FT ACROSS THE ENTIRE RUN.

DETECTOR STATIONS BUILT IN THREE STAGES

STA 1323+52: STAGE 1 = LANES 4, 5, STAGE 2 = LANE 3, STAGE 3 = LANES 1,2
 STA 1352+21: STAGE 1 = LANES 4, 5, STAGE 2 = LANE 3, STAGE 3 = LANES 1,2



DAN RYAN TYPICAL MULTI-LANE CROSS SECTION WITH NON-INVASIVE MAGNETO-INDUCTIVE VEHICLE SENSOR (PROBE) INSTALLED IN ALL LANES

SINGH 300 N. ADAMS ST.
 CHICAGO, IL 60606
 TEL: (312) 629-0240
 SINGH & ASSOCIATES, INC. FAX: (312) 629-8449
 CONSULTING ENGINEERS

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

TYPICAL MAINLINE DETECTOR STATION LAYOUT

SCALE: NTS DRAWN BY: NB
 DATE: MARCH 1, 2006 CHECKED BY: MJL

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MAINLINE EXISTING SIGN SCHEDULE

| SIGN NO. | LOCATION | SIGN INFORMATION | | | REMAIN IN PLACE | REMOVE AND REINSTALL | REMOVE | RELOCATE | WOOD POST (FT) | SIGN DESCRIPTION |
|----------|--------------------|------------------|-----------|--------------|-----------------|----------------------|--------|----------|----------------|--|
| | | STATION | OFFSET | MOUNTING | | | | | | |
| 53 | SB I-94 (DAN RYAN) | 1313+24 | OVERHEAD | BRIDGE-MOUNT | 1 | | | | | EXIT 63 I-57 SOUTH MEMPHIS 2 MILES, EXIT 61B, 87TH ST 3/4 MILE, EXIT 61A 83RD ST (ARROW) |
| 54 | SB I-94 (DAN RYAN) | 1313+80 | 93.0' LT | WOOD POST | 1 | | | | | AIS SITE 3/4 MILE |
| 55 | SB I-94 (DAN RYAN) | 1316+15 | 9.2' RT | LIGHT POLE | | | 1 | | | TRUCKS USE 2 RIGHT LANES |
| 56 | SB I-94 (DAN RYAN) | 1317+08 | 80.9' LT | WOOD POST | | | 1 | | | R2-1 (55) |
| 57 | SB I-94 (DAN RYAN) | 1319+59 | 75.9' LT | WOOD POST | | | 1 | | | EXIT 60C & ARROW |
| 58 | SB I-94 (DAN RYAN) | 1326+85 | 67.4' LT | WOOD POST | | | 1 | | | W4-1R |
| 59 | SB I-94 (DAN RYAN) | 1332+76 | 64.5' LT | BRIDGE ABUT. | 1 | | | | | 76TH ST |
| 60 | SB I-94 (DAN RYAN) | 1335+53 | 94.0' LT | WOOD POST | 1 | | | | | W13-3 (RAMP 30 MPH) |
| 61 | SB I-94 (DAN RYAN) | 1337+56 | 11.8' RT | LIGHT POLE | | | 1 | | | M1-1 (94), M3-2 (INTERSTATE) |
| 62 | SB I-94 (DAN RYAN) | 1339+32 | 77.0' LT | BRIDGE ABUT. | 1 | | | | | 75TH ST |
| 63 | SB I-94 (DAN RYAN) | 1339+32 | OVERHEAD | BRIDGE-MOUNT | 1 | | | | | EXIT 61B 87TH ST 1 MILE, EXIT 61A 83RD ST 1/2 MILE EXIT 60C 79TH ST (1 ARROW) |
| 64 | SB I-94 (DAN RYAN) | 1344+63 | 12.4' RT | LIGHT POLE | | | | 1** | | *999 CELLULAR EXPRESS LINE |
| 65 | SB I-94 (DAN RYAN) | 1347+00 | 100.0' LT | WOOD POST | | | 1 | | | TRUCKS USE 2 RIGHT LANES |
| 66 | SB I-94 (DAN RYAN) | 1350+73 | 97.7' LT | WOOD POST | 1 | | | | | EXIT 60A & ARROW |
| 67 | SB 75TH ST. RAMP | 7132+19 | 30.0' RT | WOOD POST | 1 | | | | | R1-1 |
| 68 | SB 75TH ST. RAMP | 7130+38 | 37.8' RT | WOOD POSTS | 1 | | | | | 75TH ST. AIS INFO |
| 69 | SB 75TH ST. RAMP | 7129+04 | 40.8' RT | WOOD POST | 1 | | | | | R5-1 |
| 70 | SB I-94 (DAN RYAN) | 1352+50 | 73.5' LT | TELES. STEEL | 1 | | | | | W4-1R |
| 71 | SB I-94 (DAN RYAN) | 1355+91 | OVERHEAD | TRUSS | 1 | | | | | EXIT 61A 83RD ST 1 MILE, EXIT 60C 79TH ST 1/2 MILE, R2-1 (55 MPH) |
| 72 | SB I-94 (DAN RYAN) | 1356+62 | 73.5' LT | TELES. STEEL | 1 | | | | | EXIT 60A (1 ARROW) |
| 73 | SB I-94 (DAN RYAN) | 1365+87 | OVERHEAD | BRIDGE-MOUNT | 1 | | | | | EXIT 60A 75th ST (1 ARROW) |
| 74 | SB I-94 (DAN RYAN) | 1358+27 | 96.9' LT | WOOD POST | 1 | | | | | W4-3R |
| 75 | SB I-94 (DAN RYAN) | 1360+00 | 98.0' LT | WOOD POST | 1 | | | | | W13-3 (RAMP 30 MPH) |
| 76 | SB I-94 (DAN RYAN) | 1366+00 | 83.4' LT | WOOD POSTS | 1 | | | | | 75TH ST. AIS (1 ARROW) |

**PAID FOR AS RELOCATE SIGN PANEL, TYPE 2

NOTES

THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF CHICAGO AND THE ENGINEER REGARDING THE RELOCATION OF EXISTING SIGNS.

ALL WORK ON THIS SCHEDULE IS GOVERNED BY ARTICLE 107.25 EXCEPT WOOD POST.

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

MAINLINE EXISTING SIGN SCHEDULE
1 OF 1

SCALE: NONE
DATE: MARCH 1, 2006
DRAWN BY: AMB
CHECKED BY: TGB

REMOVAL SIGNING SCHEDULE

| SIGN NO. | LOCATION | SIGN INFORMATION | | | REMOVAL | | SIGN DESCRIPTION |
|----------|--------------------|------------------|----------|----------|---------------------------------------|---------------------------------------|------------------|
| | | STATION | OFFSET | MOUNTING | REMOVE OVERHEAD SIGN STRUCTURE - SPAN | REMOVE CONCRETE FOUNDATION - OVERHEAD | |
| 1 | I-94 DAN RYAN EXPY | 1315+76 | 10.7' RT | | | 1 | - |
| 2 | I-94 DAN RYAN EXPY | 1340+80 | 12.4' RT | | | 1 | - |
| | | | | TOTAL | | 2 | |

NOTES

OVERHEAD SIGN STRUCTURES (SPAN AND SIGN PANELS) THAT ARE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OFFSITE.

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

REMOVAL SIGNING SCHEDULE
1 OF 1

SCALE: NONE DRAWN BY: AMB
DATE: MARCH 1, 2006 CHECKED BY: TGB

PROPOSED GROUND-MOUNTED SIGN SCHEDULE

| LOCATION | STATION | SIGN | | | | SUPPORT | | | SIGN REMARKS |
|--------------------|---------|------|-----------|------------|-------------|--|---------------|------------------|----------------------------|
| | | TYPE | WIDTH, FT | HEIGHT, FT | AREA, SQ FT | TYPE | POST QUANTITY | POST LENGTH (FT) | |
| SB I-94 (DAN RYAN) | 1318+19 | 3 | 7.5 | 5 | 37.5 | WOOD | 2 | 34 | EXIT 60C & ARROW |
| SB I-94 (DAN RYAN) | 1323+40 | 2 | 4 | 4 | 16 | WOOD | 1 | 17.66 | W4-1R |
| SB I-94 (DAN RYAN) | 1328+38 | 1 | 1 | 4 | 4 | TELES. STEEL | 1 | 13.83 | D10-2A (60.5) |
| SB I-94 (DAN RYAN) | 1329+12 | 2 | 4 | 4 | 16 | WOOD | 1 | 17.66 | W4-3R |
| SB I-94 (DAN RYAN) | 1331+82 | 3 | 7.5 | 5 | 37.5 | WOOD | 2 | 34 | EXIT 60C & ARROW |
| SB I-94 (DAN RYAN) | 1342+50 | 1 | 2.5 | 1.25 | 3.125 | WOOD | 1 | 16.25 | M3-2(INTERSTATE) |
| | | 1 | 3 | 3 | 9 | | | | M1-1 (94) |
| SB I-94 (DAN RYAN) | 1354+78 | 1 | 1 | 4 | 4 | TUBULAR POST | 1 | 8 | D10-2A (60.0) |
| SB I-94 (DAN RYAN) | 1355+91 | | | | | SIGN PANEL RELOCATED TO EXISTING TRUSS SUPPORT | | | *999 CELLULAR EXPRESS LINE |

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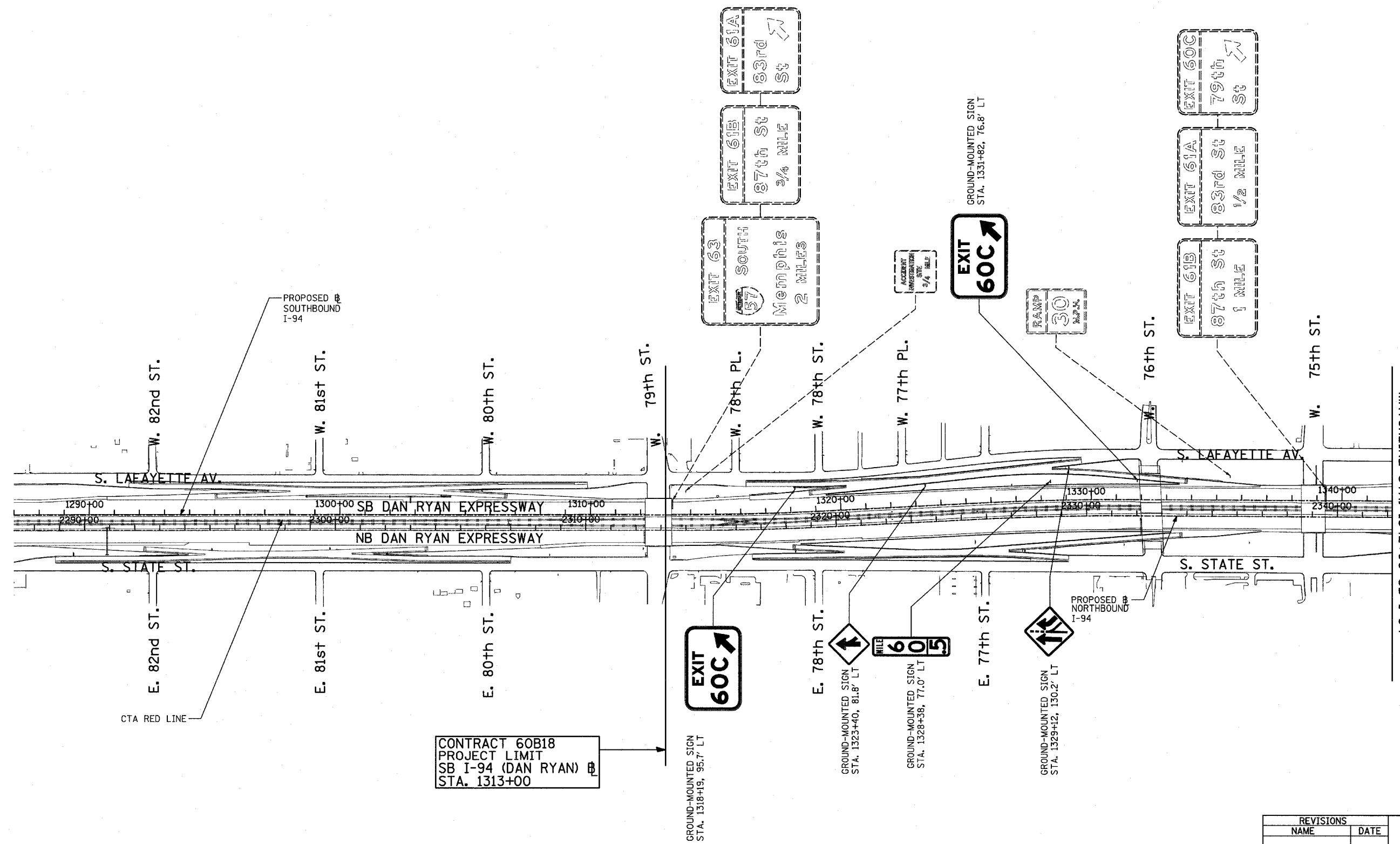
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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 205 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

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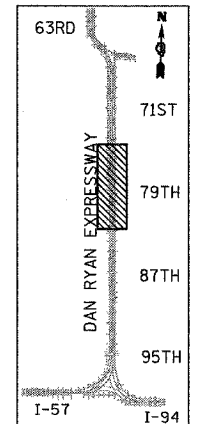
SIGNING LEGEND:

- - - - - PROPOSED GROUND MOUNTED SIGN
- - - - - PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- - - - - PROPOSED OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- - - - - PROPOSED OVERHEAD SIGN STRUCTURE-CANTILEVER
- - - - - EXISTING GROUND MOUNTED SIGN
- - - - - EXISTING OVERHEAD SIGN STRUCTURE - TRUSS
- - - - - EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- - - - - EXISTING OVERHEAD SIGN STRUCTURE-CANTILEVER
- PROPOSED SIGN
- EXISTING SIGN



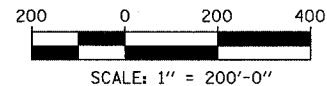
CONTRACT 60B18
PROJECT LIMIT
SB I-94 (DAN RYAN) @
STA. 1313+00

MATCHLINE STA. 1342+00 SB I-94



LOCATION MAP

TYLIN INTERNATIONAL



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

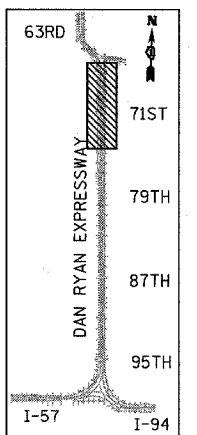
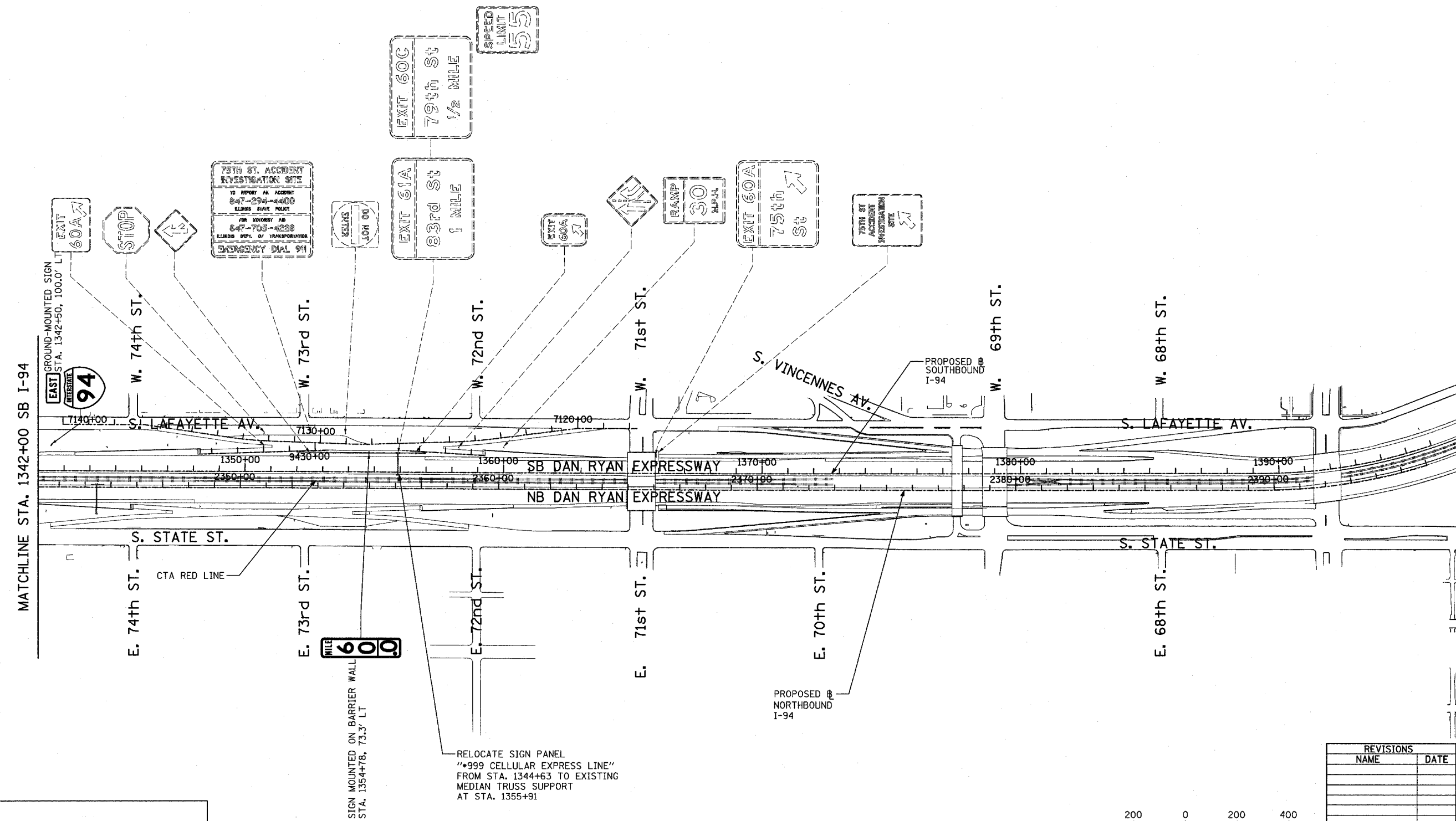
PROPOSED SIGNING
STA. 1287+00 TO STA 1342+00
SHEET 1 OF 2

SCALE: 1" = 200'
DATE: MARCH 1, 2006
DRAWN BY: AMB
CHECKED BY: TGB



SIGNING LEGEND:

- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- PROPOSED OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
- PROPOSED OVERHEAD SIGN STRUCTURE - CANTILEVER
- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE - TRUSS
- EXISTING OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED
- EXISTING OVERHEAD SIGN STRUCTURE - CANTILEVER
- PROPOSED SIGN
- EXISTING SIGN

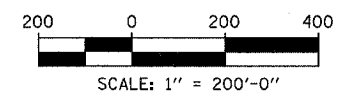


LOCATION MAP

TYLIN INTERNATIONAL

SIGN MOUNTED ON BARRIER WALL STA. 1354+78, 73.3' LT

RELOCATE SIGN PANEL "999 CELLULAR EXPRESS LINE" FROM STA. 1344+63 TO EXISTING MEDIAN TRUSS SUPPORT AT STA. 1355+91



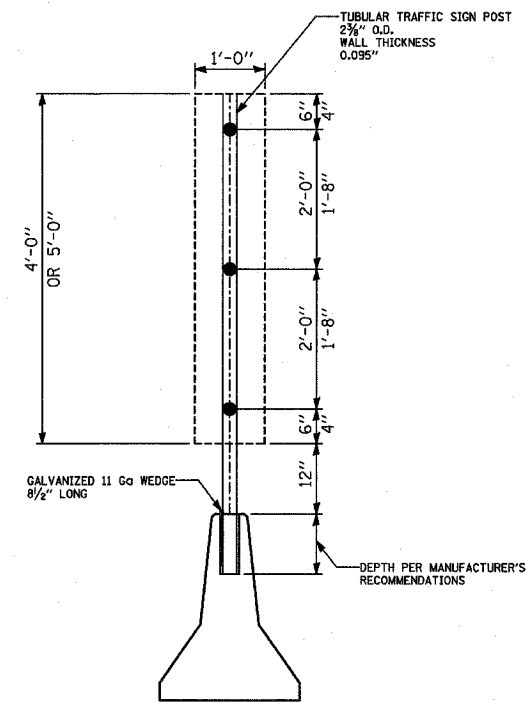
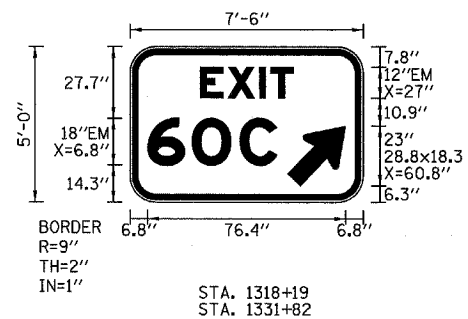
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED SIGNING
 STA. 1342+00 TO STA 1396+00
 SHEET 2 OF 2

SCALE: 1" = 200'
 DATE: MARCH 1, 2006

DRAWN BY: AMB
 CHECKED BY: TGB



**MILE-POST MARKERS
SIGN PANEL MOUNTING TO
BARRIER WALL
DETAIL**
(SEE PROPOSED SIGNING
SCHEDULE FOR LOCATIONS)

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DESIGN SPECIFICATION

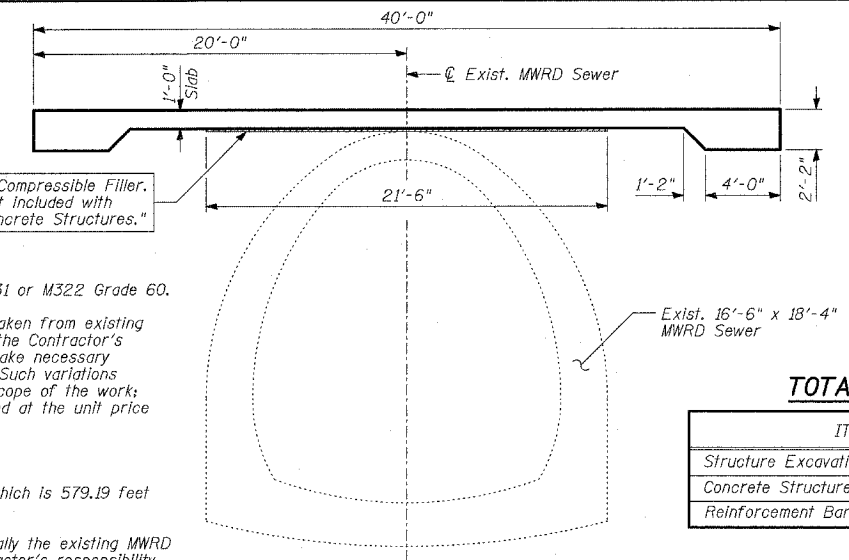
AASHTO 2002 Standard Specifications
For Highway Bridges

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

NOTES:

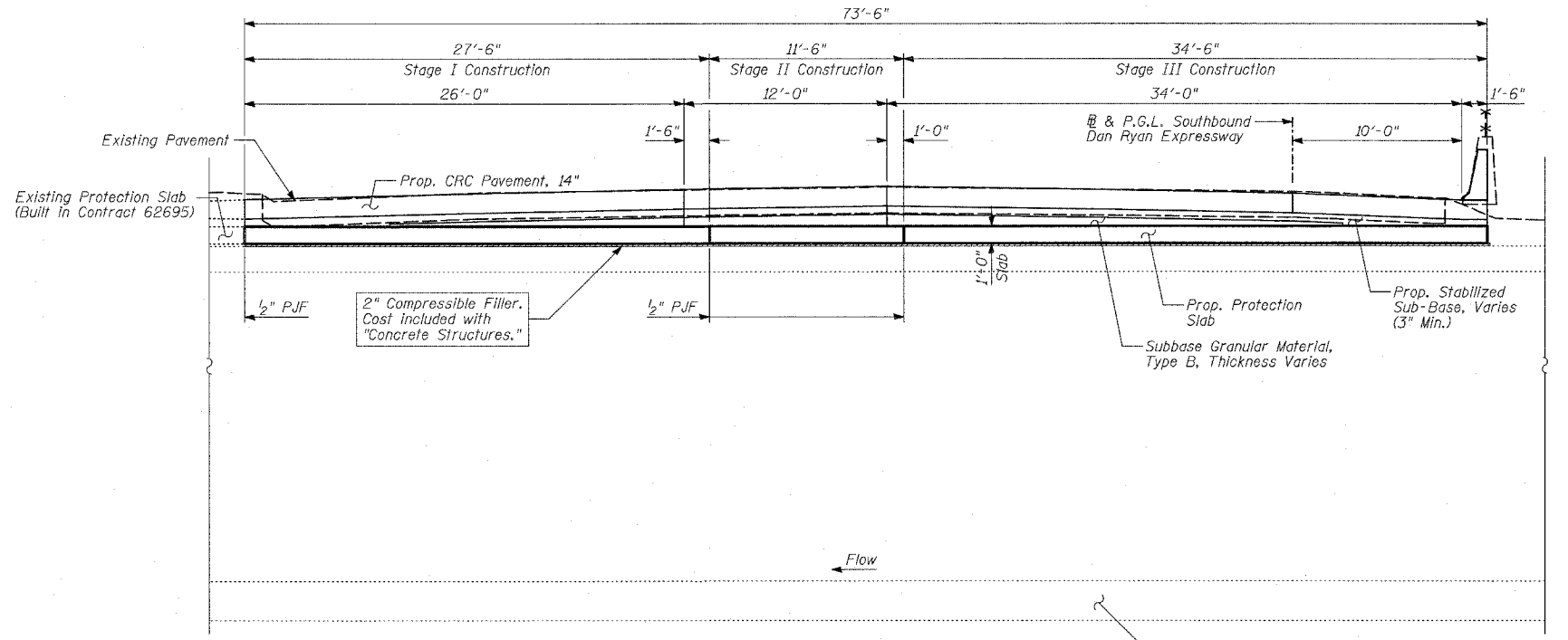
1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. All exposed concrete edges shall be chamfered 3/4" except as noted.
4. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
5. It is the Contractor's responsibility to locate existing utilities, especially the existing MWRD Sewer. Any repairs due to damage of any utilities shall be the Contractor's responsibility.
6. The Contractor should take extreme caution for the safety and integrity of the sewer during the construction process.
7. Vacuum or hand digging should be used within 2'-0" of sewer.



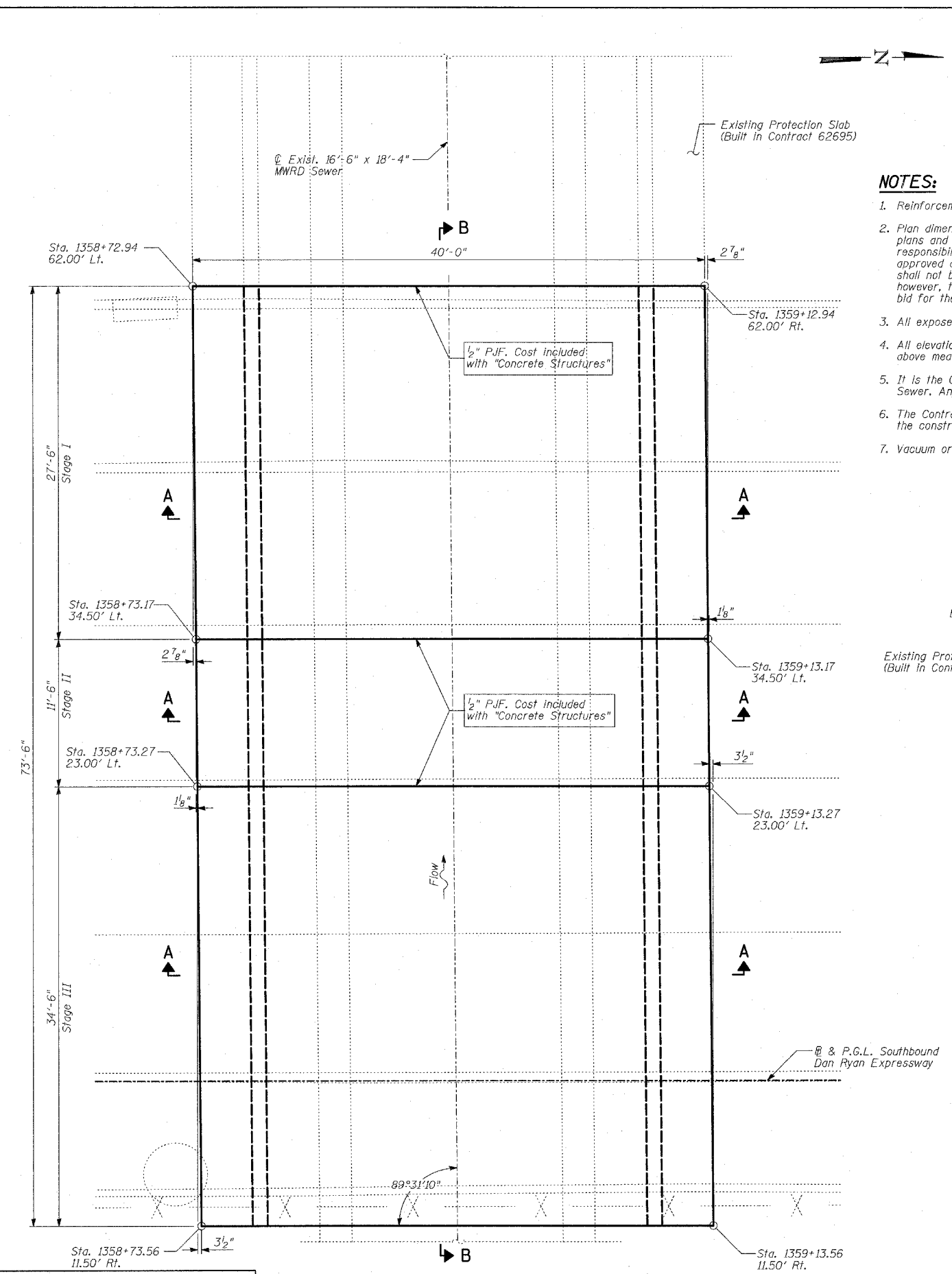
SECTION A-A

TOTAL BILL OF MATERIAL

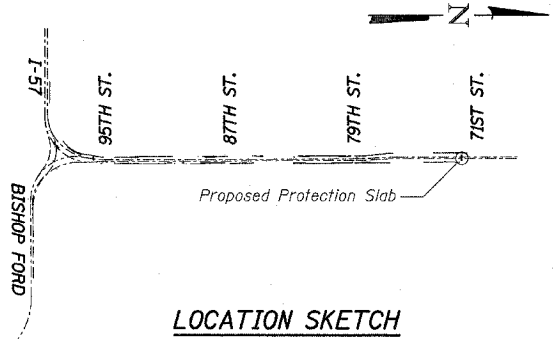
| ITEM | UNIT | TOTAL |
|----------------------------------|-------|--------|
| Structure Excavation | CU YD | 260 |
| Concrete Structures | CU YD | 139 |
| Reinforcement Bars, Epoxy Coated | POUND | 30,470 |



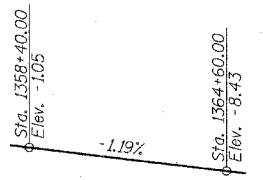
SECTION B-B



PLAN



LOCATION SKETCH



PROFILE GRADE
(S.B. I-94)



Signed *Phillip D. Frey*
Phillip D. Frey, E.E., II, Lic. No. 081-004826
Expires 11-30-2006
Date 3/1/06

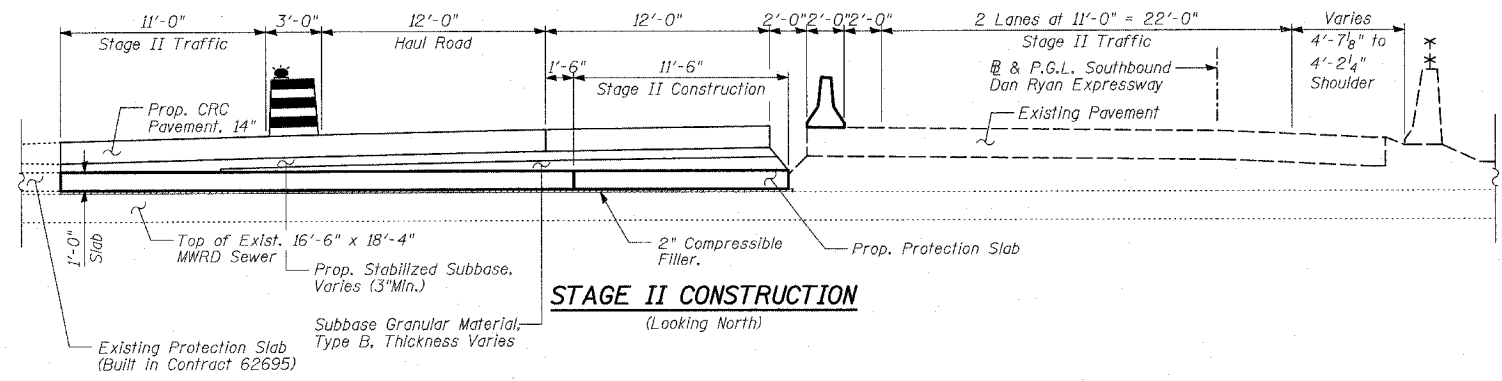
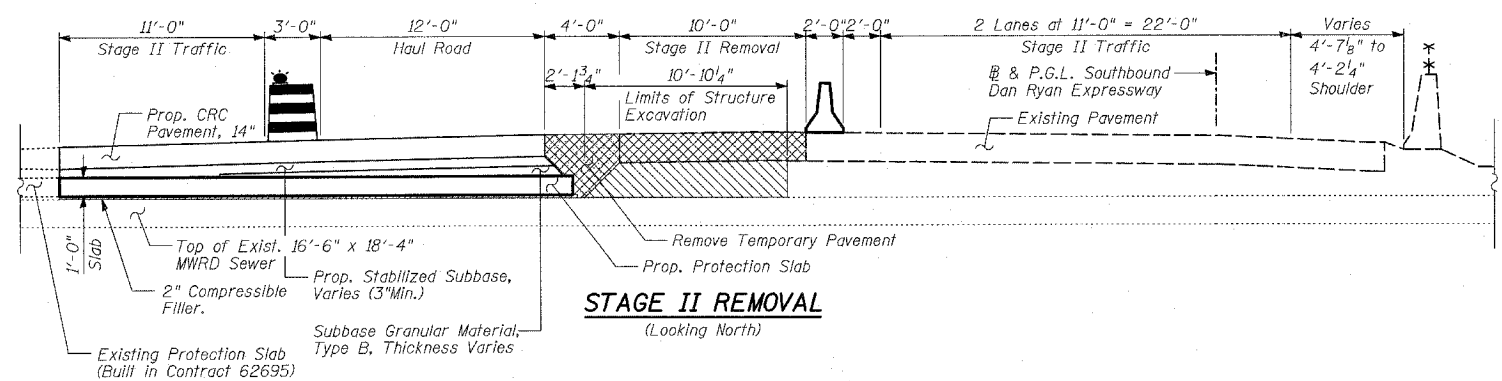
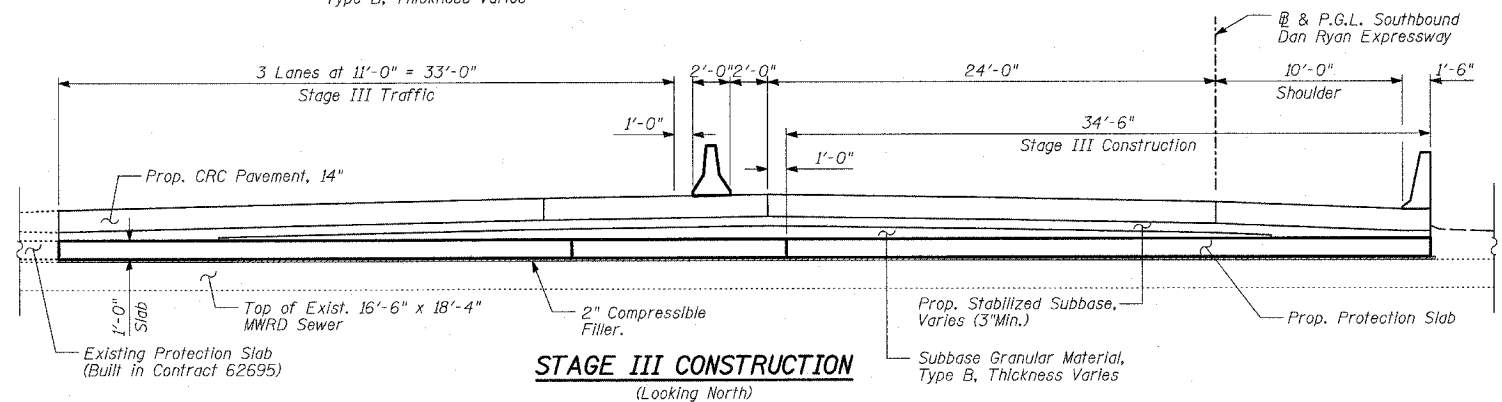
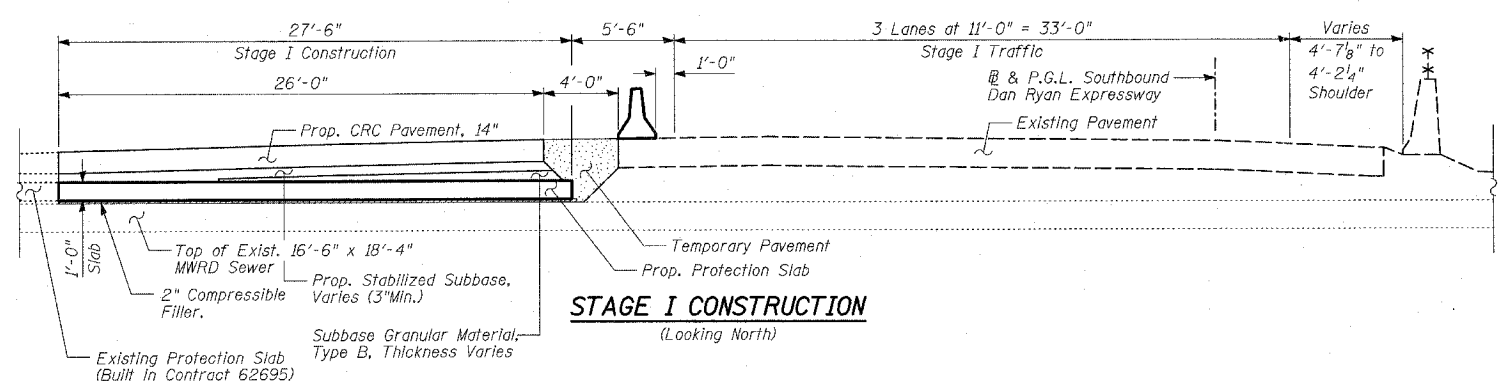
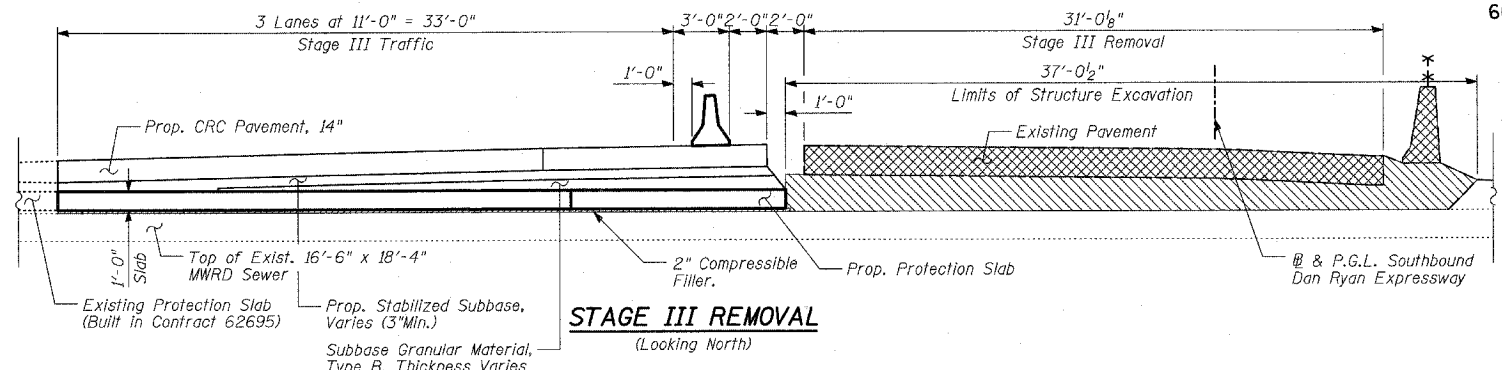
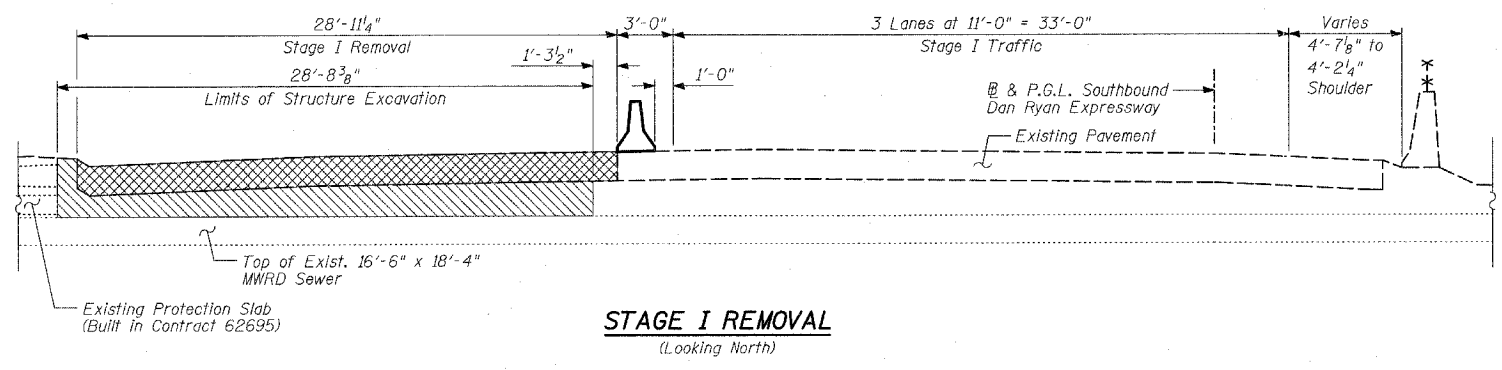
For drawings 1 thru 3 of 3

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

**PROTECTION SLAB FOR EXISTING
16'-6" X 18'-4" MWRD SEWER
STA. 1358+93.46**

S.N. DESIGNED BY: MAF, DJR
SCALE: DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



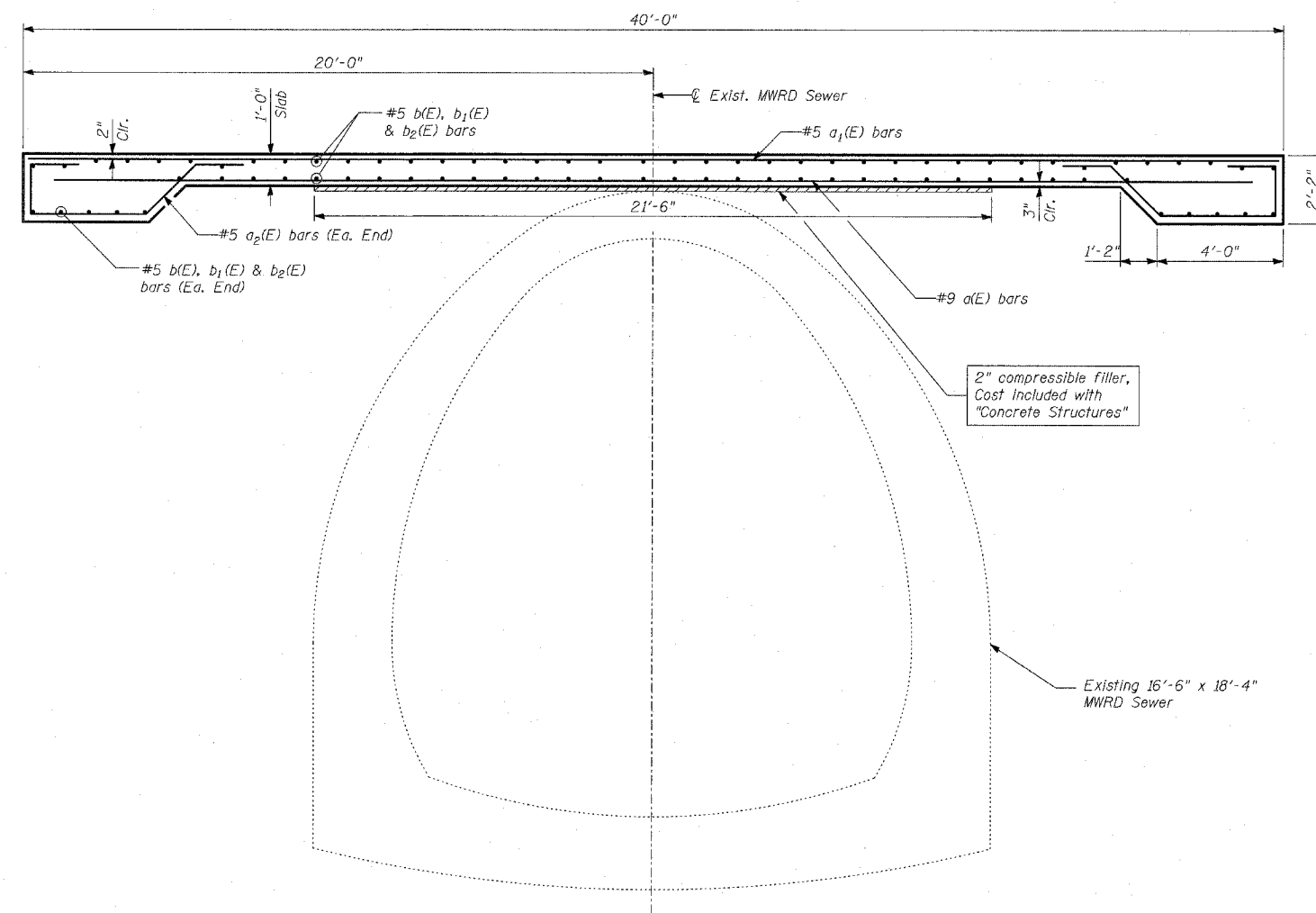
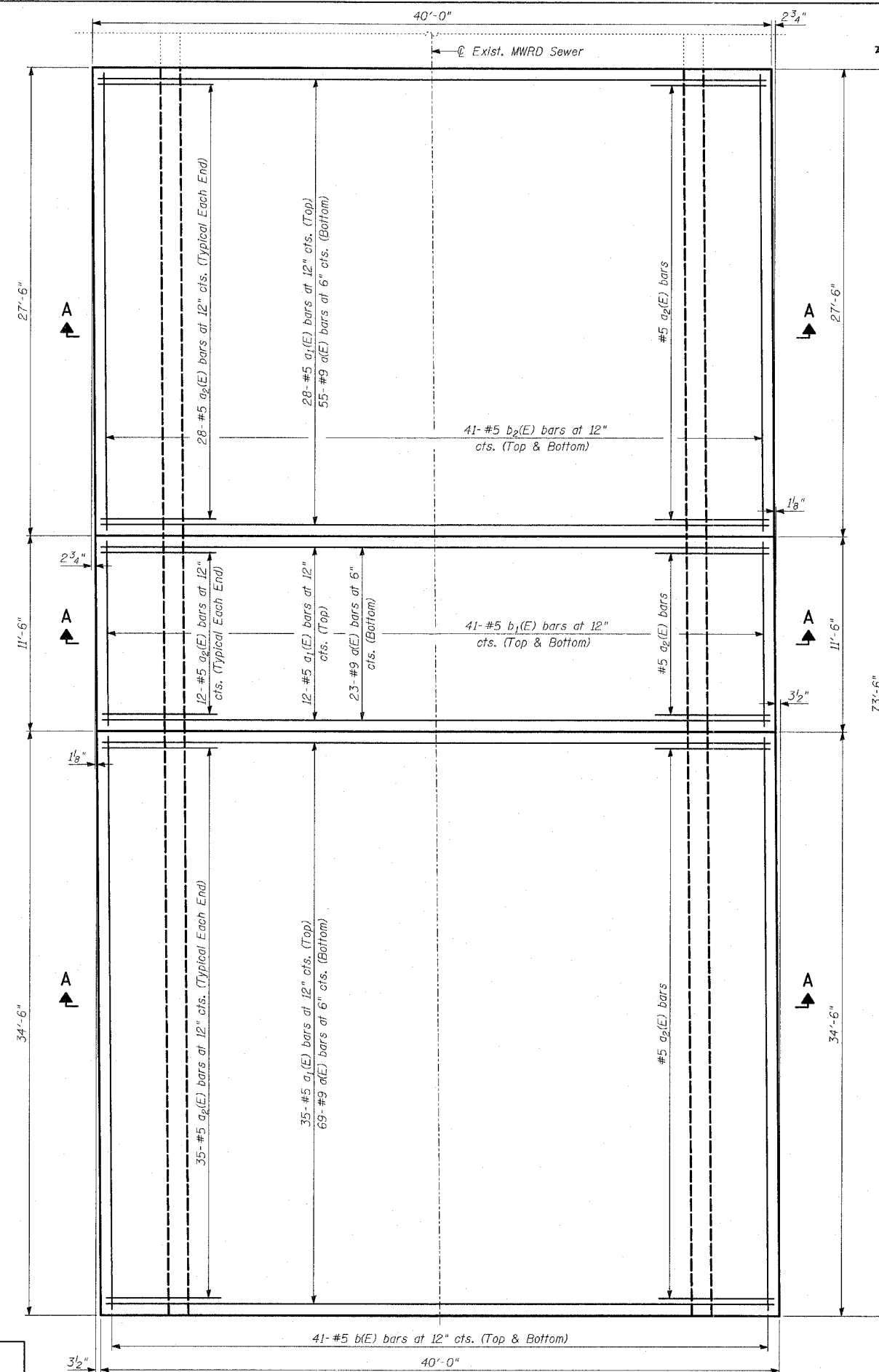
LEGEND

- Pavement Removal
- Structure Excavation
- Temporary Pavement

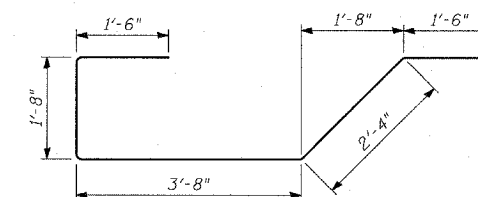
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB STAGE CONSTRUCTION
FOR EXISTING 16'-6" X 18'-4"
MWRD SEWER
STA. 1358+93.46

S.N. DESIGNED BY: MAF, DJR
SCALE: DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



SECTION A-A



BAR a2(E)

BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|--------|--------|
| a(E) | 147 | #9 | 39'-0" | — |
| a1(E) | 75 | #5 | 39'-8" | — |
| a2(E) | 150 | #5 | 10'-8" | ⌋ |
| b(E) | 82 | #5 | 34'-2" | — |
| b1(E) | 82 | #5 | 11'-2" | — |
| b2(E) | 82 | #5 | 27'-2" | — |
| Reinforcement Bars, Epoxy Coated | | | POUND | 30,470 |
| Concrete Structures | | | CU YD | 139 |

Reinforcement bars designated (E) shall be epoxy coated.

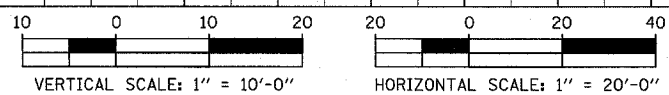
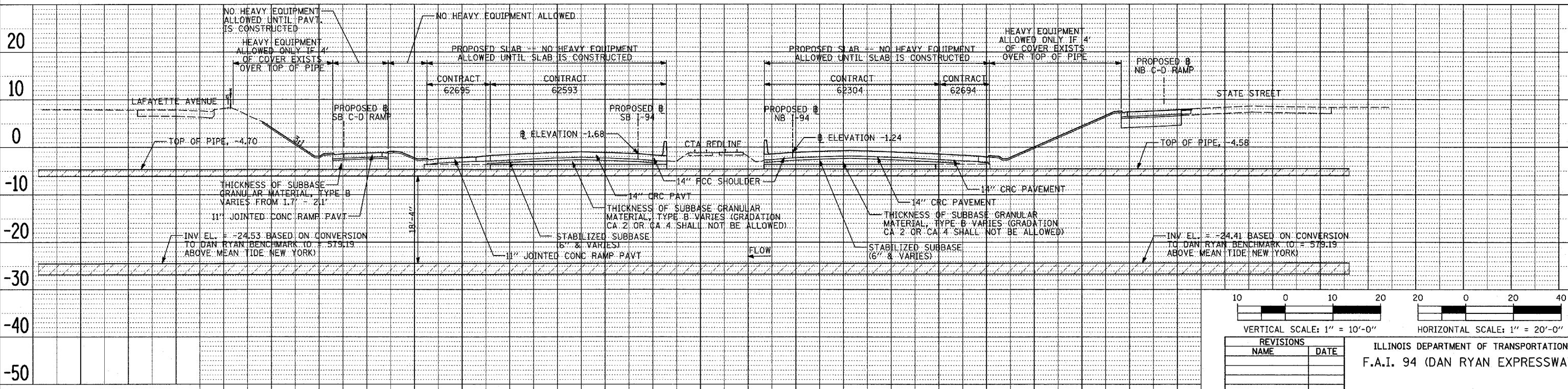
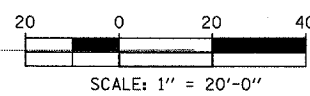
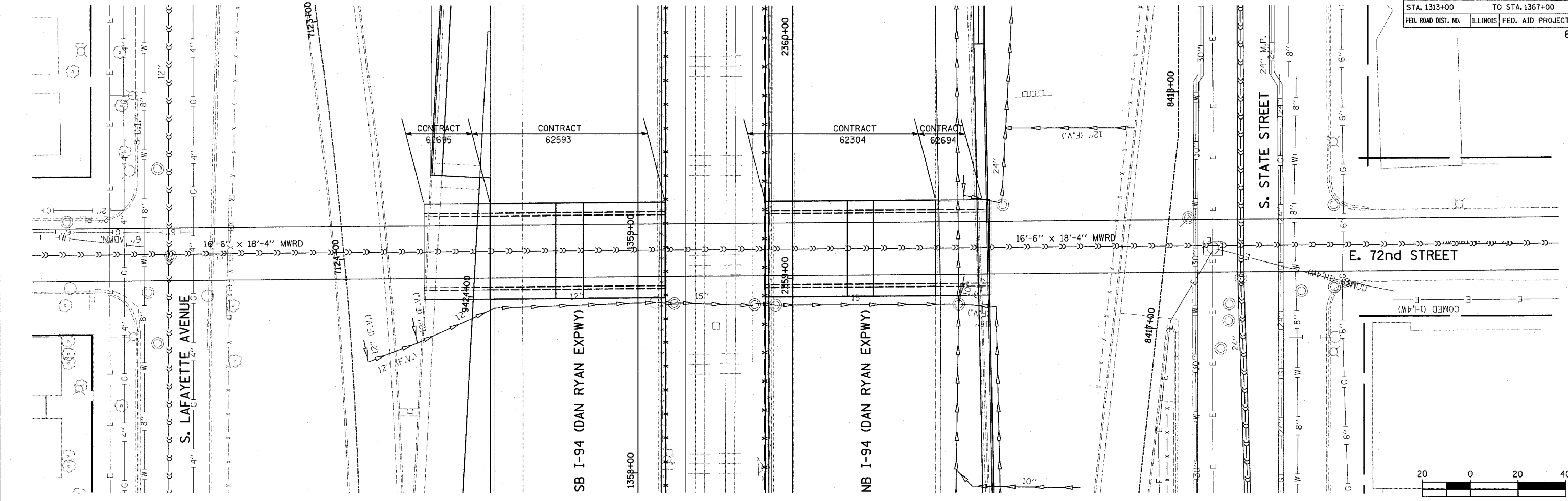
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROTECTION SLAB DETAILS FOR
 EXISTING 16'-6" X 18'-4"
 MWRD SEWER

S.N. DESIGNED BY: MAF, DJR
 SCALE: DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI

DATE: _____ BY: _____
 SURVEYED: _____
 PLAN: _____
 NOTE BOOK NO. _____
 CHECKED: _____
 DATE: _____

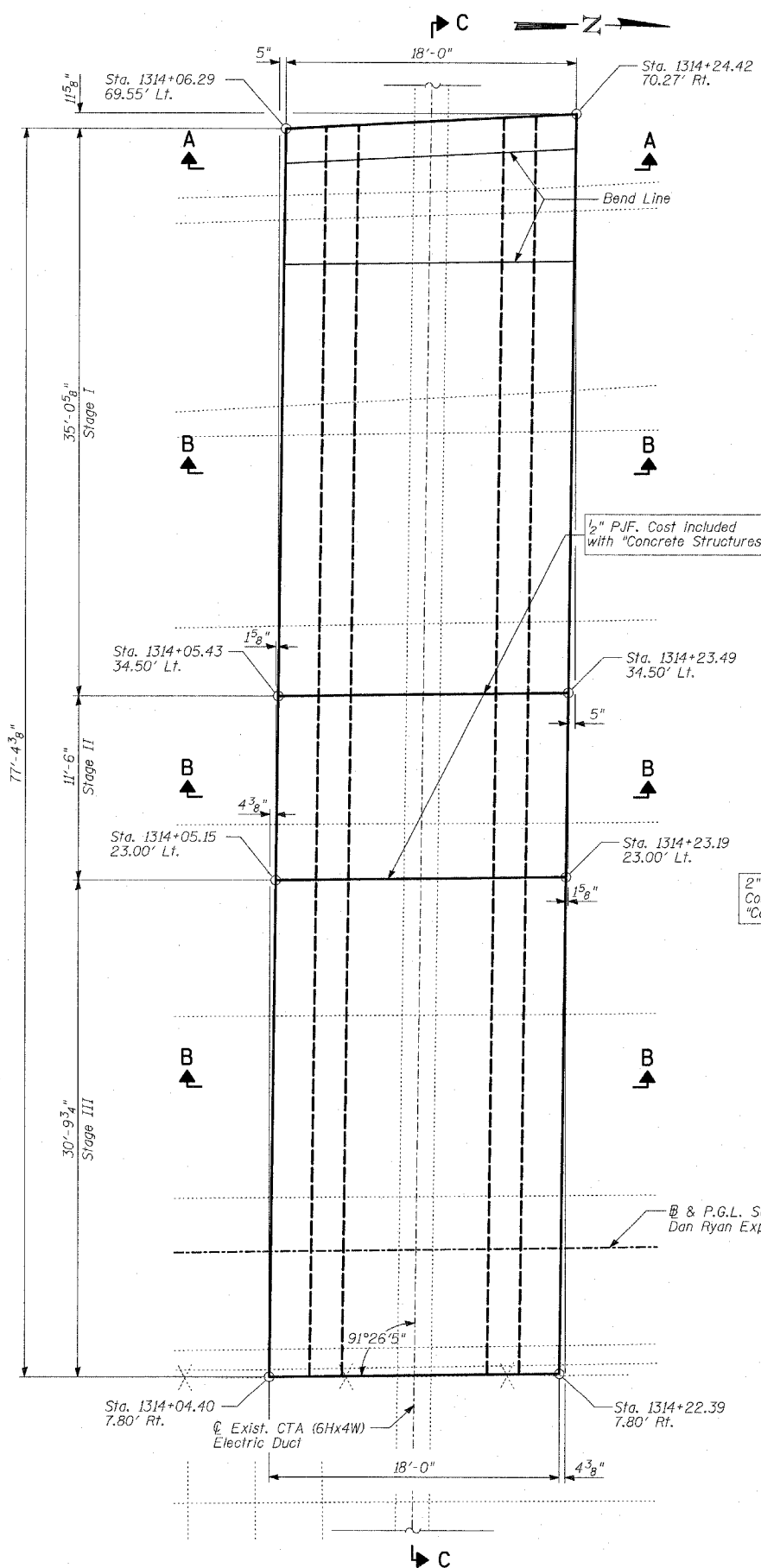
DATE: _____ BY: _____
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 PROFILE: _____
 NOTE BOOK NO. _____
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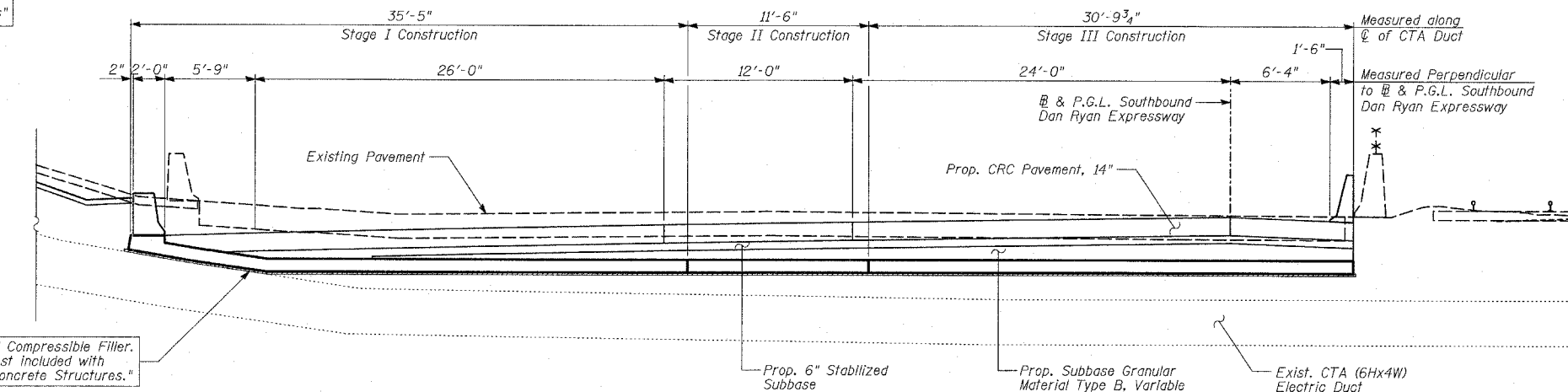
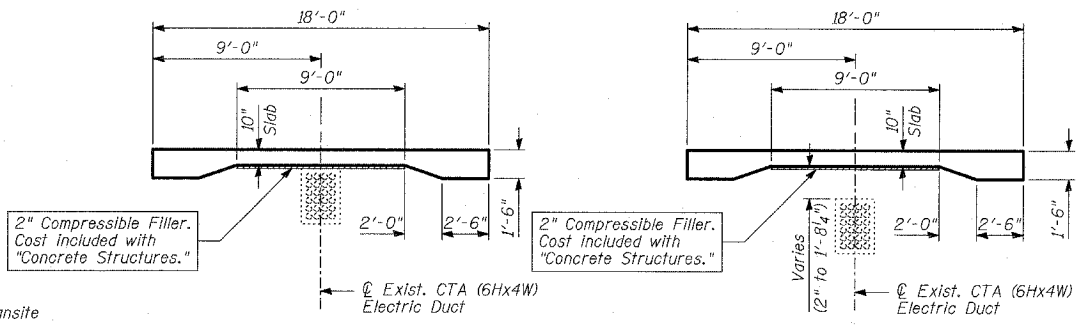
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 DETAIL AT MWRD
 SEWER PROTECTION SLAB
 AT 72ND STREET
 SCALE: _____ DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: TGB

TYLIN INTERNATIONAL



NOTES:

1. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
2. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
3. All exposed concrete edges shall be chamfered 3/4" except as noted.
4. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
5. It is the Contractor's responsibility to locate existing utilities, especially the existing CTA Transit Korduct. Any repairs due to damage of any utilities shall be the Contractor's responsibility.
6. The Contractor should take extreme caution for the safety and integrity of the CTA Duct during the construction process.
7. Vacuum or hand digging should be used within 2'-0" of CTA Duct.



SECTION C-C
(Along centerline of CTA Duct)

DESIGN SPECIFICATION

AASHTO 2002 Standard Specifications for Highway Bridges

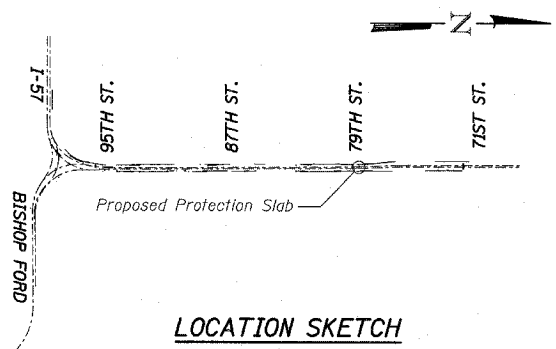
DESIGN STRESSES

FIELD UNITS

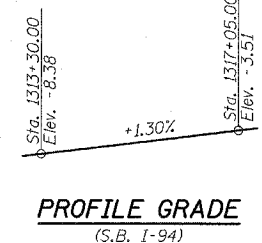
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

TOTAL BILL OF MATERIAL

| ITEM | UNIT | TOTAL |
|----------------------------------|-------|--------|
| Structure Excavation | CU YD | 195 |
| Concrete Structures | CU YD | 57 |
| Reinforcement Bars, Epoxy Coated | POUND | 17,100 |



LOCATION SKETCH



PROFILE GRADE
(S.B. I-94)



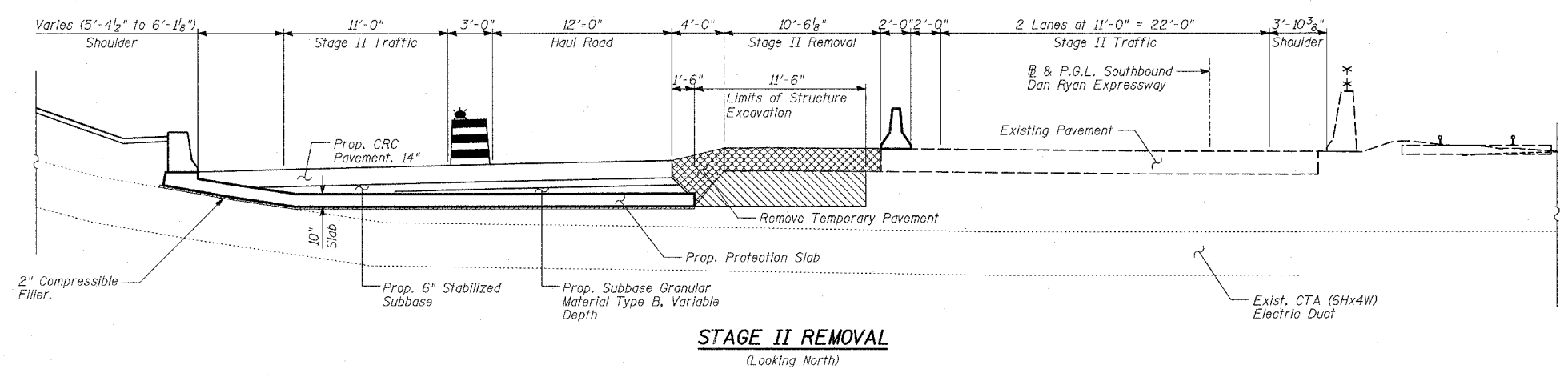
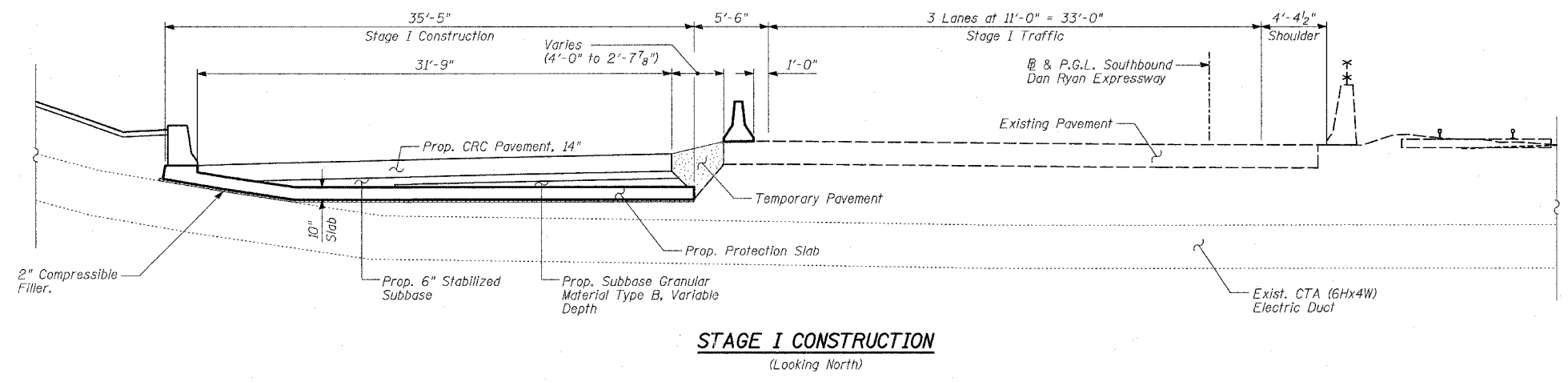
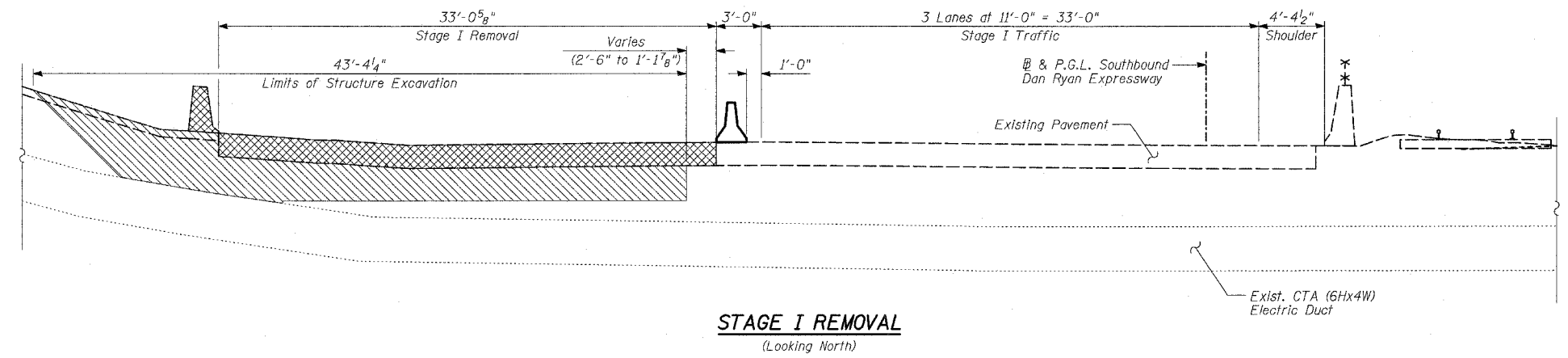
Signed *Phillip D. Frey*
Phillip D. Frey, P.E., Ill. Lic. No. 081-004826
Date 3/1/06

For drawings 1 thru 4 of 4

| REVISIONS | |
|-----------|------|
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB FOR EXISTING
CTA DUCT (4 WIDE X 6 HIGH)
TRANSITE KORDUCT
STA. 1314+13.59

S.N. DESIGNED BY: MAF, DJR
SCALE: DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



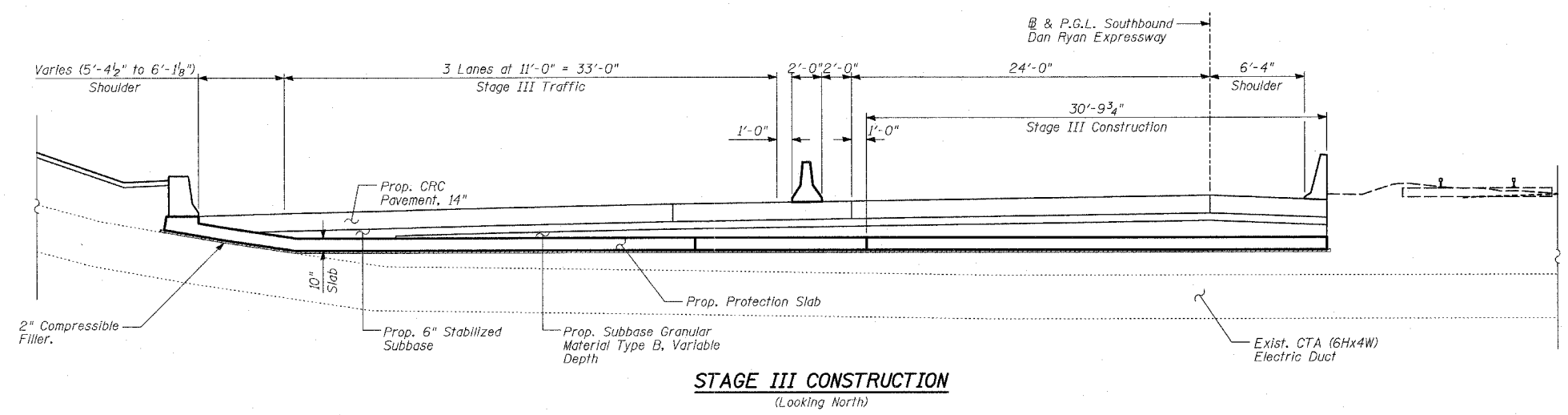
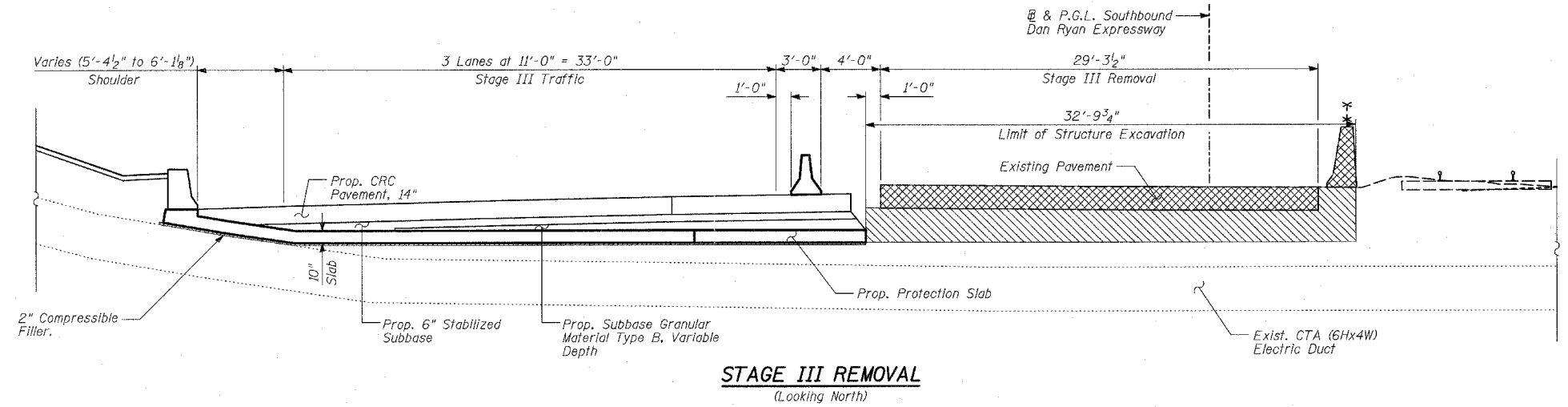
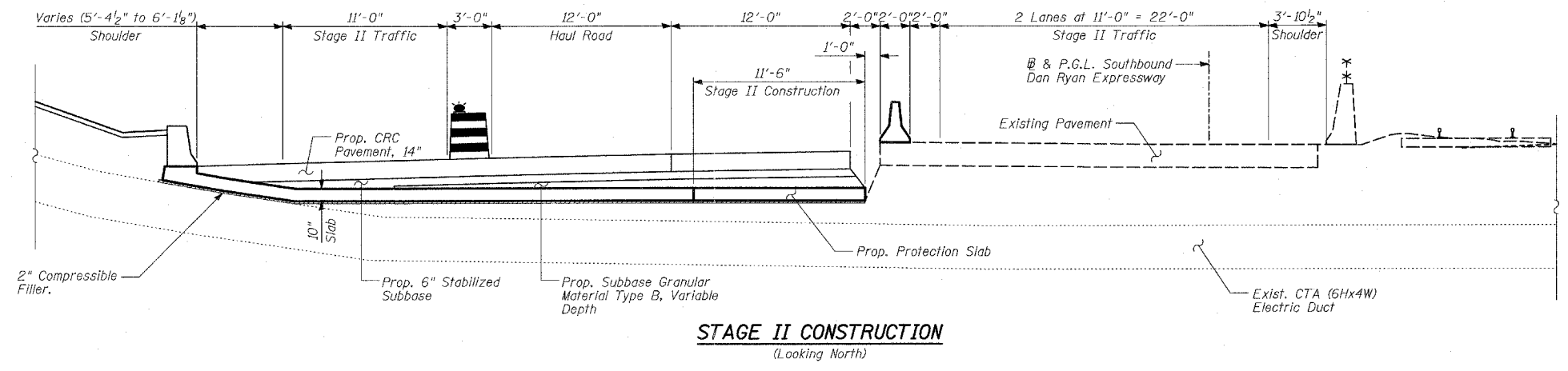
LEGEND

- Pavement Removal
- Structure Excavation
- Temporary Pavement

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROTECTION SLAB STAGE CONSTRUCTION
 FOR EXISTING CTA DUCT (4 WIDE X 6 HIGH)
 TRANSITE KORDUCT (1 OF 2)
 STA. 1314+13.59

S.N. DESIGNED BY: MAF, DJR
 SCALE: DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI



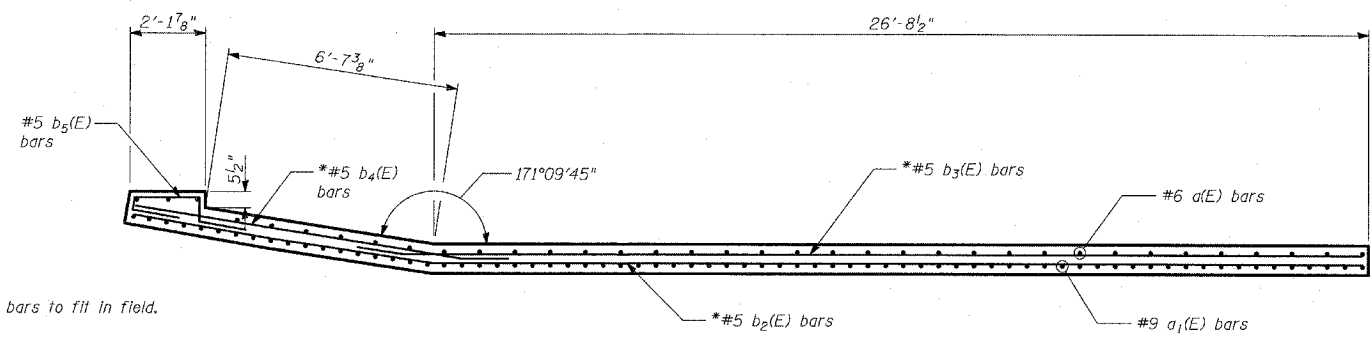
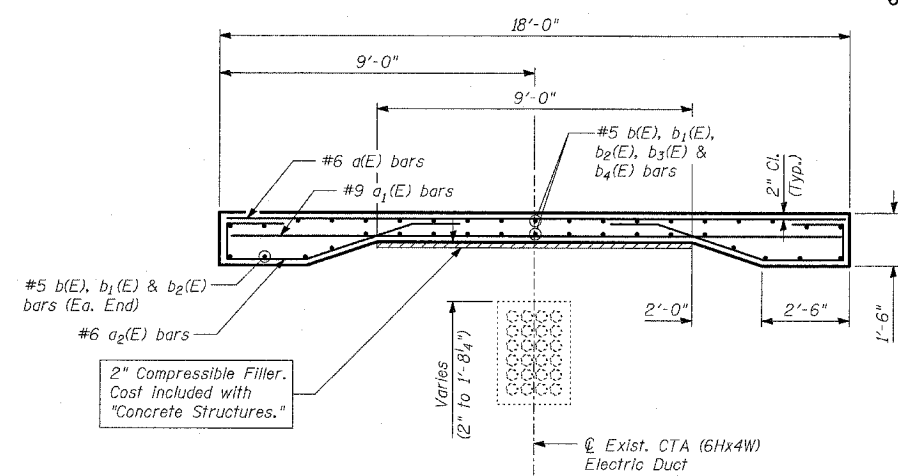
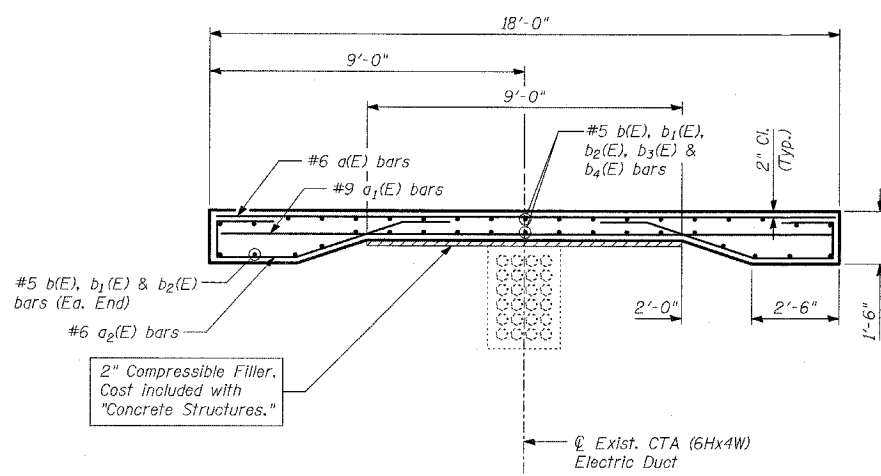
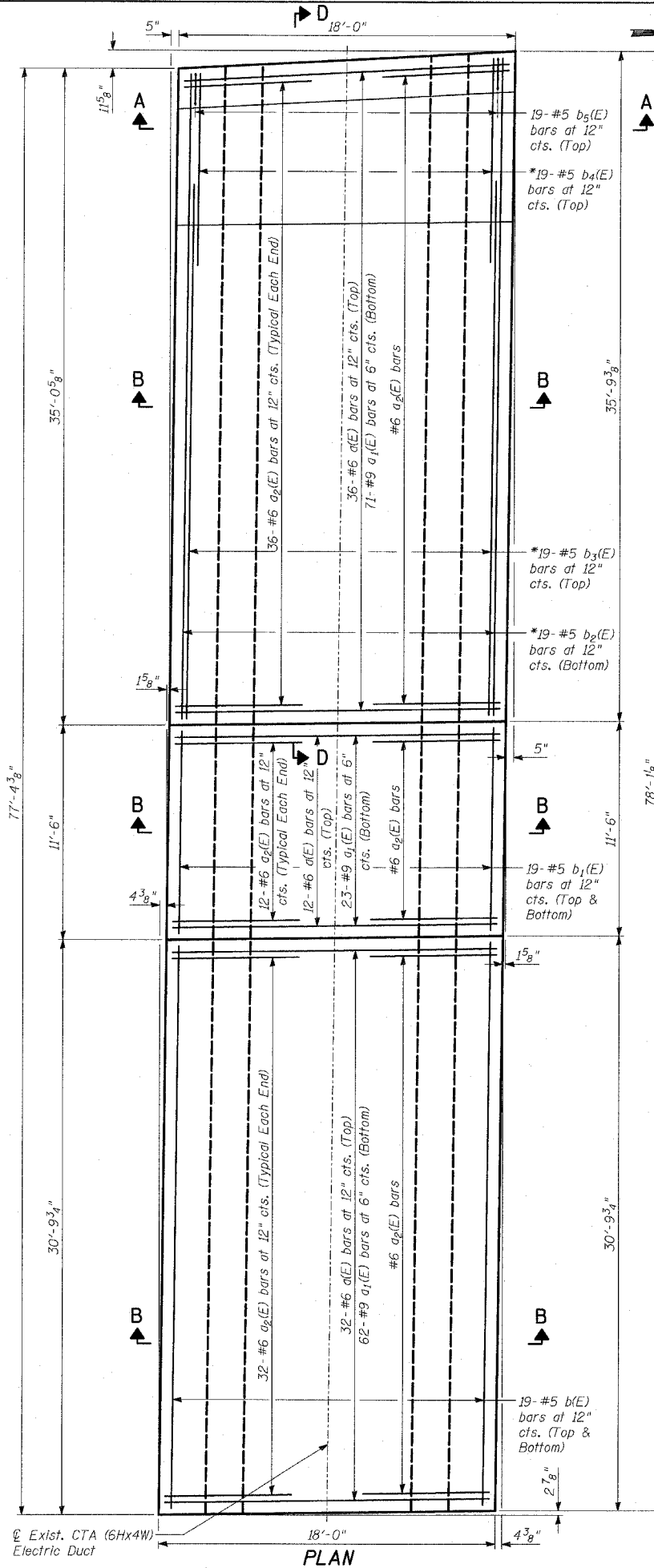
LEGEND

- Pavement Removal
- Structure Excavation

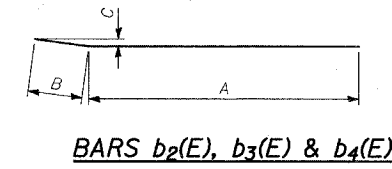
| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROTECTION SLAB STAGE CONSTRUCTION
FOR EXISTING CTA DUCT (4 WIDE X 6 HIGH)
TRANSITE KORDUCT (2 OF 2)
STA. 1314+13.59

S.N. DESIGNED BY: MAF, DJR
SCALE: DRAWN BY: MAF, DJR
DATE: MARCH 1, 2006 CHECKED BY: MI



* Cut or bend bars to fit in field.



BARS $b_2(E)$, $b_3(E)$ & $b_4(E)$

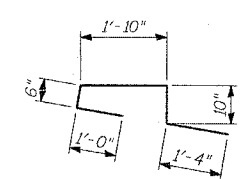
MARK TABLE

| Bar | A | B | C |
|----------|--------|-------|-----------|
| $b_2(E)$ | 26'-7" | 8'-8" | 1'-3 1/4" |
| $b_3(E)$ | 28'-3" | 1'-0" | 1 3/4" |
| $b_4(E)$ | 10'-4" | 1'-0" | 1 3/4" |

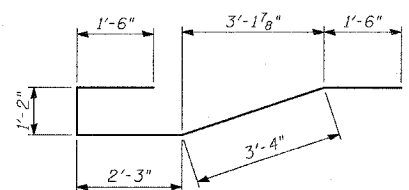
BILL OF MATERIAL

| Bar | No. | Size | Length | Shape |
|----------------------------------|-----|------|--------|--------|
| $a(E)$ | 80 | #6 | 17'-8" | — |
| $a_1(E)$ | 156 | #9 | 17'-8" | — |
| $a_2(E)$ | 160 | #6 | 9'-9" | ⌋ |
| $b(E)$ | 38 | #5 | 30'-6" | — |
| $b_1(E)$ | 38 | #5 | 11'-2" | — |
| $b_2(E)$ | 19 | #5 | 35'-3" | — |
| $b_3(E)$ | 19 | #5 | 29'-3" | — |
| $b_4(E)$ | 19 | #5 | 11'-4" | — |
| $b_5(E)$ | 19 | #5 | 5'-6" | ⌋ |
| Reinforcement Bars, Epoxy Coated | | | POUND | 17,100 |
| Concrete Structures | | | CU YD | 57 |

Reinforcement bars designated (E) shall be epoxy coated.



BAR $b_5(E)$



BAR $a_2(E)$

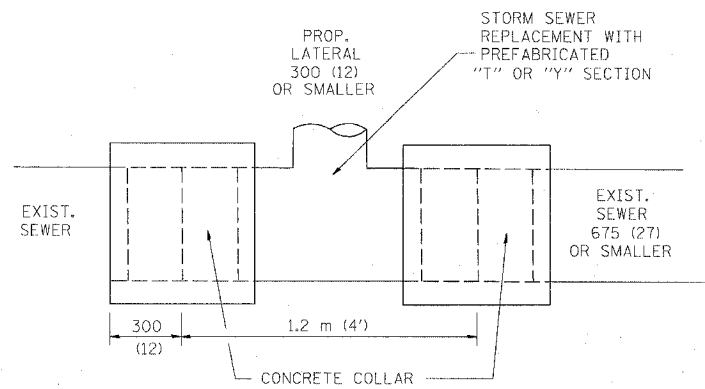
TYLIN INTERNATIONAL

| REVISIONS | |
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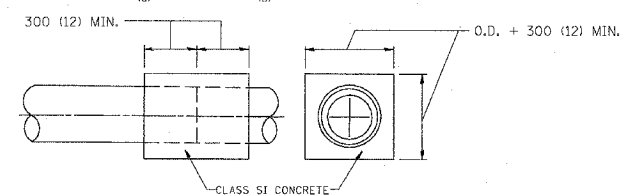
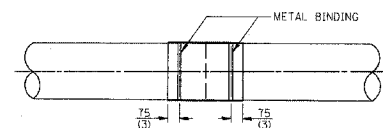
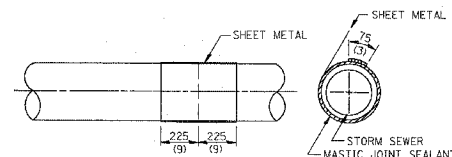
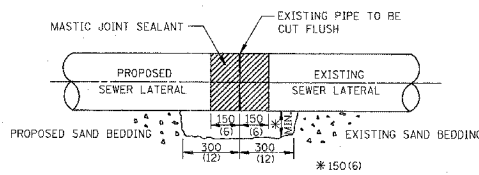
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PROTECTION SLAB FOR EXISTING
 CTA DUCT (4 WIDE X 6 HIGH)
 TRANSITE KORDUCT

S.N. DESIGNED BY: MAF, DJR
 SCALE: DRAWN BY: MAF, DJR
 DATE: MARCH 1, 2006 CHECKED BY: MI

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|---------------------|----------|------------------|--------------|-----------|
| P. A. SEC. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 216 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



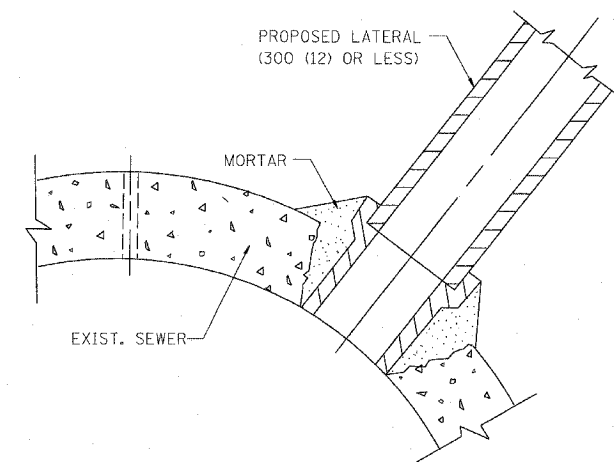
DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 675 (27) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 150 (6) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 300 X 150 (12 X 6) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 450 (18) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 75 (3) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 225 (9) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 75 (3) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 750 (30) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 675 (27) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 750 (30) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 07/25/90 |
| M. DE YONG | 02/05/92 |
| M. DE YONG | 05/08/92 |
| R. SHAH | 09/09/94 |
| R. SHAH | 10/25/94 |
| R. SHAH | 06/12/96 |

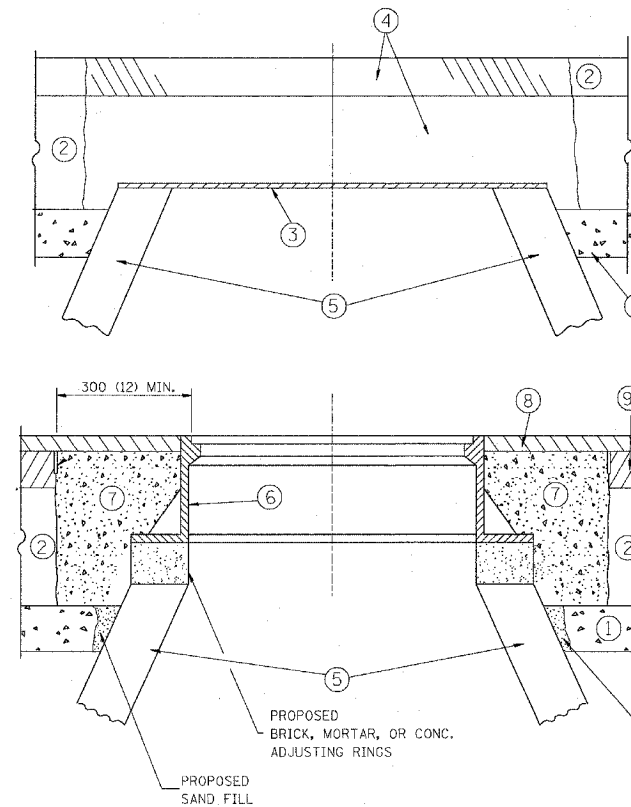
SCALE: NONE
DATE 10/18/2002

DRAWN BY CADD
CHECKED BY

BD500-01 (BD-7)

REVISION DATE: 06/12/96

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| P.A. REC. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 217 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

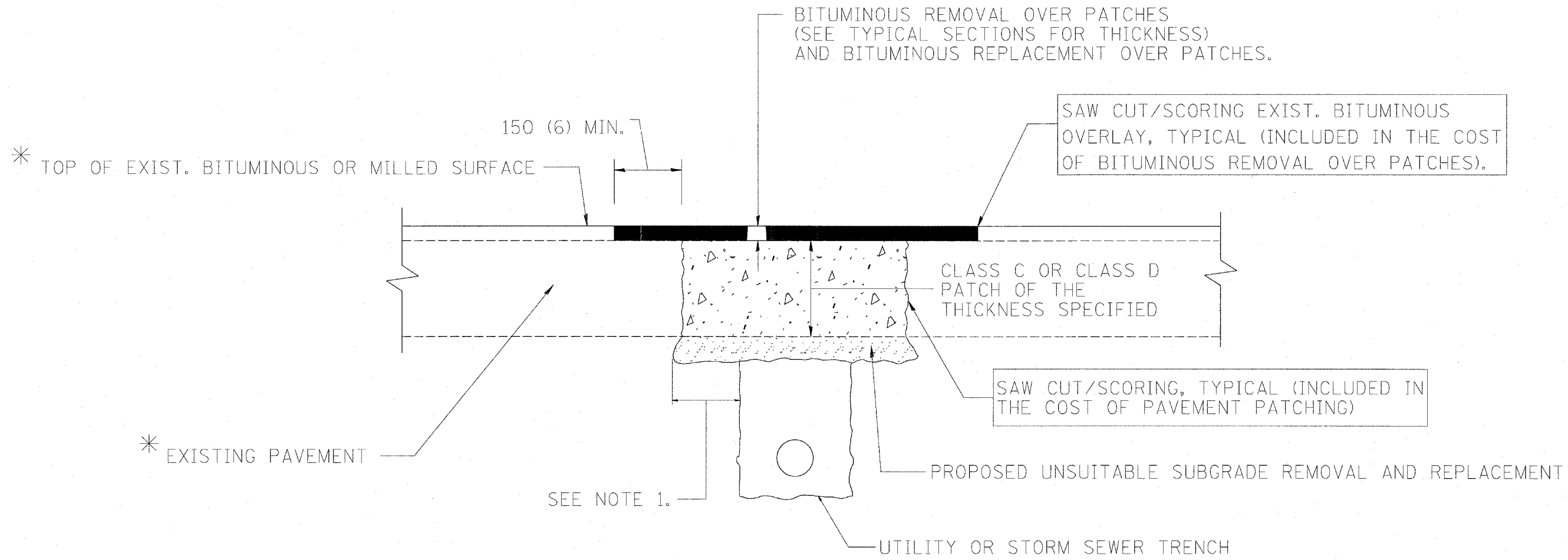
| REVISIONS | |
|-------------|----------|
| NAME | DATE |
| R. SHAH | 10/25/94 |
| R. SHAH | 01/30/95 |
| R. SHAH | 03/10/95 |
| A. ABBAS | 03/21/97 |
| R. WIEDEMAN | 05/14/04 |

SCALE: NONE
DATE: 05/17/2004

DRAWN BY
CHECKED BY

BD600-03 (BD-8)

REVISION DATE: 05/17/04



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE SPECIAL PROVISION "PATCHING WITH BITUMINOUS OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

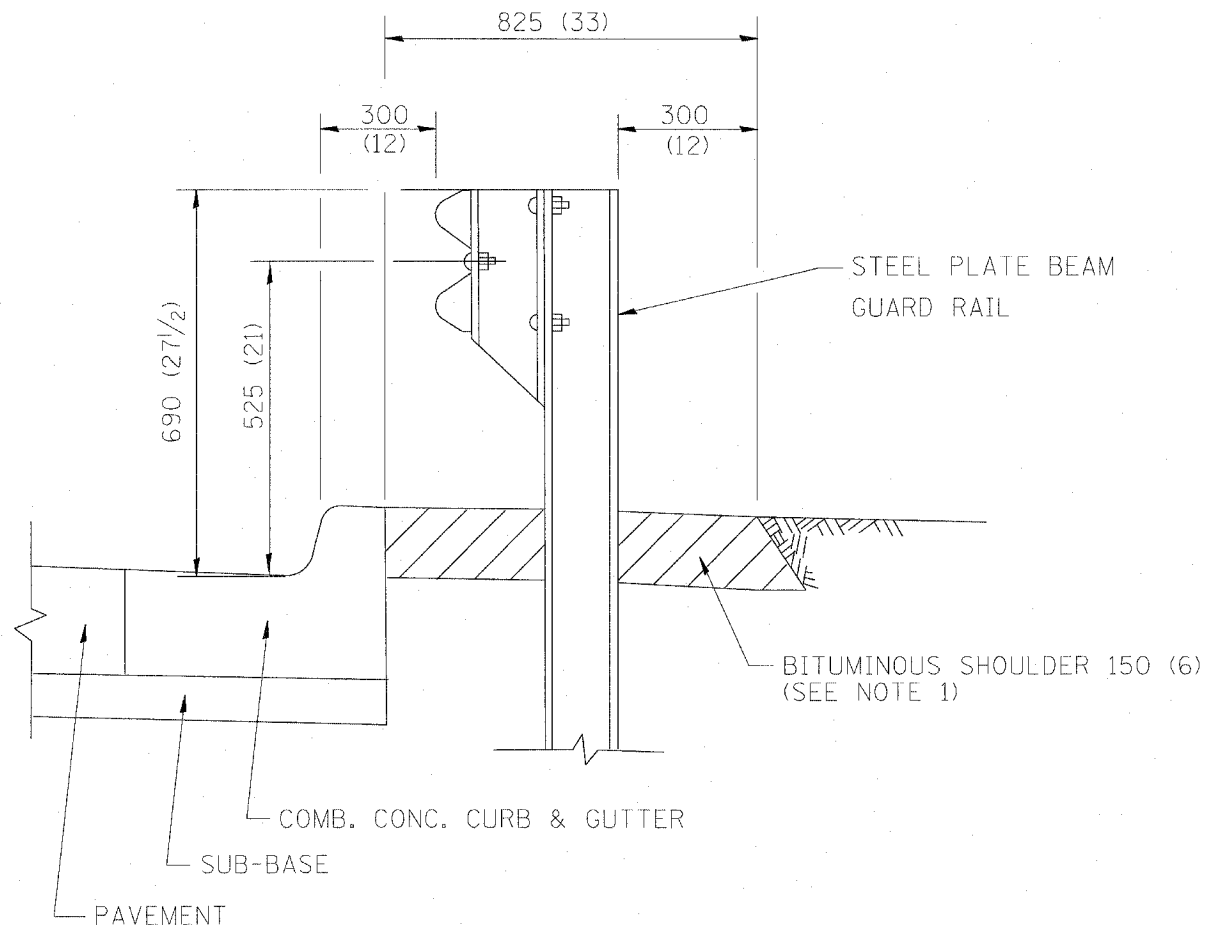
PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

| REVISIONS | | REVISIONS | |
|-----------|----------|-----------|----------|
| NAME | DATE | NAME | DATE |
| R. SHAH | 10/25/94 | ART ABBAS | 04/27/98 |
| R. SHAH | 01/14/95 | | |
| R. SHAH | 03/23/95 | | |
| R. SHAH | 04/24/95 | | |
| A. HOUSEH | 03/15/96 | | |
| A. ABBAS | 03/21/97 | | |
| A. ABBAS | 01/20/98 | | |

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY

| | | | | |
|---------------------|---------|------------------|--------------|-----------|
| F. A. DIST. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 213 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | LENGTH | FED. AID PROJECT | | |

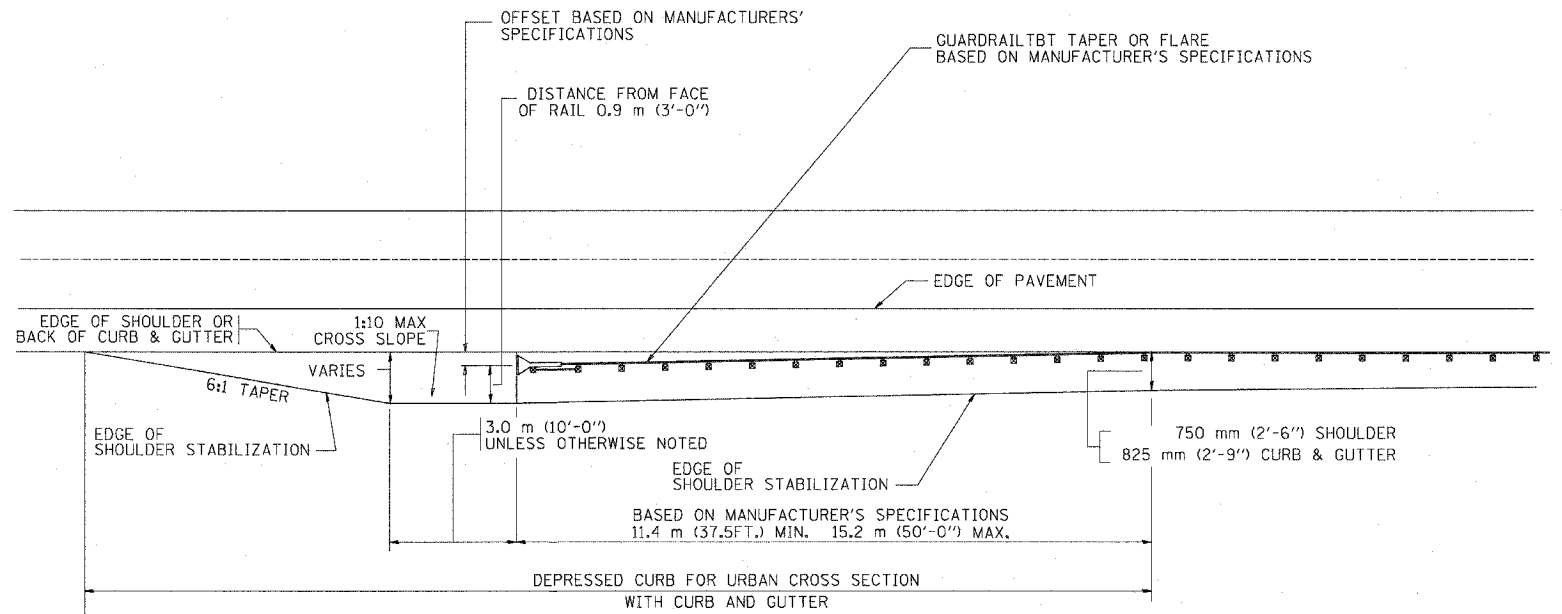


- NOTES: 1. THE BITUMINOUS SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: BITUMINOUS SHOULDER 150 (6) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER m² (sq. yd.) AS "BITUMINOUS SHOULDER 150 (6)."

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 60 kmh (35 MPH) TO 70 kmh (45 MPH)]



STABILIZATION AT TBT TY. 1 SPL.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DETAILS FOR
 STEEL PLATE BEAM GUARD RAIL
 ADJACENT TO CURB AND GUTTER
 STABILIZATION AT TBT TY 1 SPL.

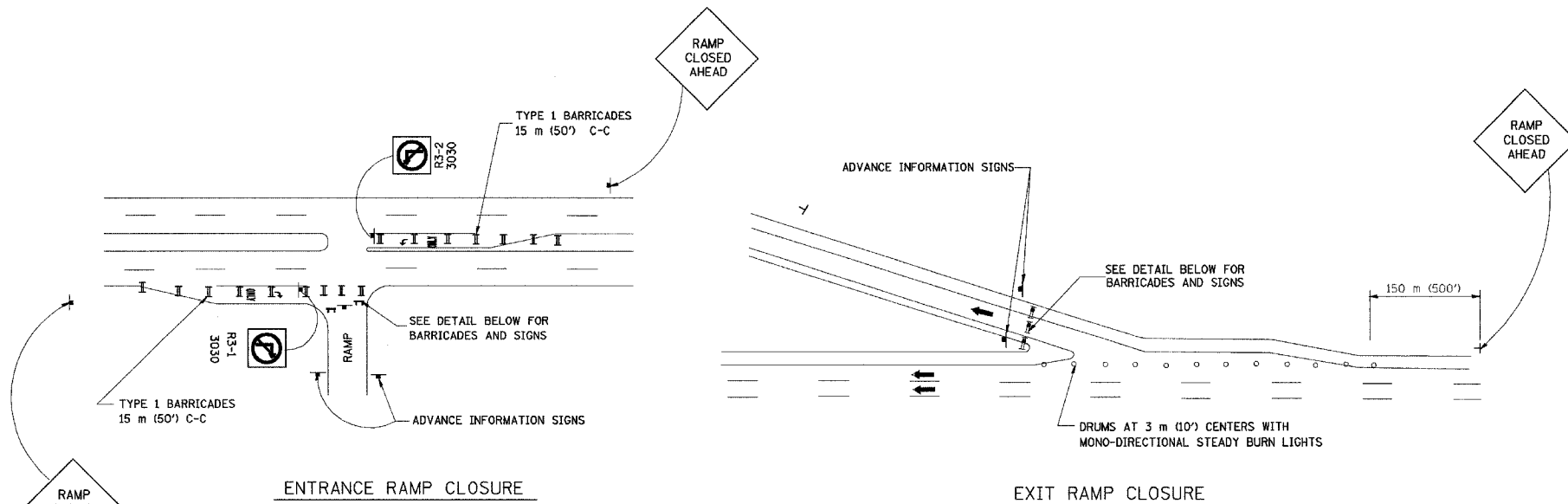
| REVISIONS | |
|------------|----------|
| NAME | DATE |
| M. DE YONG | 09-22-90 |
| M. DE YONG | 07-14-92 |
| R. SHAH | 09/09/94 |
| R. SHAH | 10/25/94 |
| R. SHAH | 02/23/95 |
| A. ABBAS | 03/21/97 |
| E. GOMEZ | 08/28/00 |

SCALE: NONE
 DATE 10/18/2002

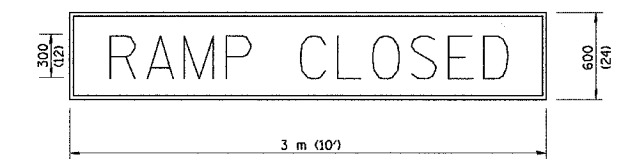
DRAWN BY Jjs
 CHECKED BY

BD600-10 (BD 34)
 REVISION DATE: 08/28/00

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 219 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

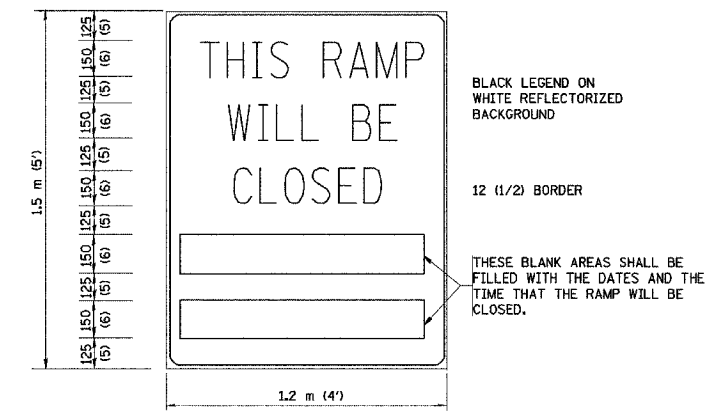


RAMP CLOSURE ADVANCE WARNING SIGN



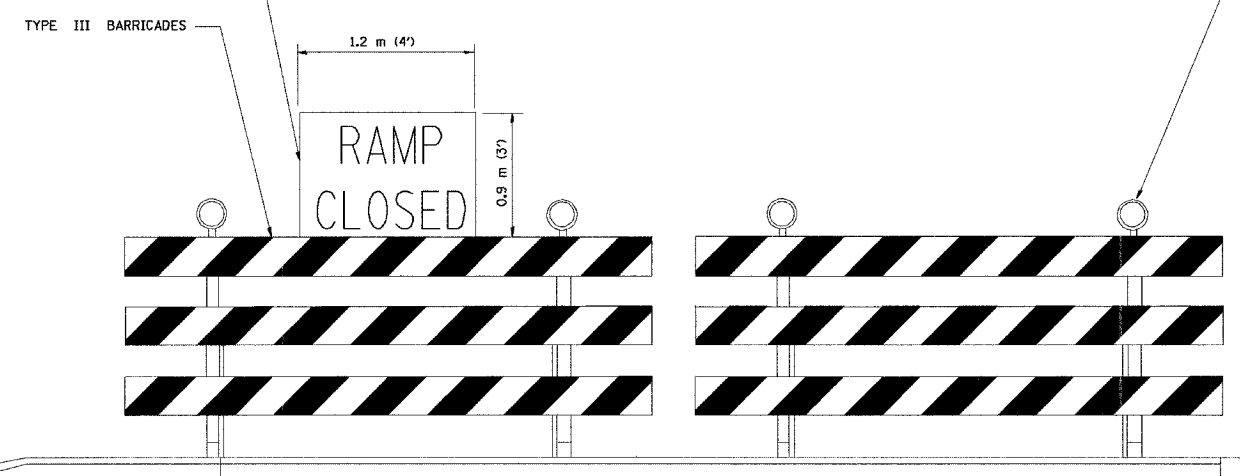
BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND
25 (1) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, 4 MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THE "RAMP CLOSED" SIGN SHALL BE B/W WITH 200 (8) CAPS. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.



DETAIL FOR REQUIRED BARRICADES & SIGNS

- GENERAL NOTES:
- CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 700 (28) HIGH.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES.
 - FOR DAYTIME RAMP CLOSURES, LASTING 6 HOURS OR LESS, THE CONTRACTOR MAY ELIMINATE THE ADVANCE WARNING SIGNS ON THE EXIT GUIDE SIGNS.
 - ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED.
 - THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE CONSIDERED INCIDENTAL TO TRAFFIC CONTROL AND PROTECTION.
 - AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.

- NOTES:
- CONES MAY BE SUBSTITUTED FOR TYPE I AND TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28" IN HEIGHT.
 - STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
 - THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERRECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS.
 - ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED TWENTY FOUR (24) HOURS IN LENGTH.

| REVISIONS | |
|----------------------------------|-------|
| NAME | DATE |
| DWS | 2-83 |
| DWS | 1/90 |
| DWS | 9/94 |
| DWS | 12/94 |
| DWS/JAF | 12/02 |
| Revise devices to meet NCHRP 350 | 4/03 |

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

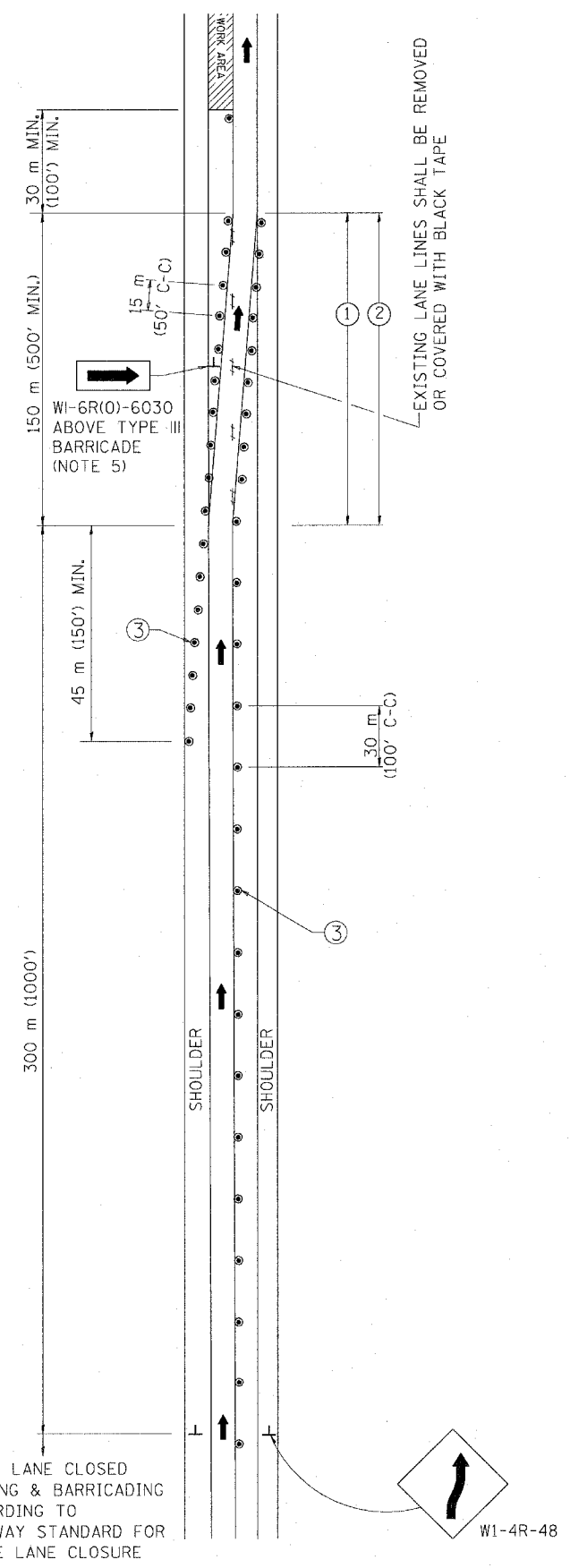
ILLINOIS DEPARTMENT OF TRANSPORTATION

**FREeway
ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

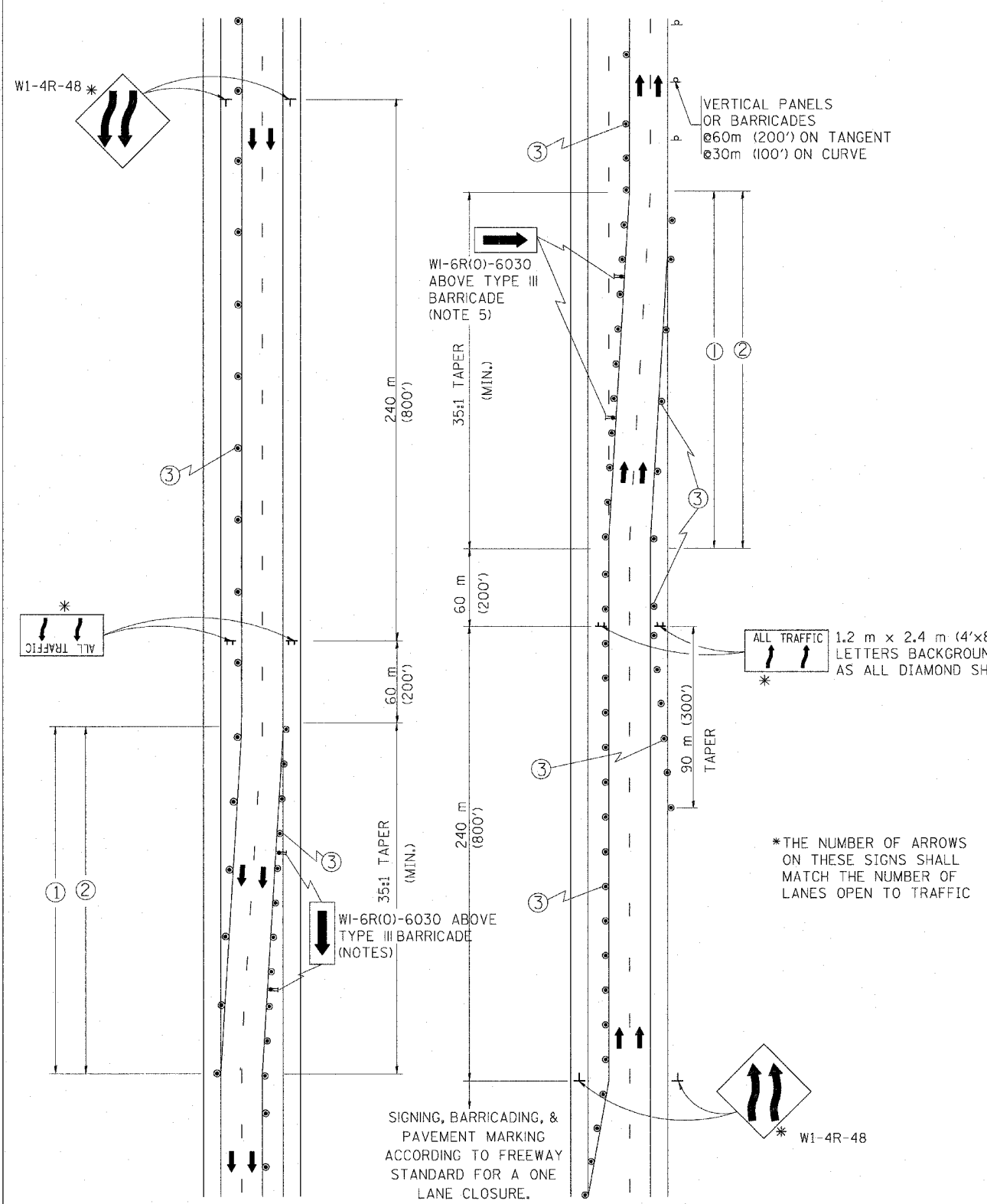
SCALE: NONE
DATE: 05/06/2003
DRAWN BY: TC-8
CHECKED BY:

| | | | | |
|---------------------------|---------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 220 |
| STA. _____ | | TO STA. _____ | | |
| FED. ROAD DIST. NO. _____ | | ILLINOIS FED. AID PROJECT | | |

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 90 m (300') ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 3 M-9 M (10'-30') SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 15 m (50') C-C SPACING IN TAPERS AND 30 m (100') C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

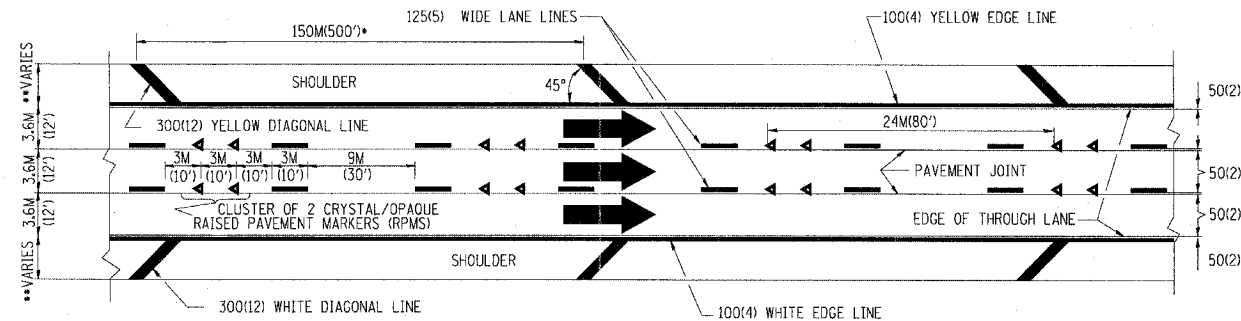
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
 FOR FREEWAY
 SINGLE & MULTI-LANE WEAVE

| REVISIONS | |
|-----------|----------|
| NAME | DATE |
| DWS | 2/87 |
| DWS | 1/90 |
| DWS | 12/27/94 |
| DWS | 11/96 |
| JAF | 4/03 |

SCALE: NONE
 DATE: 05/12/2003
 DRAWN BY R.H.
 CHECKED BY TC-9

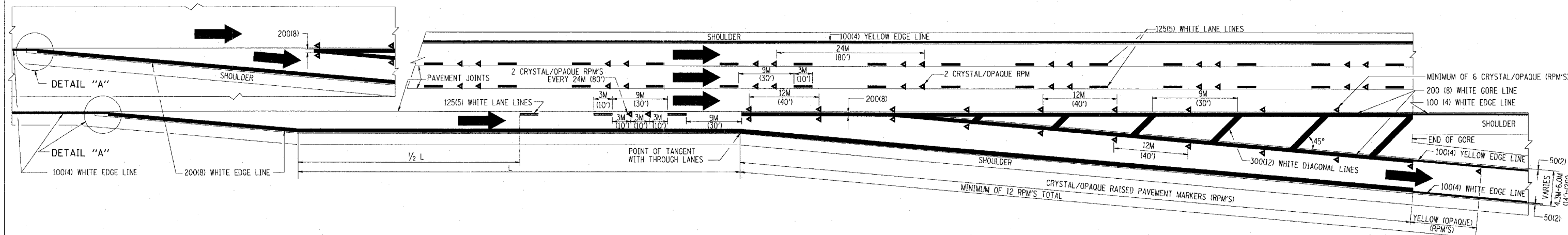
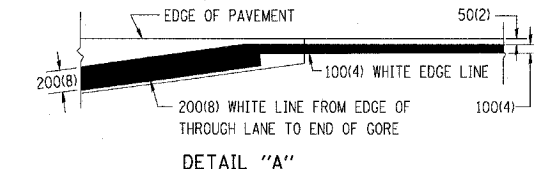
| | | | | |
|-----------------------|----------|------------------|--------------|-----------|
| F. & R. NO. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 221 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT | | |

- THE DIAGONAL LINES SHALL BE SPACED AT 12M (40') C-C ACROSS ALL STRUCTURES WHICH ARE 150M (500') OR LESS IN LENGTH
- THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 1.8M (6') OR LESS IN WIDTH

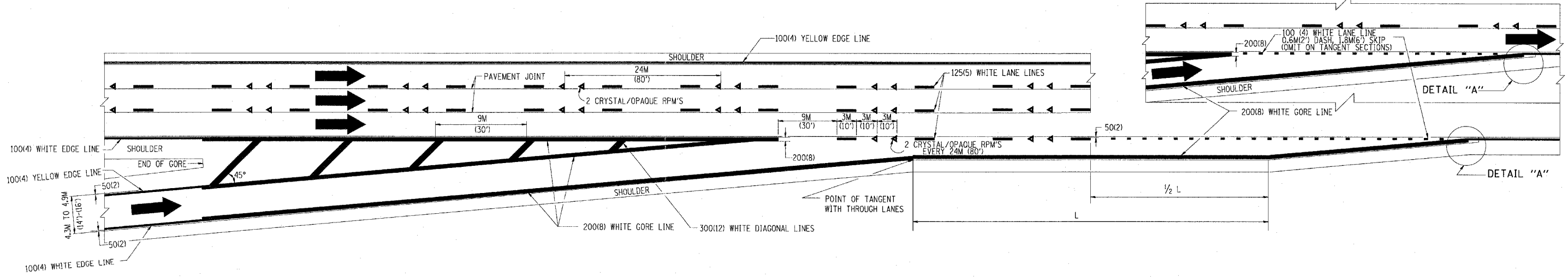


TYPICAL EDGE LINES & LANE LINES

- NOTES:
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
 2. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES
 3. PREFORMED PLASTIC PAVEMENT MARKING LINE SHALL BE USED ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
| AH | 3/96 |
| DWS | 7/96 |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE

DATE: 10/18/2002

DRAWN BY C.A.D.D.

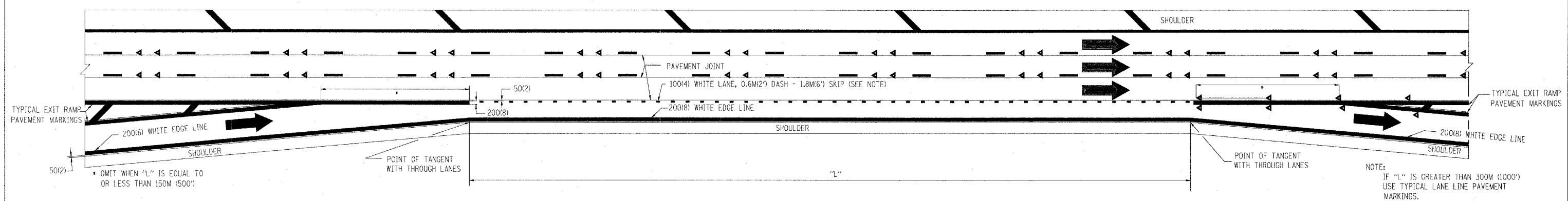
CHECKED BY

TC12 SHEET 1 OF 2

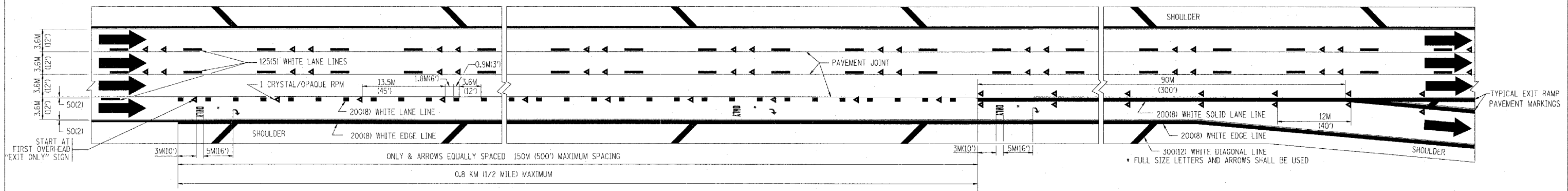
REVISION DATE: 01/01/96

DATE-TIME
DGN-SPEC
VHT02

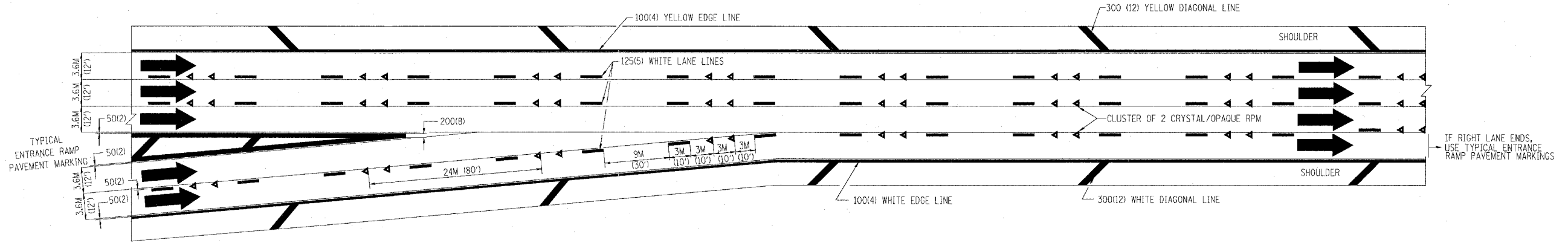
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|-----------------------|----------|------------------|--------------|-----------|
| P.A. FILE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 222 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT | | |



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 1/90 |
| DWS | 5/91 |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION

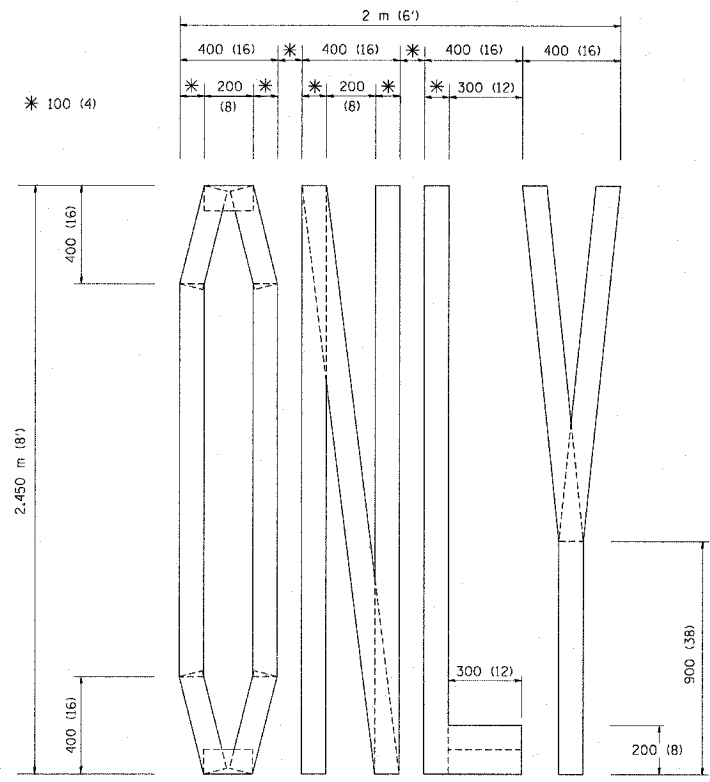
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE
DATE: 10/18/2002

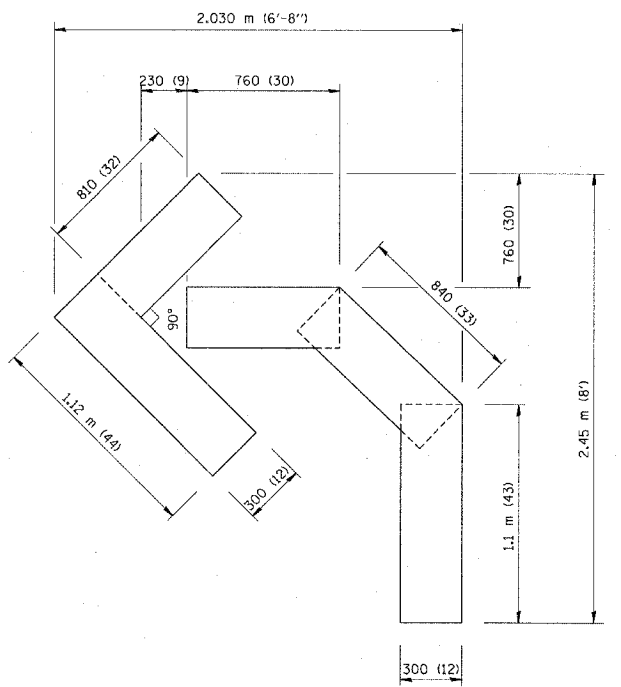
DRAWN BY C.A.D.D.
CHECKED BY
TC12 SHEET 2 OF 2
REVISION DATE: 01/01/96

DATE-TIME
DGN-SPEC
V-1012

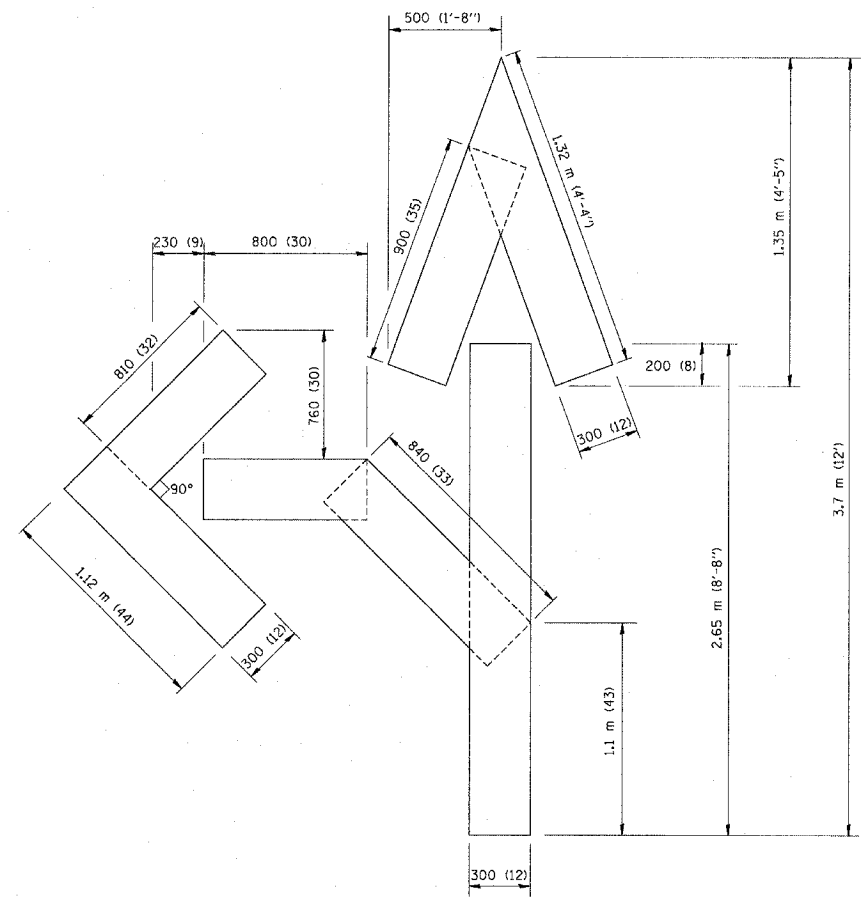
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|---------------------|----------|------------------|--------------|-----------|
| F. A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 223 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |



QUANTITY
 100 (4) LINE = 19.7 m (64.1 ft.)
 1.97 sq. m (21.1 sq. ft.)



QUANTITY
 100 (4) LINE = 13.9 m (45.5 ft.)
 1.39 sq. m (15.2 sq. ft.)



QUANTITY
 100 (4) LINE = 25.3 m (82.5 ft.)
 2.53 sq. m (27.5 sq. ft.)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

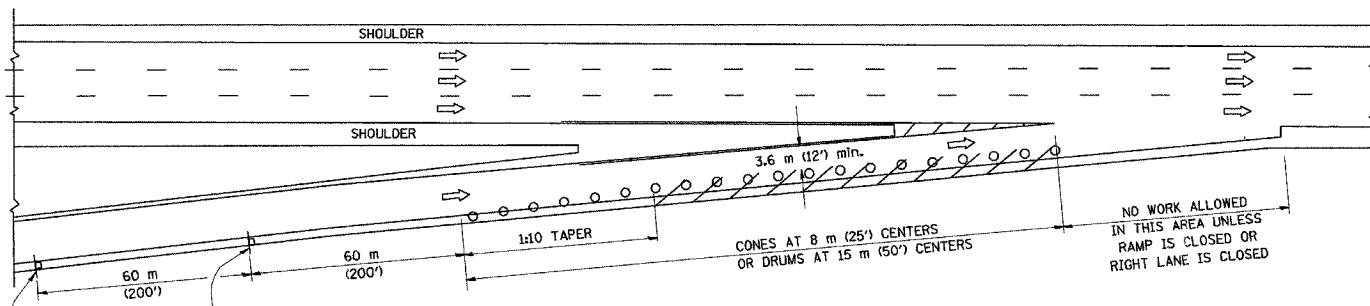
PAVEMENT MARKING
 LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 09/18/94 |
| J. OBERLE | 06/01/96 |
| T. RAMMACHER | 06/05/96 |
| T. RAMMACHER | 11/04/97 |
| T. RAMMACHER | 03/02/98 |
| E. GOMEZ | 08/28/00 |

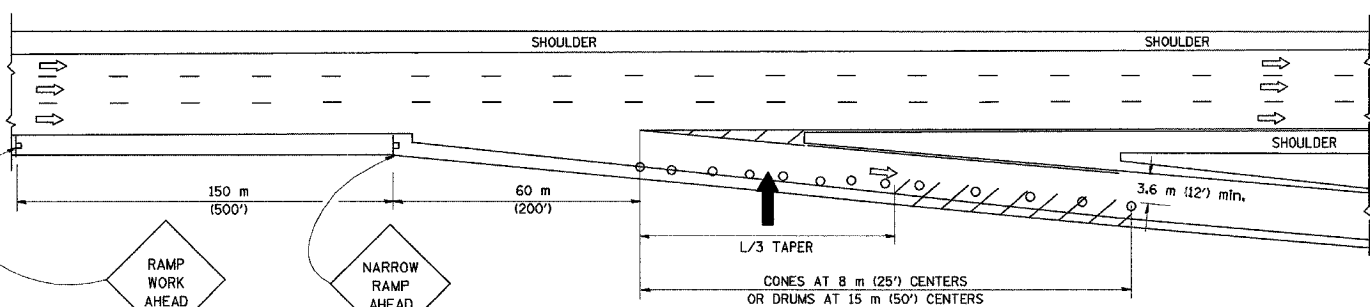
SCALE: NONE
 DATE 10/18/2002

DRAWN BY CADD
 CHECKED BY
 TC-16

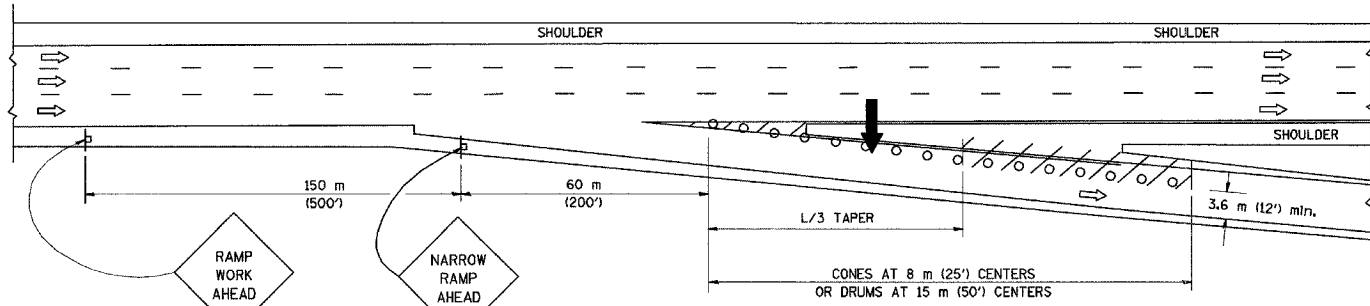
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

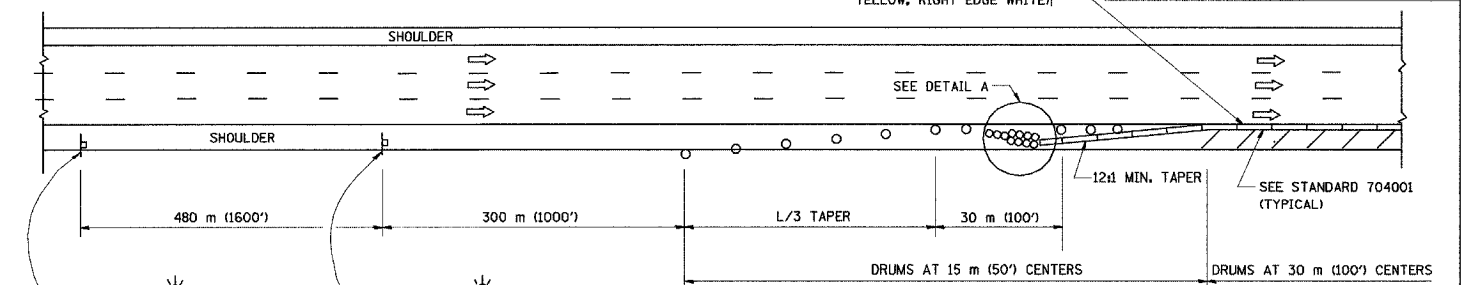
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- CONES - 700 (28) IN HEIGHT

GENERAL NOTES

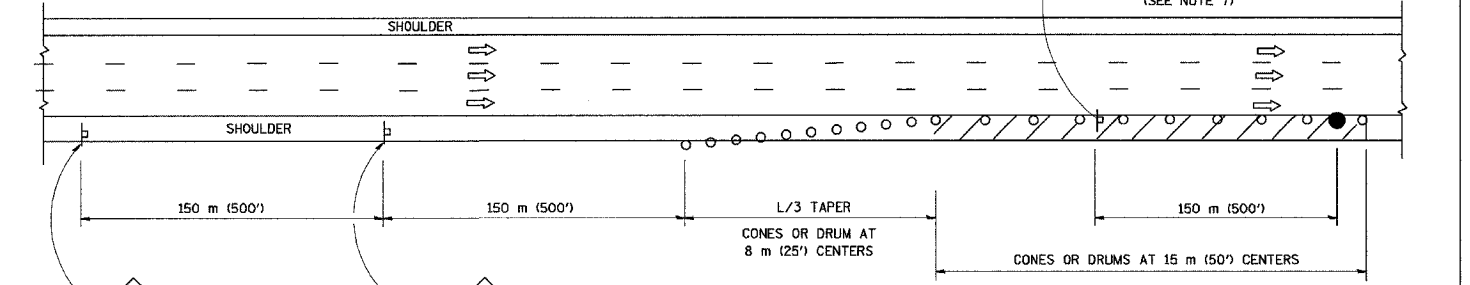
1. THE "L" DISTANCE EQUALS:
 SPEED LIMIT FORMULAS
 80 km/h (45 mph) METRIC ENGLISH
 OR GREATER: $L=0.6S(W/S)$ $L=(W/S)$
 W = WIDTH OF OFFSET IN METERS (FEET)
 S = NORMAL POSTED SPEED KM/H (MPH)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

| | | | | |
|---------------------|---------------------------|--------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 224 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |



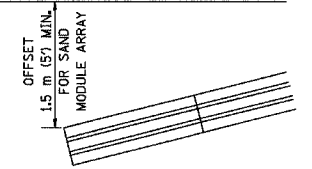
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT FOR POSTED SPEED.



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS OUTSIDE THE CLEAR ZONE OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCRACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 30 m (100') TO 60 m (200') IN ADVANCE OF THE WORKERS.

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

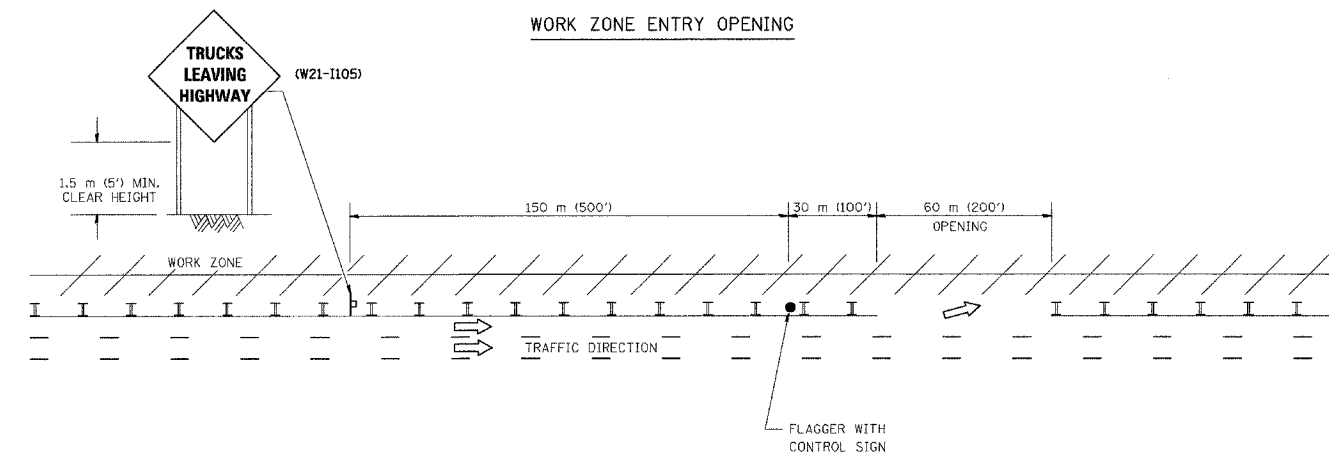
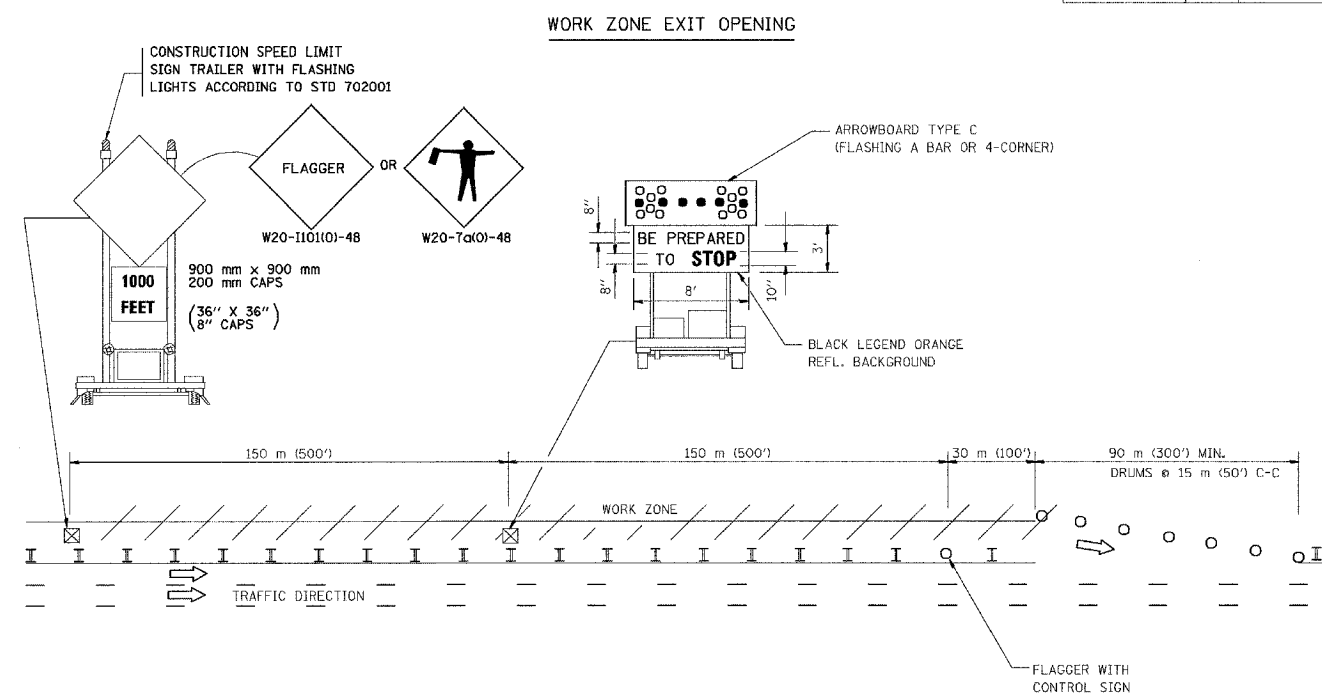
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES

| REVISIONS | |
|-----------|-------|
| NAME | DATE |
| DWS | 11/96 |
| JAF | 12/02 |
| NCHRP 350 | 04/03 |

SCALE: NONE
 DATE: 05/06/2003
 DRAWN BY: DWS
 DESIGNED BY: DWS
 CHECKED BY:
 TC-17

| | | | | |
|---------------------|---------|---------------------------|--------------|-----------|
| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 225 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS



NOTES:

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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

ILLINOIS DEPARTMENT OF TRANSPORTATION

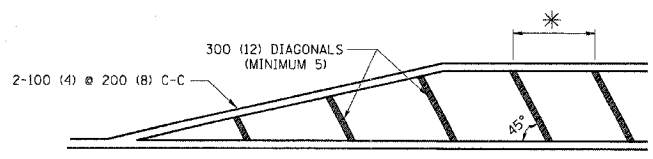
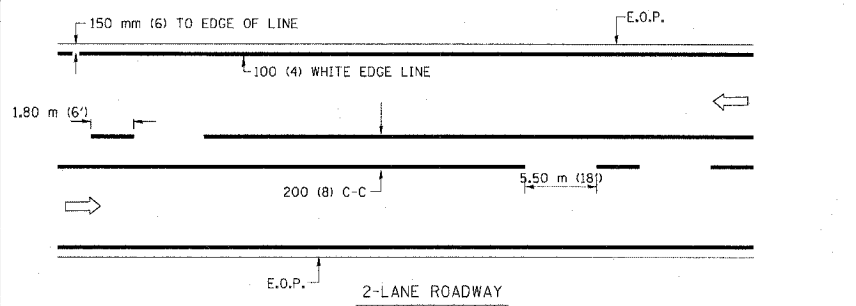
SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| DWS | 8/98 |
| JAF | 4/03 |
| | |
| | |
| | |

SCALE: NONE
DATE 05/06/2003

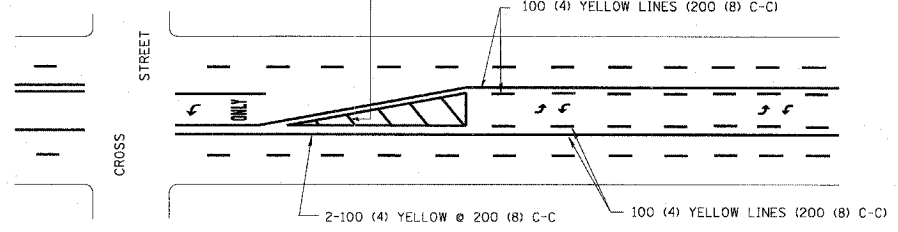
DRAWN BY CADD
CHECKED BY TC-18

| | | | | |
|---------------------|----------|------------------|--------------|-----------|
| F.A. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | 290 | 227 |
| STA. | TO STA. | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |

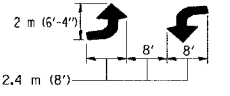


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 * DIAGONAL LINE SPACING: 6.1 m (20') C-C

PAINTED MEDIANS

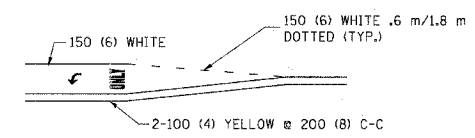


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

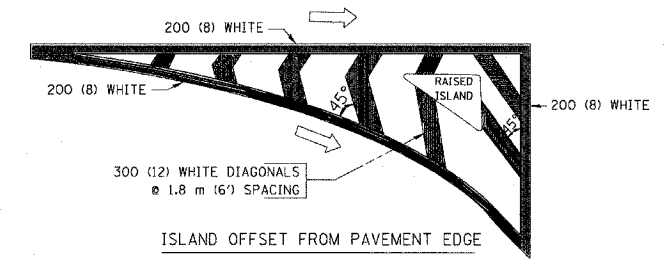
TYPICAL PAINTED MEDIAN MARKING



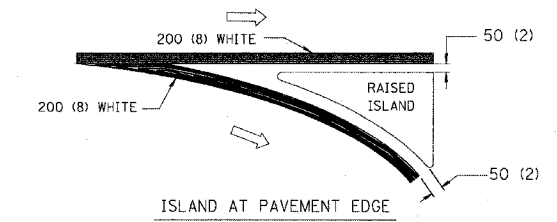
FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
 * AREA = 1.47 m² (15.8 SQ. FT.) ONLY AREA = 2.13 m² (22.9 SQ. FT.)
 * TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

| TYPE OF MARKING | WIDTH OF LINE | PATTERN | COLOR | SPACING / REMARKS |
|---|--|---------------------------------|---|--|
| CENTERLINE ON 2 LANE PAVEMENT | 100 (4) | SKIP-DASH | YELLOW | 1.80 m (6') LINE WITH 5.50 m (18') SPACE |
| CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT | 2 @ 100 (4) | SOLID | YELLOW | 200 (8) C-C |
| NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS | 100 (4) 2 @ 100 (4) | SOLID SOLID | YELLOW YELLOW | 200 (8) C-C |
| LANE LINES | 100 (4) 125 (5) ON FREEWAYS | SKIP-DASH SKIP-DASH | WHITE WHITE | 1.80 m (6') LINE WITH 5.50 m (18') SPACE |
| DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) | SAME AS LINE BEING EXTENDED | SKIP-DASH | SAME AS LINE BEING EXTENDED | 600 (2') LINE WITH 1.8 (6') SPACE |
| EDGE LINES | 100 (4) | SOLID | YELLOW-LEFT WHITE-RIGHT | OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB |
| TURN LANE MARKINGS | 150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8')) | SOLID | WHITE | SEE TYPICAL TURN LANE MARKING DETAIL |
| TWO WAY LEFT TURN MARKING | 2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW | SKIP-DASH AND SOLID IN PAIRS | YELLOW WHITE | 1.8 m (6') LINE WITH 5.50 m (18') SPACE FOR SKIP-DASH; 200 (8) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL |
| CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) | 2 @ 150 (6) 300 (12) @ 45° 200 (8) @ 90° | SOLID SOLID SOLID | WHITE WHITE WHITE | NOT LESS THAN 1.8 m (6') APART 600 (2') APART 700 (2'-4") APART SEE TYPICAL CROSSWALK MARKING DETAILS. |
| STOP LINES | 600 (24) | SOLID | WHITE | PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE |
| PAINTED MEDIANS | 2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45° | SOLID | YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC | 200 (8) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. |
| GORE MARKING AND CHANNELIZING LINES | 200 (8) WITH 300 (12) DIAGONALS @ 45° | SOLID | WHITE | DIAGONALS: 6.1 m (20') (LESS THAN 50 km/h (30 MPH)) |
| RAILROAD CROSSING | 600 (24) TRANSVERSE LINES; "RR" IS 1.8 m (6') LETTERS; 400 (16) LINE FOR "X" | SOLID | WHITE | SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.) |

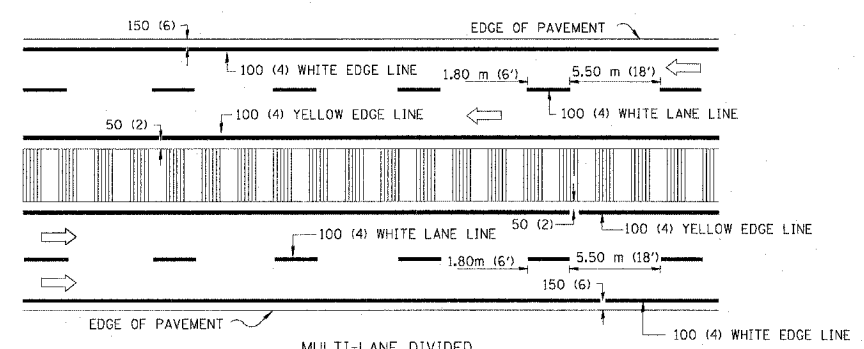
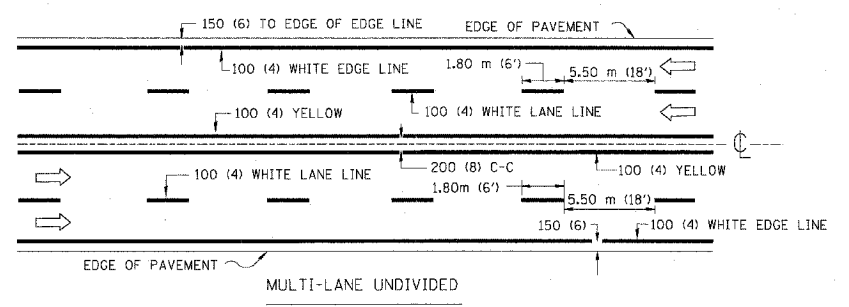
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

All dimensions are in millimeters (inches) unless otherwise shown. 1 OF 2

ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS

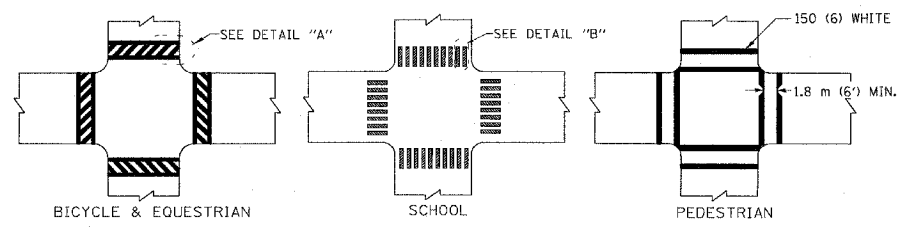
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 12/07/00 |
| | |
| | |
| | |
| | |

SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY: CADD
 CHECKED BY: TC-24



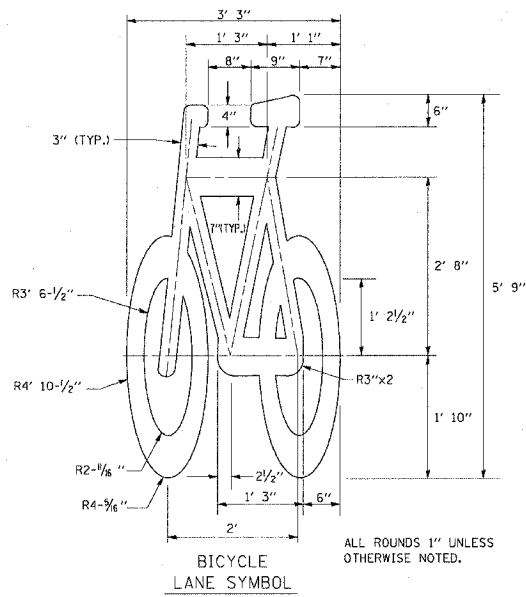
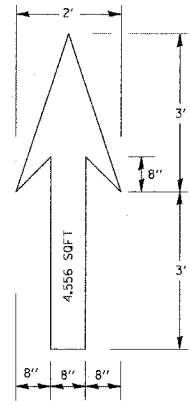
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



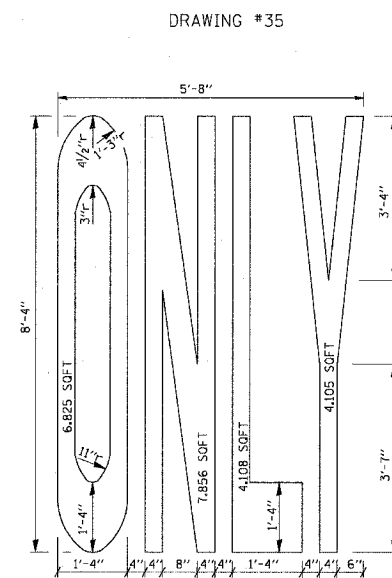
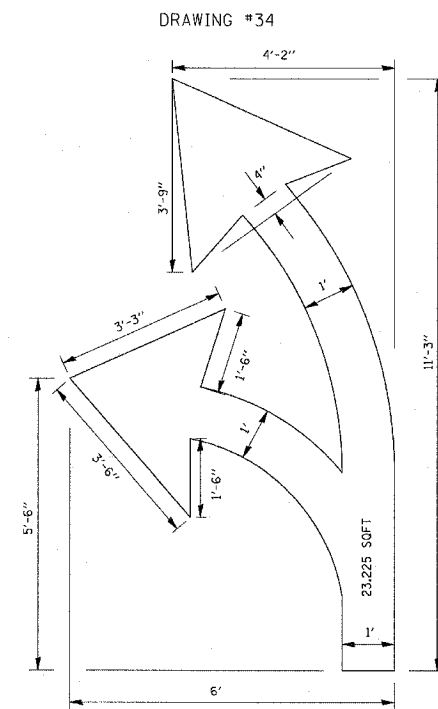
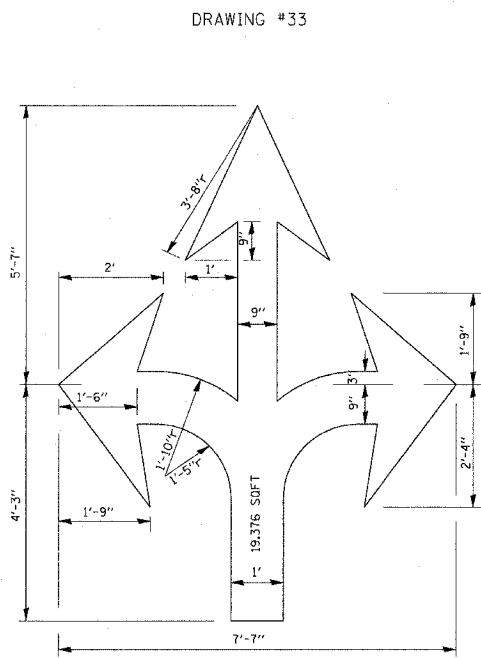
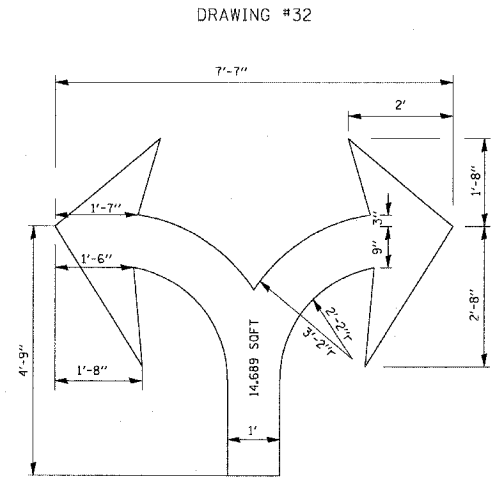
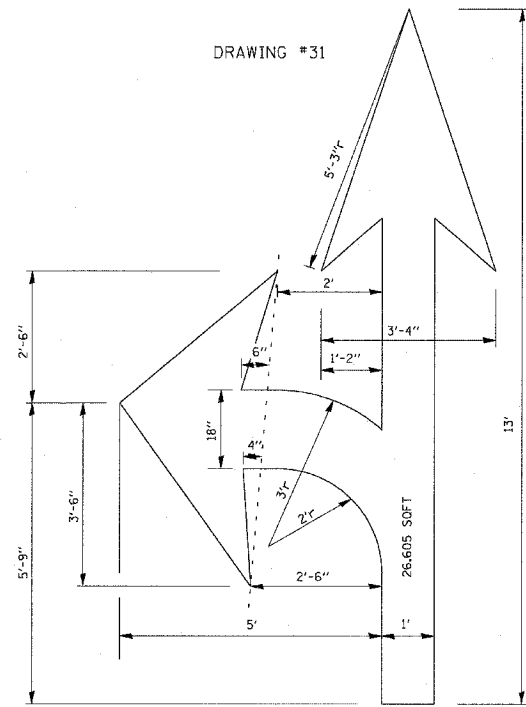
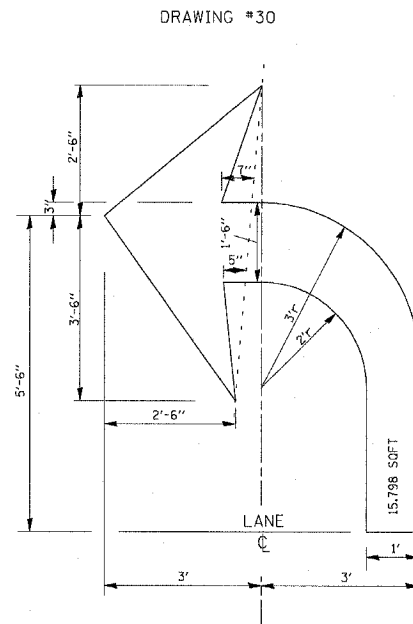
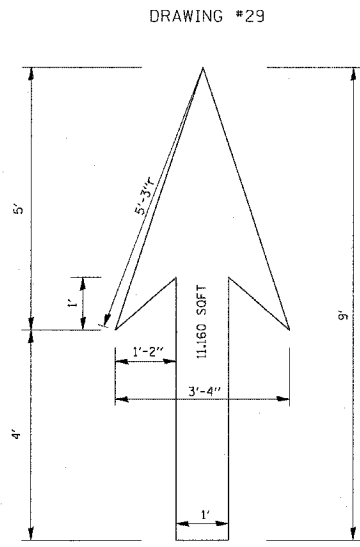
TYPICAL CROSSWALK MARKING





NOTE:
 1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.
 2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28



NOTE:
 ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

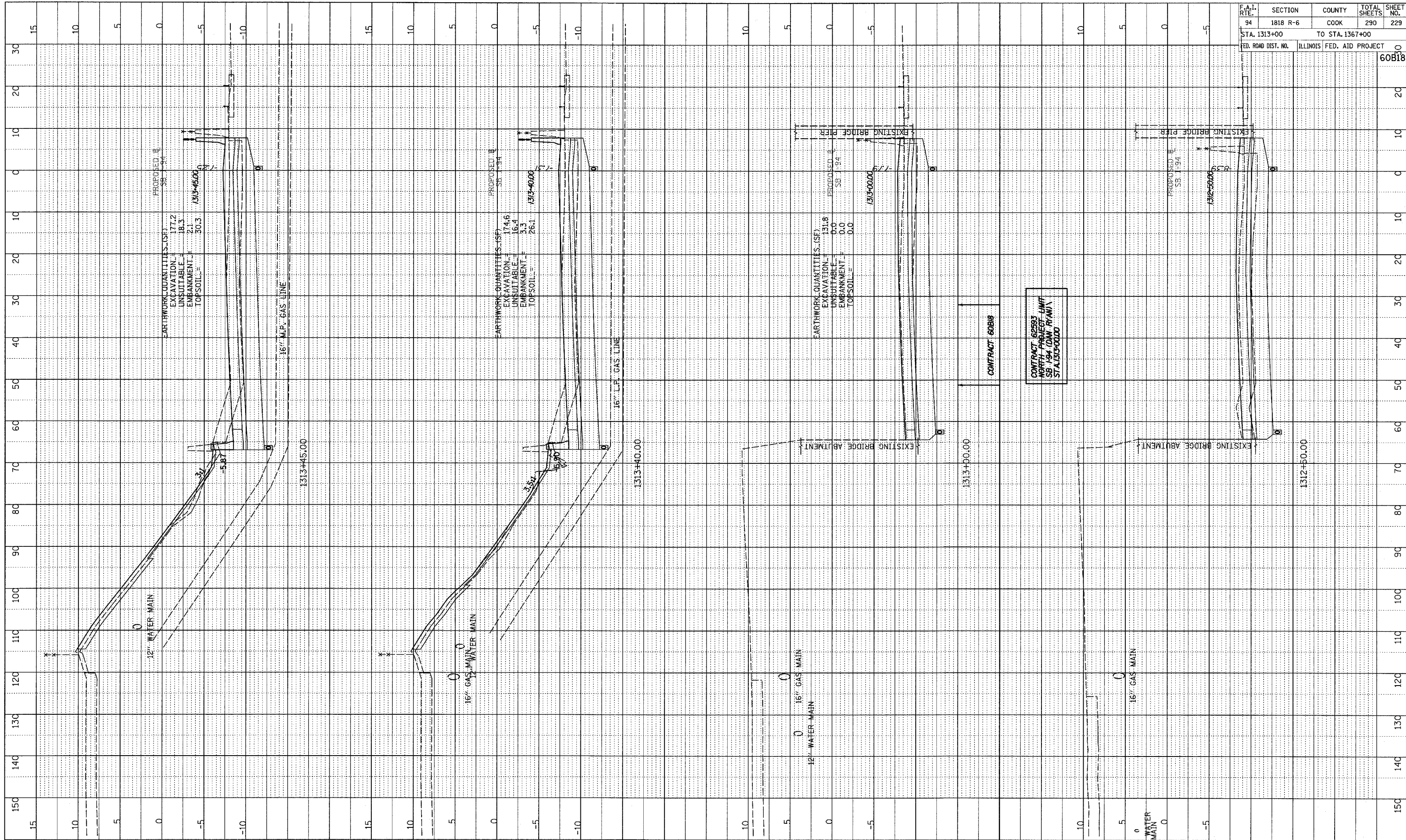
| REVISIONS | |
|--------------|----------|
| NAME | DATE |
| T. RAMMACHER | 12/07/00 |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 CITY OF CHICAGO
 TYPICAL PAVEMENT MARKINGS.

SCALE: NONE
 DATE 03/09/2004

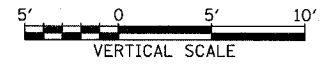
DRAWN BY
 CHECKED BY
 TC-24

PROFILE SURVEYED
 PLOTTED
 NOTE BOOK NO. _____
 DATE _____
 STRUCTURE NOTATIONS CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 229 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | 60B18 |

TYLIN INTERNATIONAL

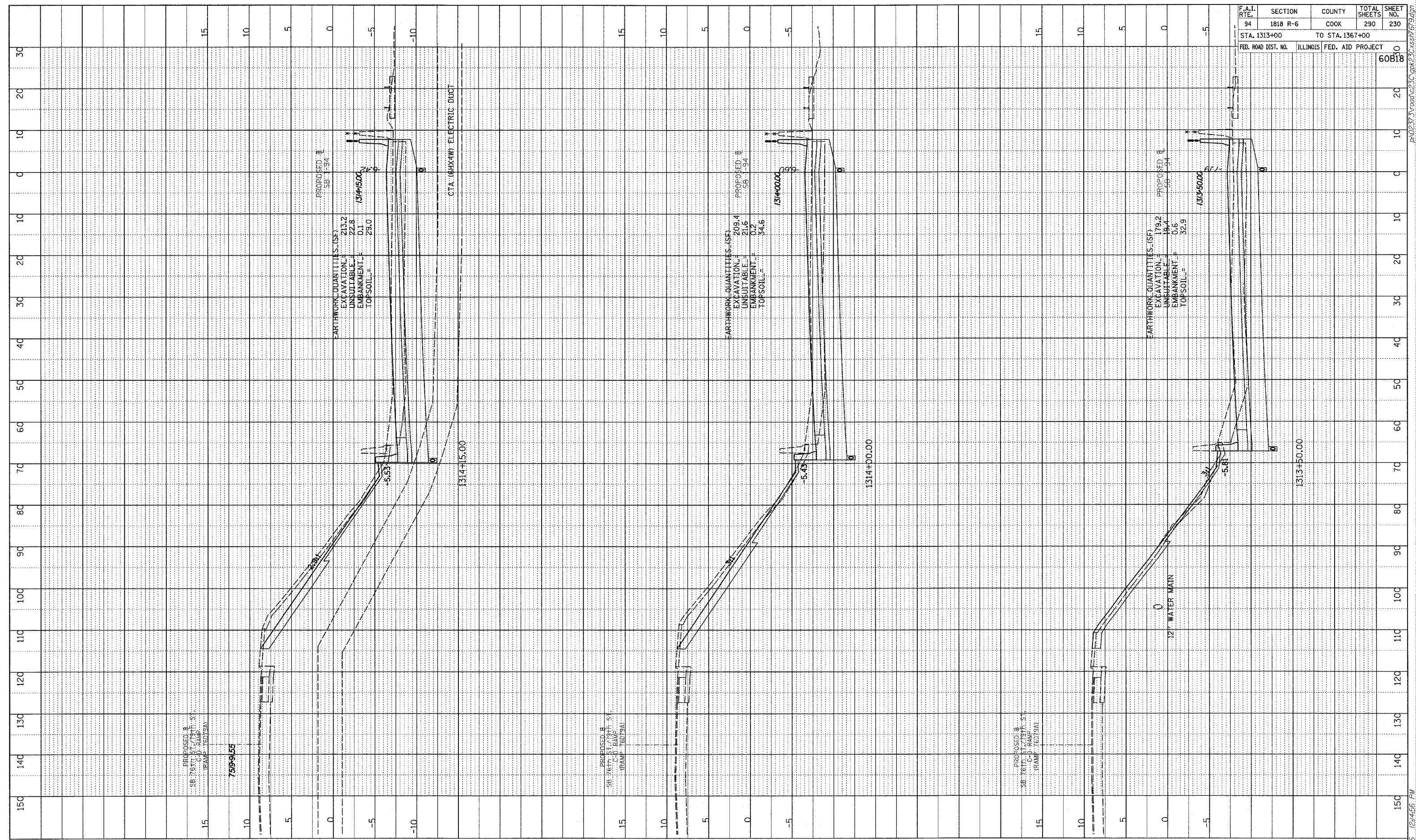


I-94 SOUTHBOUND (DAN RYAN EXPWY)
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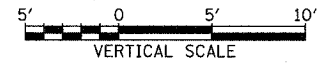
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PROFILE SURVEYED
 PLOTTED
 NOTE BOOK
 NO. _____

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|-----------------|------------------|-----------|
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| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| | | | | 60B18 |



TYLIN INTERNATIONAL

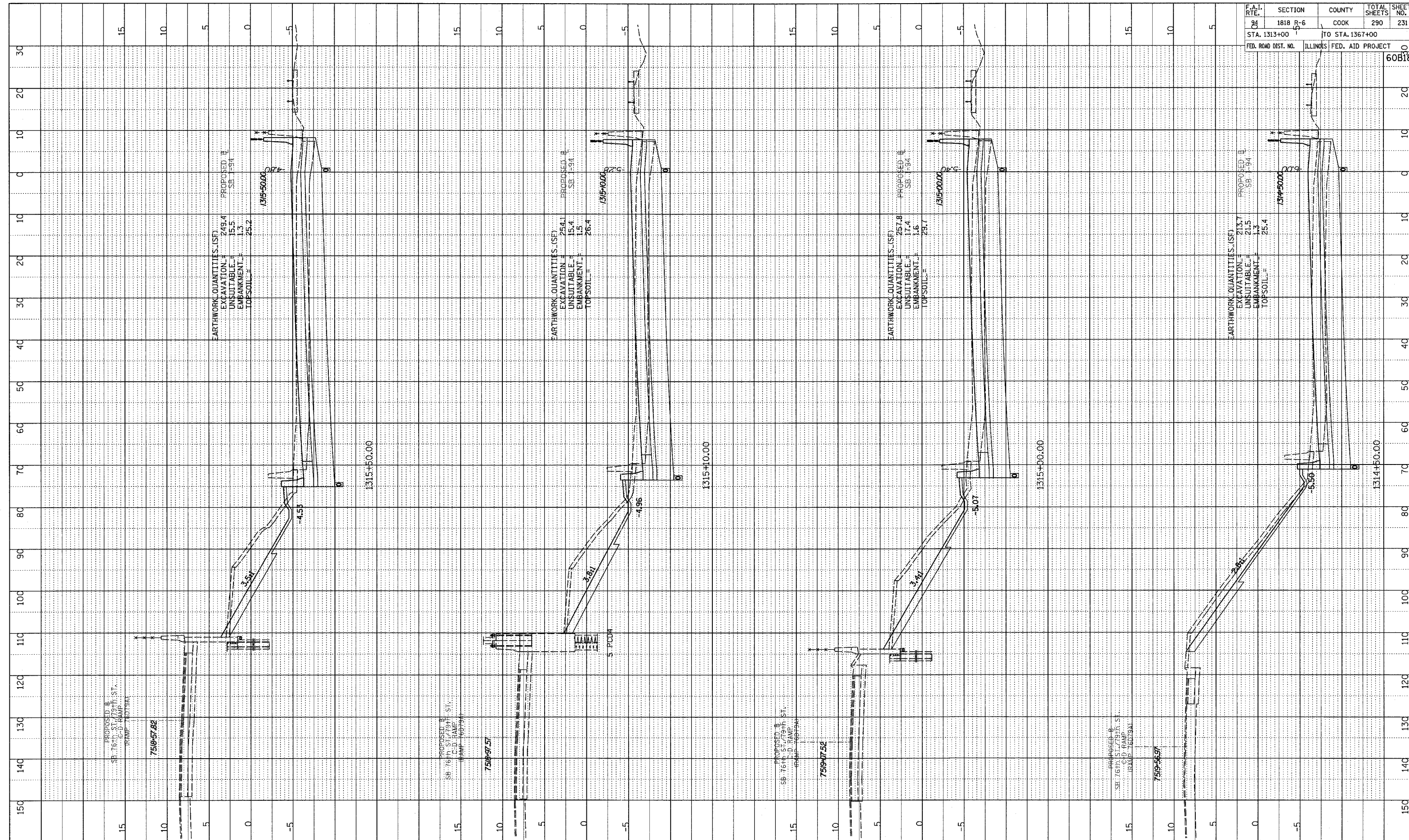


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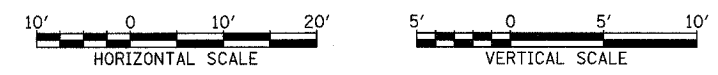
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PROFILE SUBMITTED
 PLOTTED, CHECKED
 DATE NOTED
 STRUCTURE NOTATIONS CHKD
 NO.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 231 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | 60B18 |



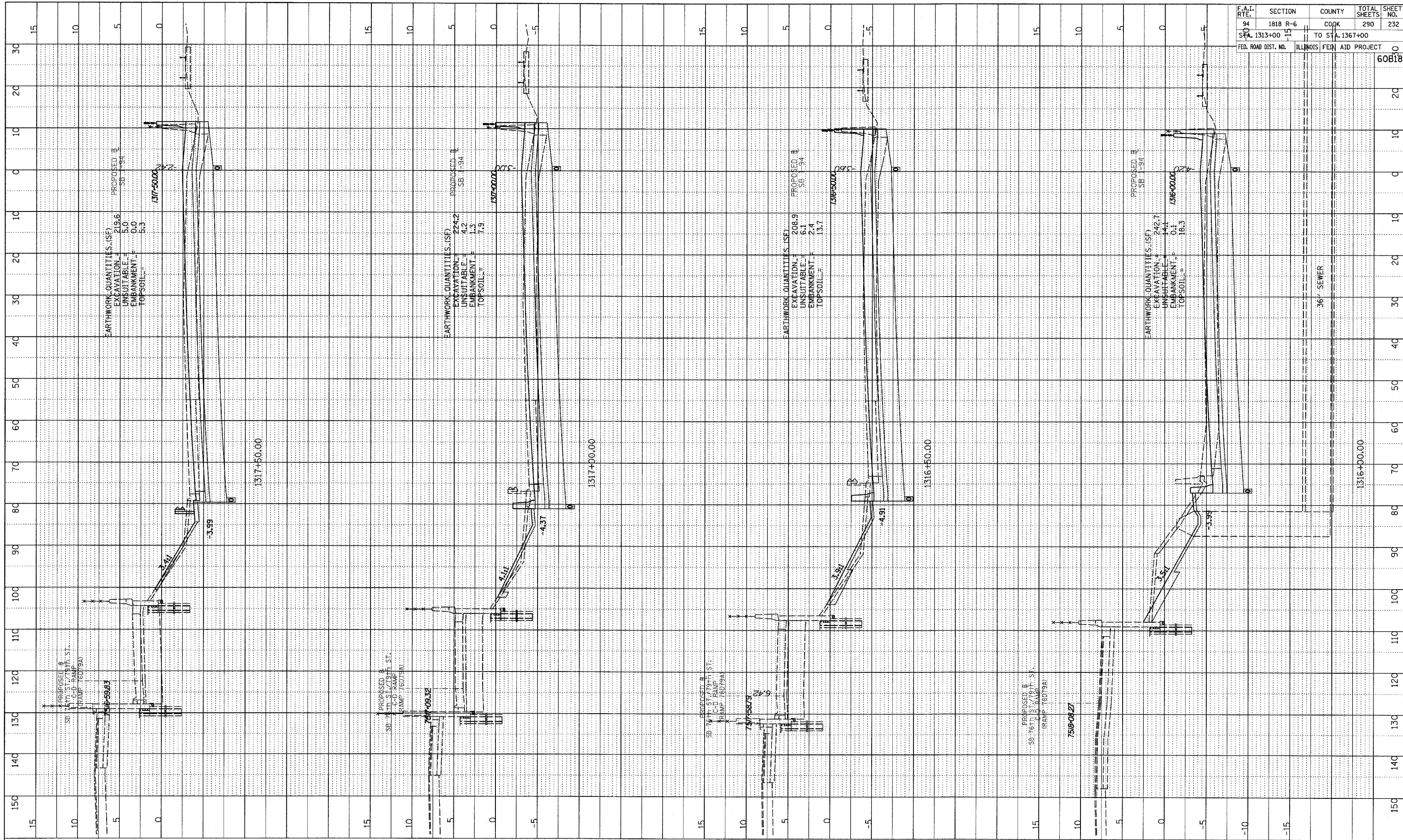
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1314+50 TO STA. 1315+50

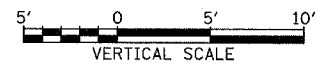
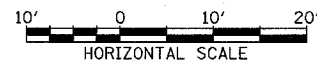
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PROFILE SURVEYED
 PLOTTED, CHECKED
 NO. DATE
 STRUCTURE NOTATION CHRD



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| F.A.T. RTE. 94 | SECTION 1818 R-6 | COUNTY COOK | TOTAL SHEETS 290 | SHEET NO. 232 |
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| ILLINOIS | | | | |
| 60818 | | | | |

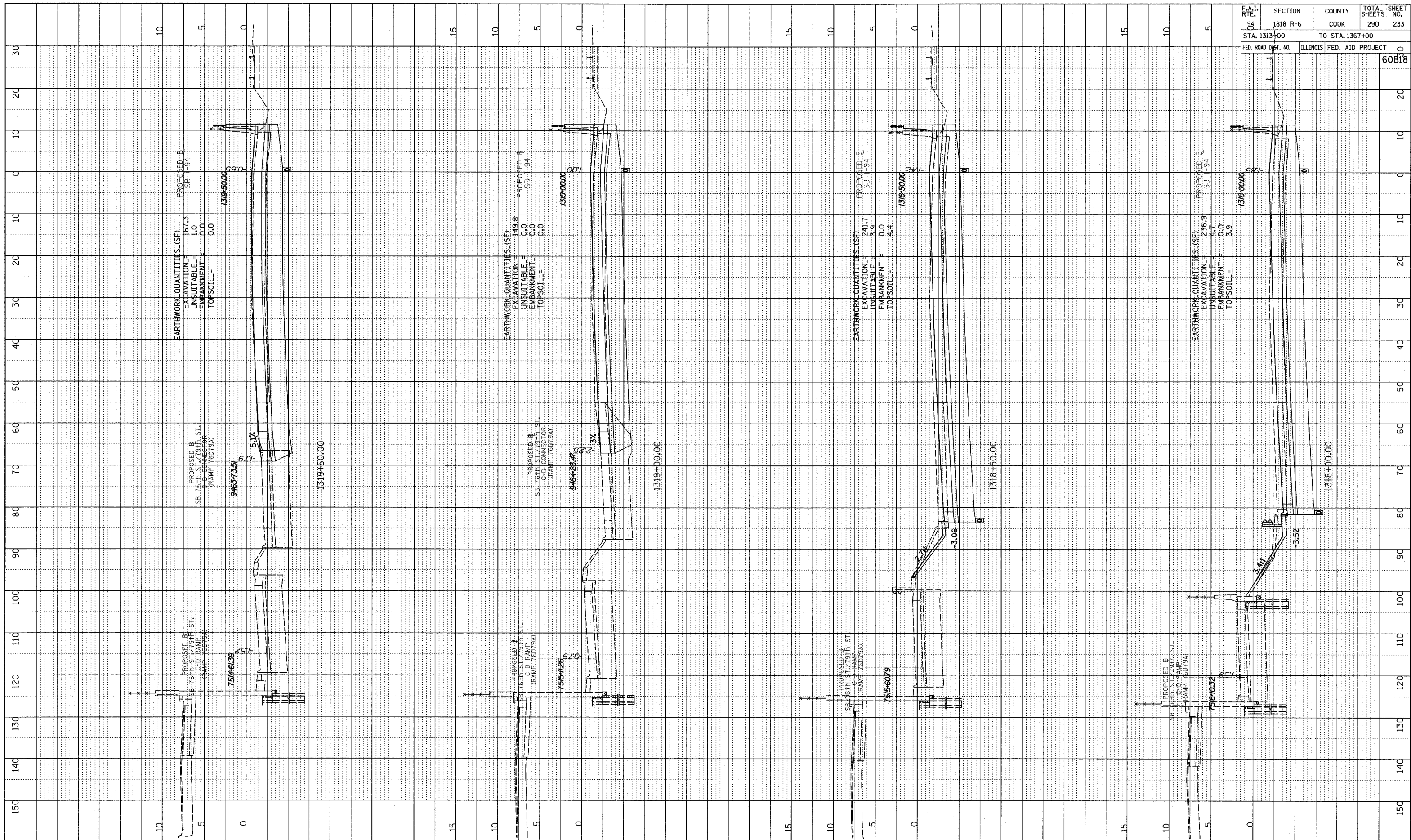
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1316+00 TO STA. 1317+50

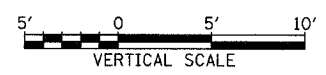
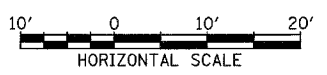
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 PLOTTED CHECKED
 NOTE BOOK
 NO. _____
 STRUCTURE NOTATIONS CHRD



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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 233 |
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| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | 60818 |

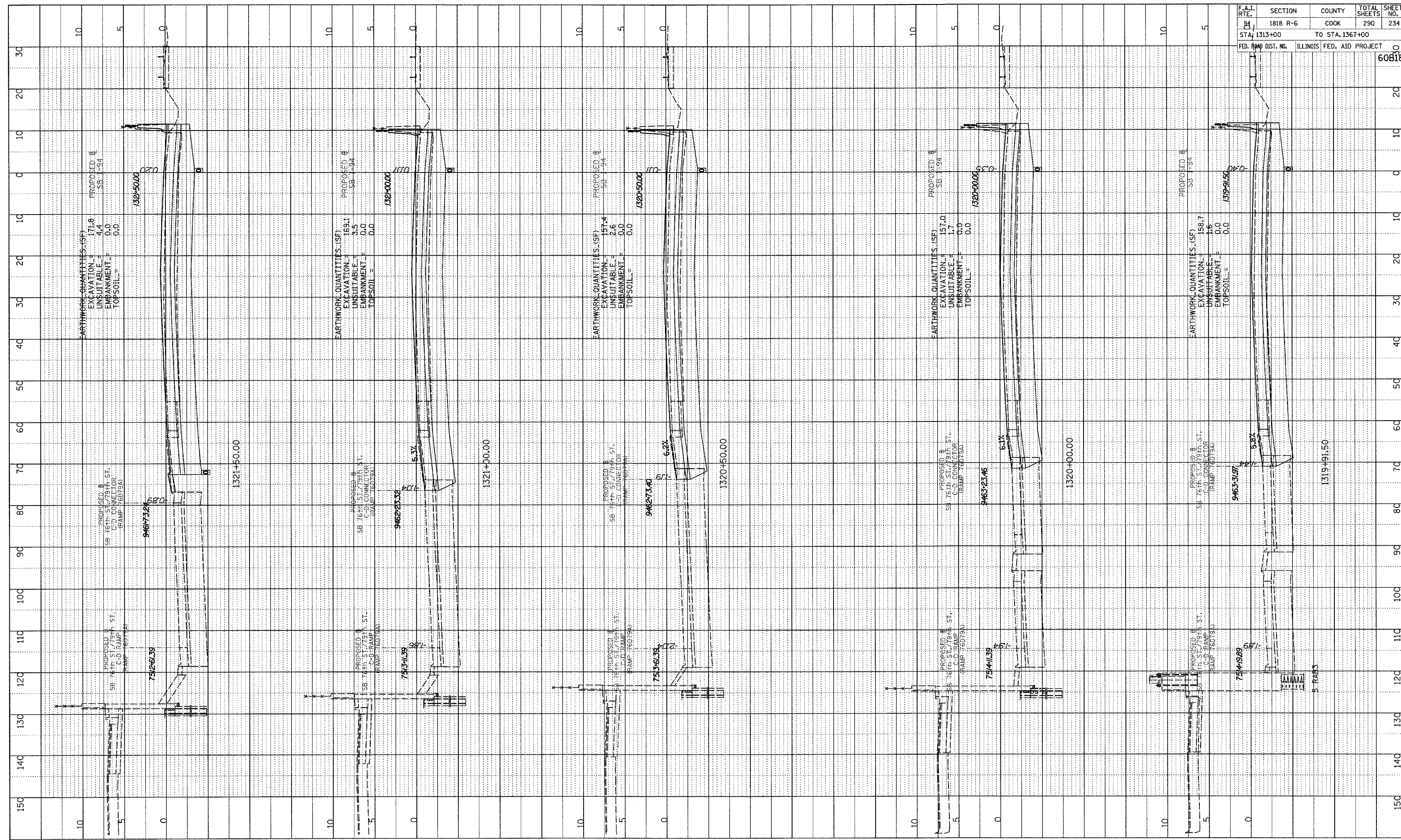
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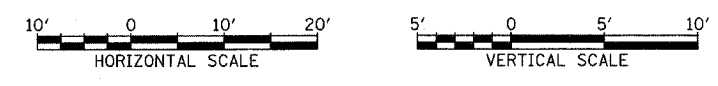
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 CHECKED
 DATE NOTED
 NO. STRUCTURE NOTATIONS CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| 94 | 1818 R-6 | COOK | 290 | 234 |
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| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | 60B18 |

TYLIN INTERNATIONAL

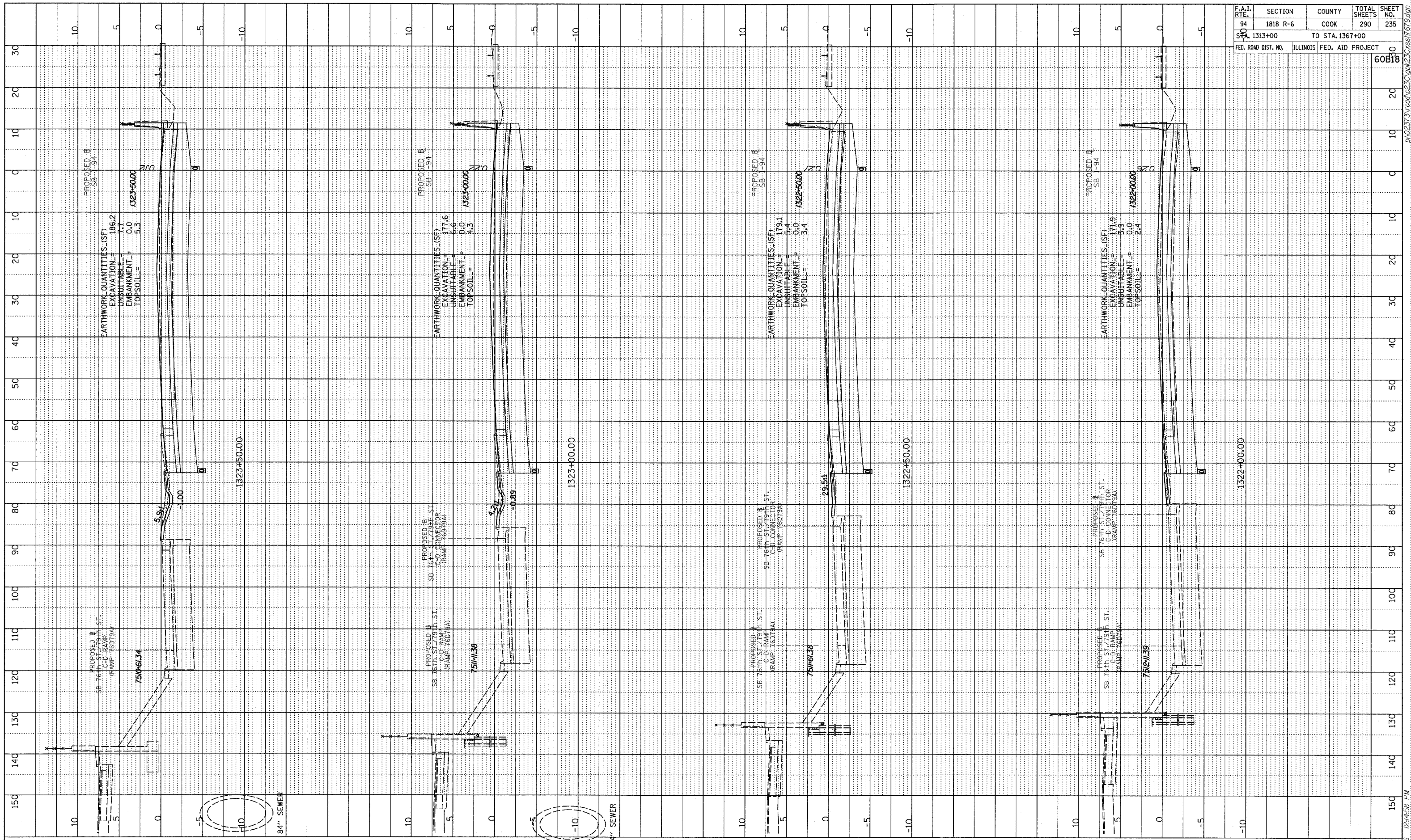


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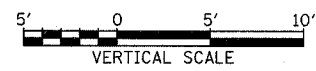
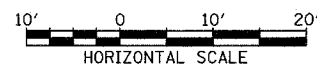
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 PLOTTED, CHECKED
 DATE NOTED
 NO. STRUCTURE NOTATIONS CIPED

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| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
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| STA. 1313+00 | TO STA. 1367+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | | | 60818 |



TYLIN INTERNATIONAL

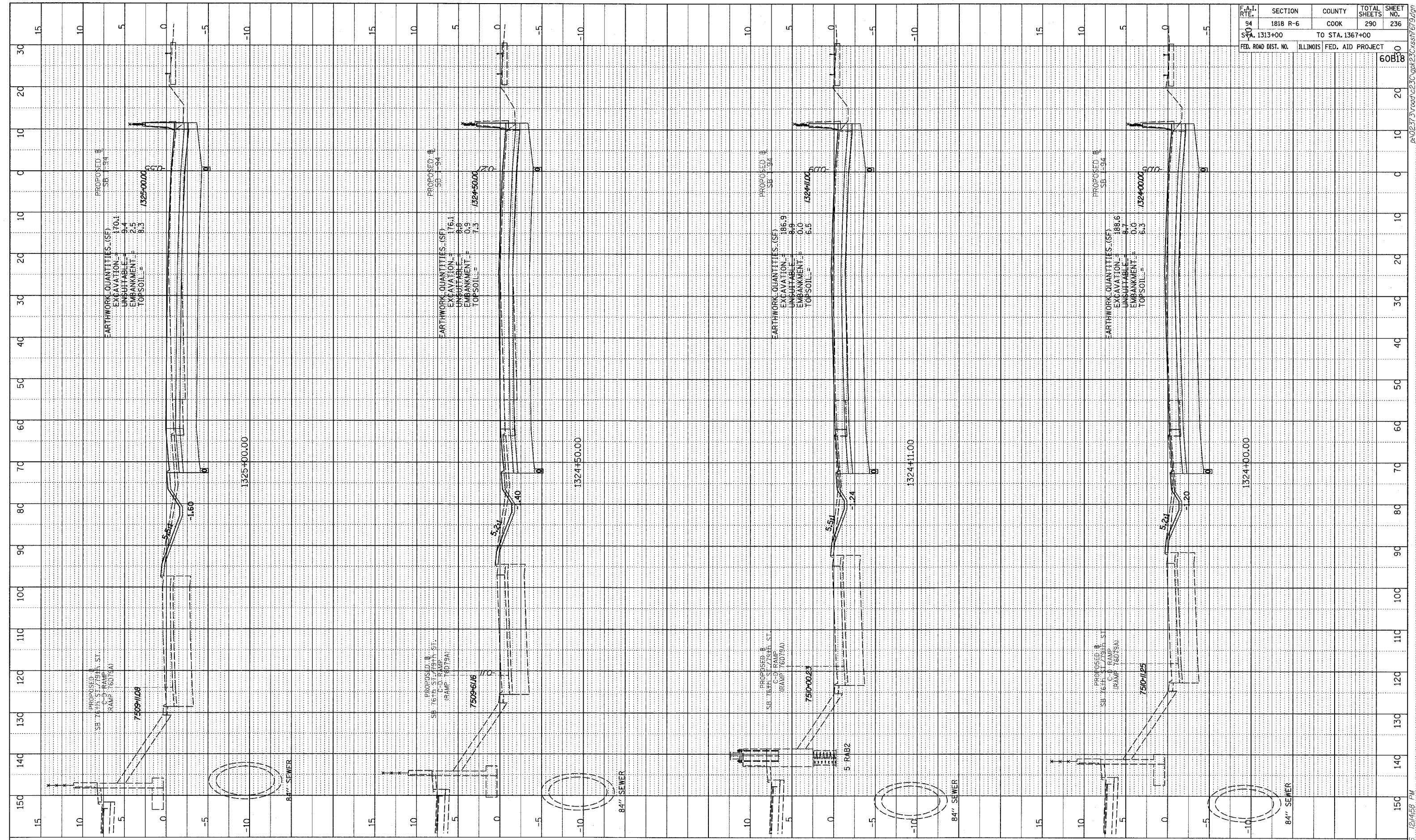


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1322+00 TO STA. 1323+50

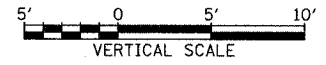
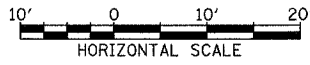
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DATE: _____
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 PROFILE SURVEYED _____
 PLOTTED & CHECKED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATION: CHRD

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| F.A.I. RTE. 94 | SECTION 1818 R-6 | COUNTY COOK | TOTAL SHEETS 290 | SHEET NO. 236 |
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| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | 60B18 | |



TYLIN INTERNATIONAL



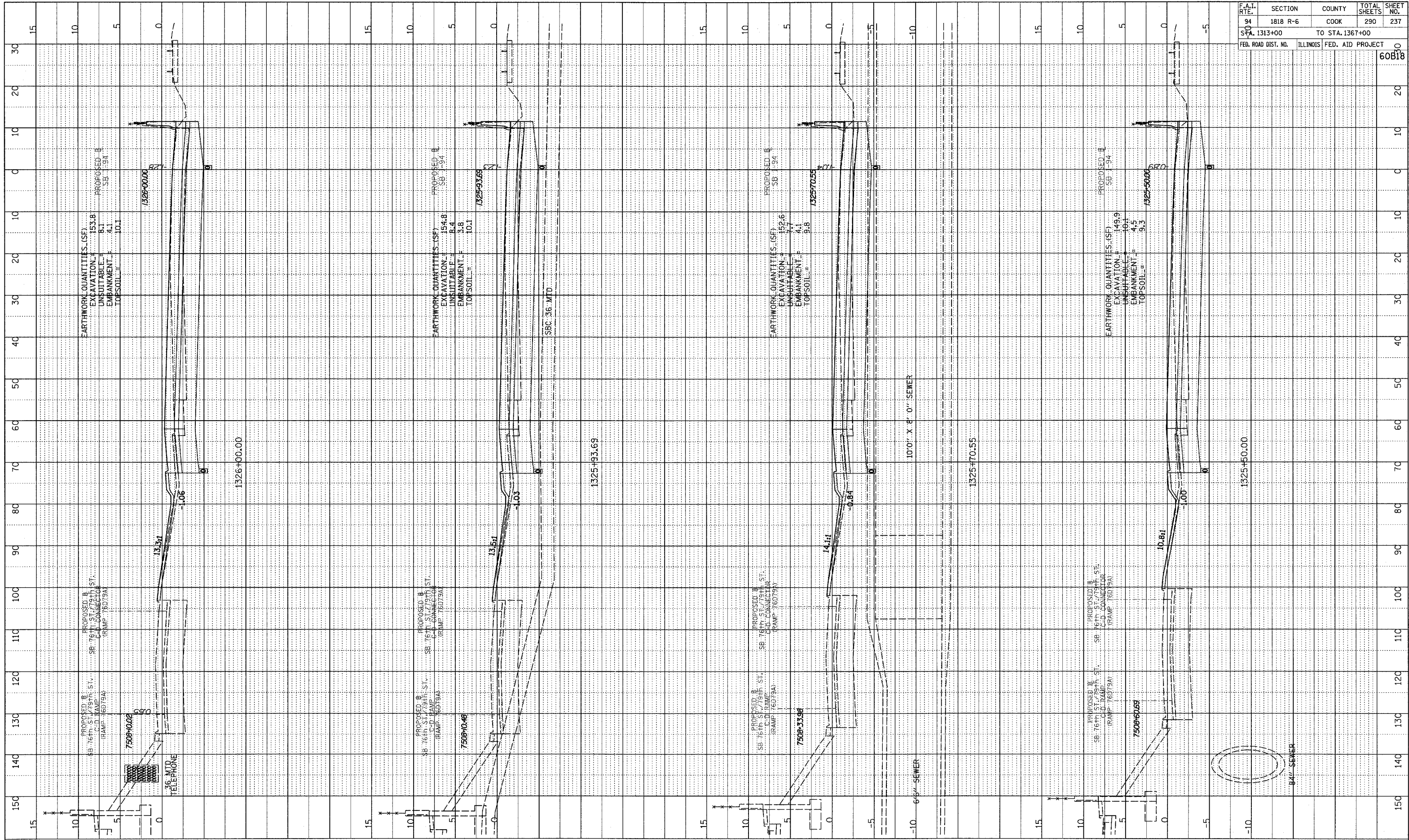
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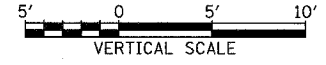
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 DRAWN BY: _____
 CHECKED BY: _____
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 STRUCTURE NO. _____

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|-----------------|------------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 237 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

60B18



TYLIN INTERNATIONAL

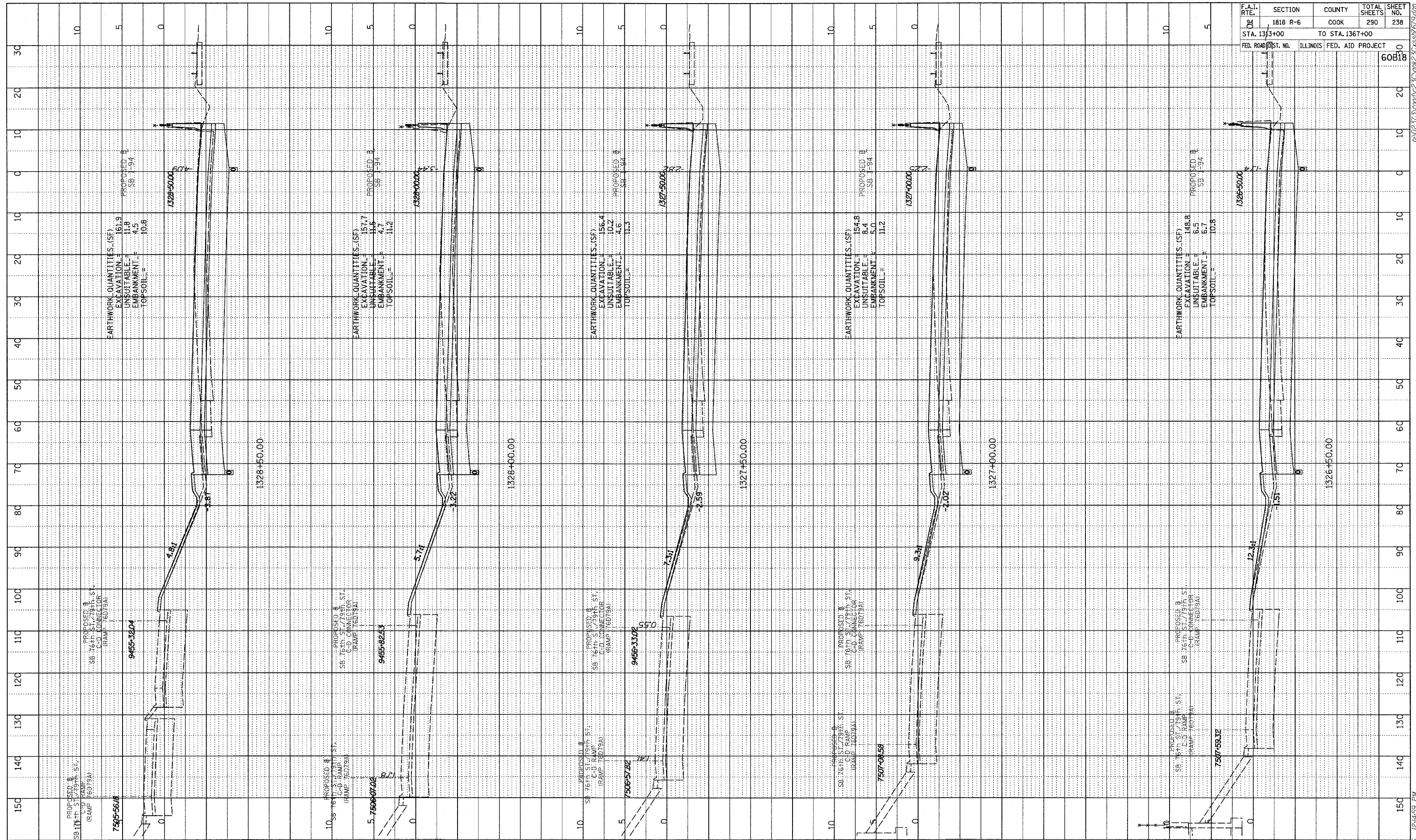


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1325+50 TO STA. 1326+00

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 B.M. AND I.D. CHECKED
 GRADES CHECKED
 STRUCTURE NOTATIONS CHKD
 NO.

| | | | | |
|---------------------|---------------------------|-----------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 238 |
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| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | 60B18 | |



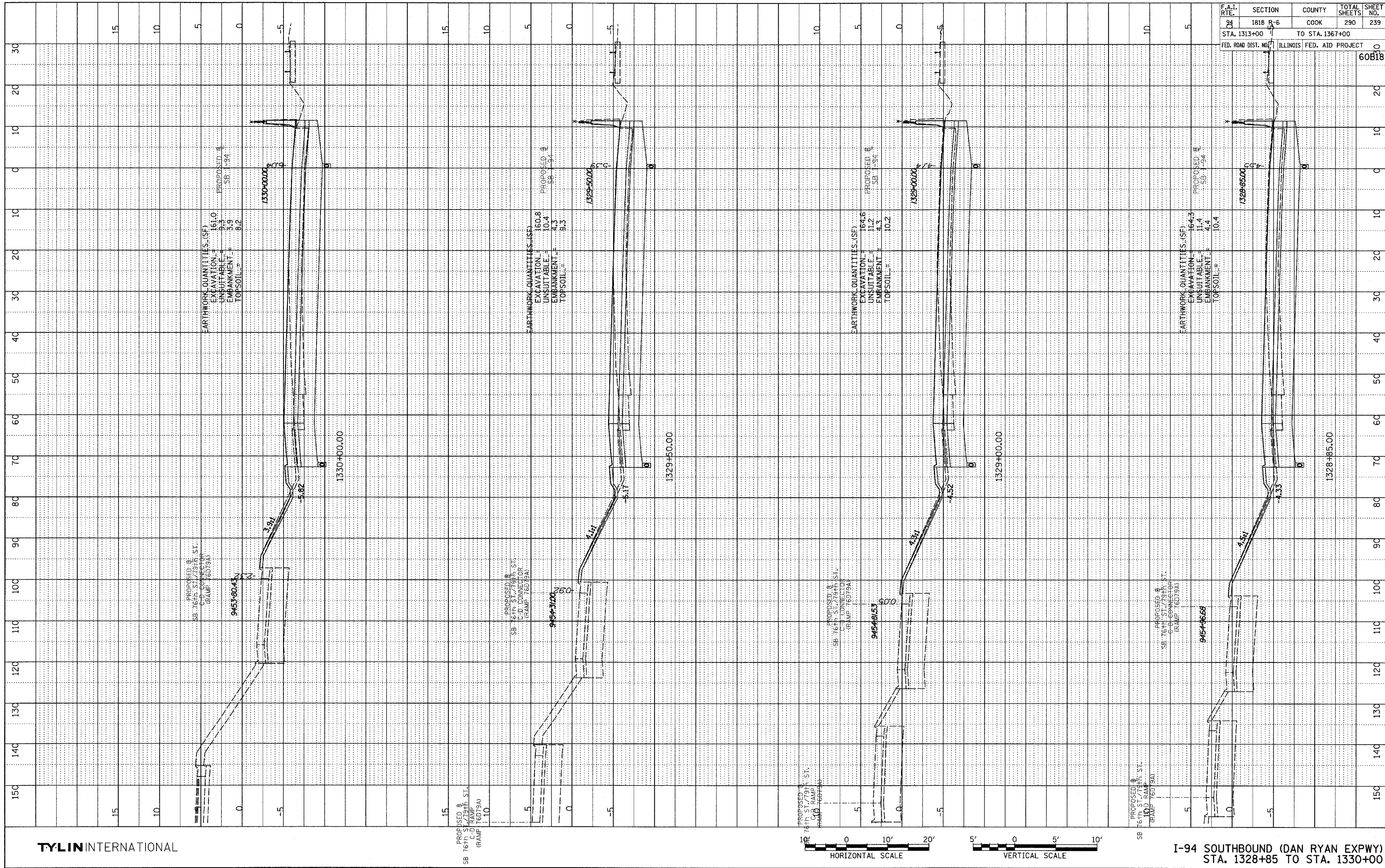
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
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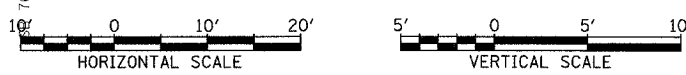
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DATE: _____
 BY: _____
 CHECKED: _____
 IN CHARGE: _____
 NO. _____
 STRUCTURE: _____
 STATUS: _____
 CDWD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 239 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | 60818 | | |

TYLIN INTERNATIONAL

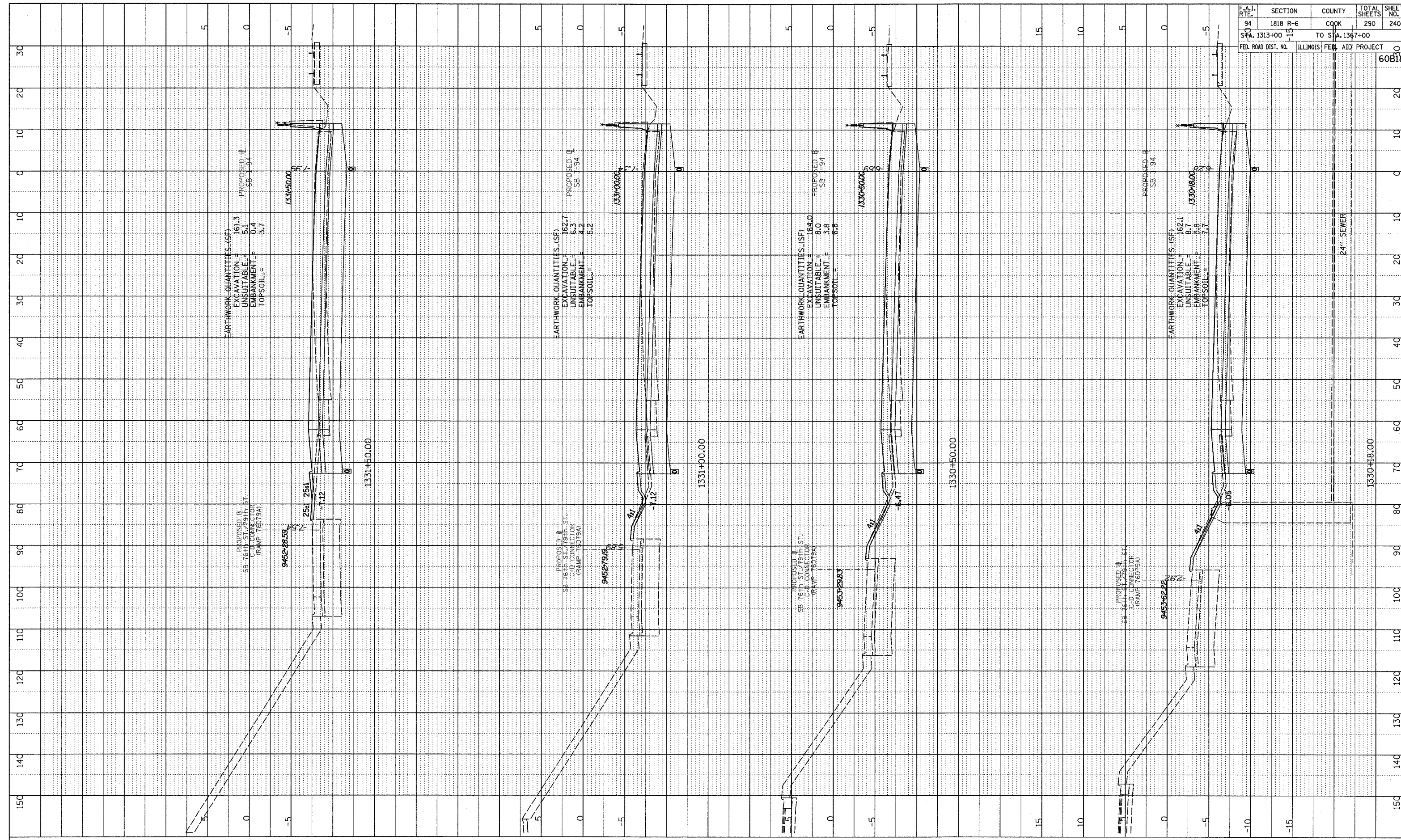


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1328+85 TO STA. 1330+00

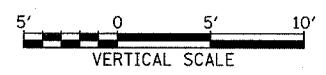
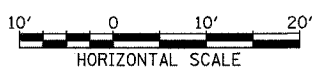
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PROFILE
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 CHECKED BY: []
 DATE: []
 PROJECT: []

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 240 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | 60B18 | | |



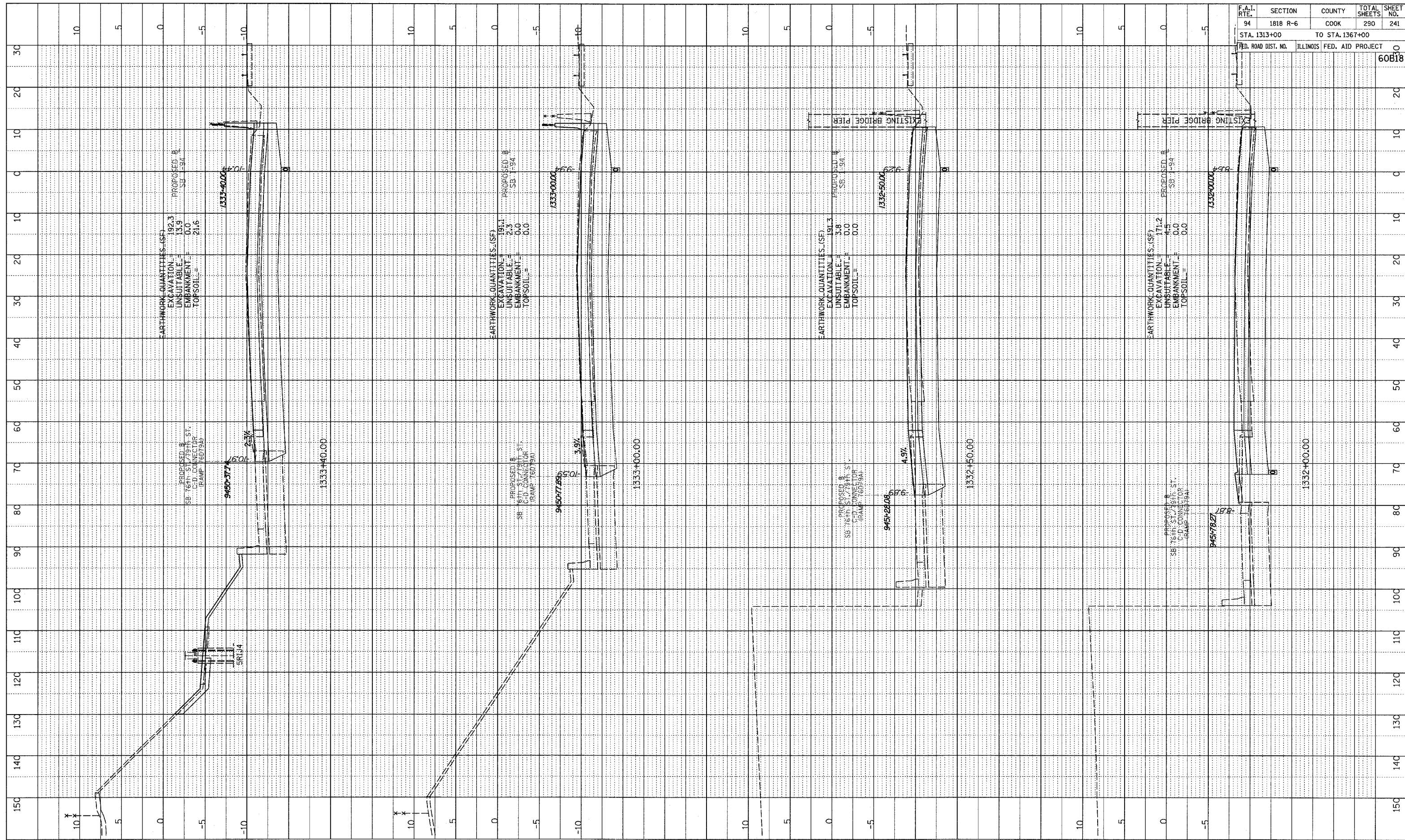
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1330+18 TO STA. 1331+50

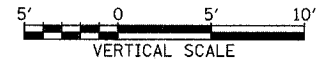
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PROFILE SURVEYED
 PLOTTED, CHECKED
 NOTE BOOK
 NO. _____ DATE NOTED
 STRUCTURE NOTATIONS CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 241 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | | | 60B18 |

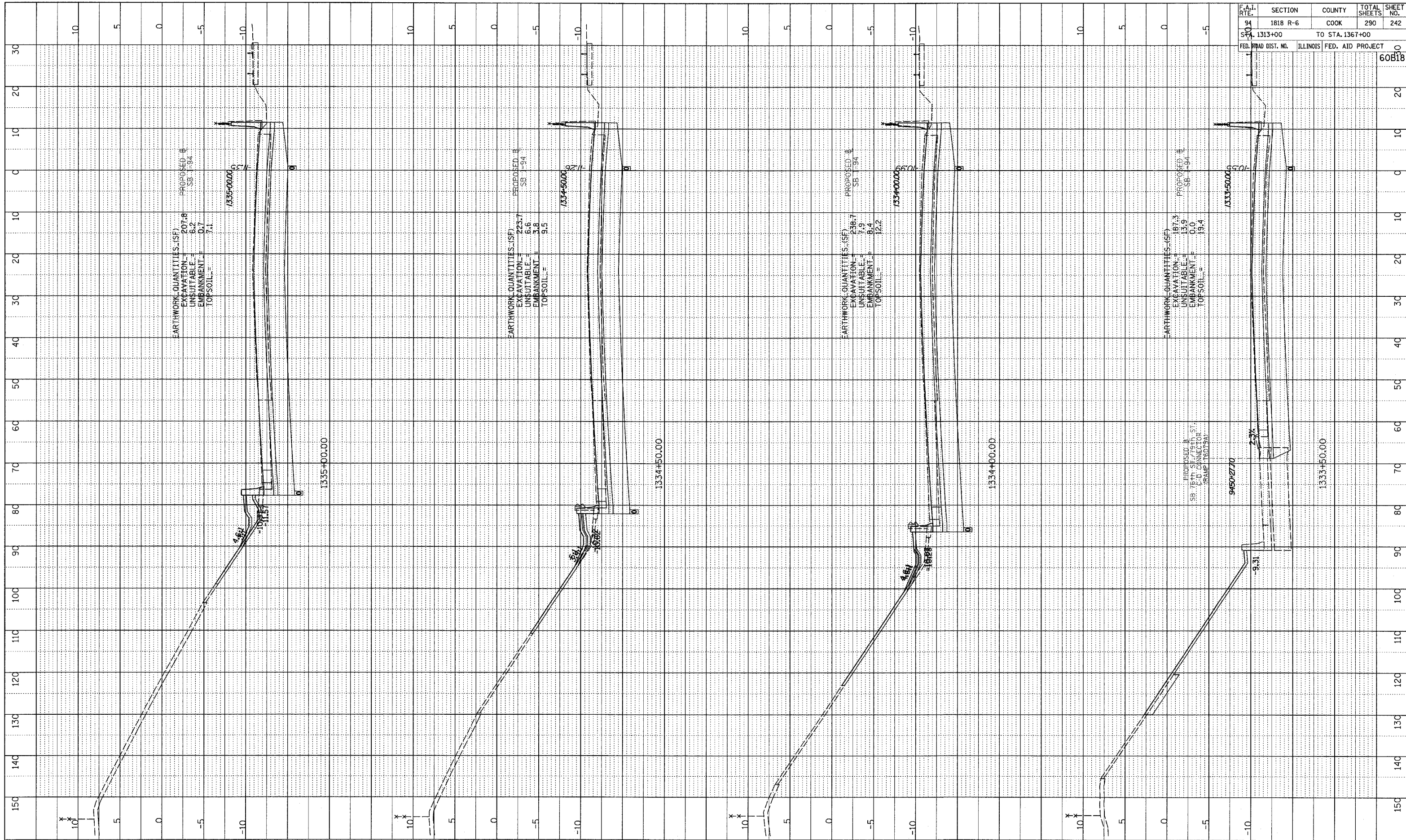
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1332+00 TO STA. 1333+40

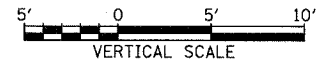
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DATE: _____
 PROFILE: _____
 REVIEWED: _____
 PLOTTED: _____
 NOTE BOOK: _____
 NO. _____
 STRUCTURE: _____
 STATUS: _____
 CHRD: _____



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 242 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | 60818 |

TYLIN INTERNATIONAL

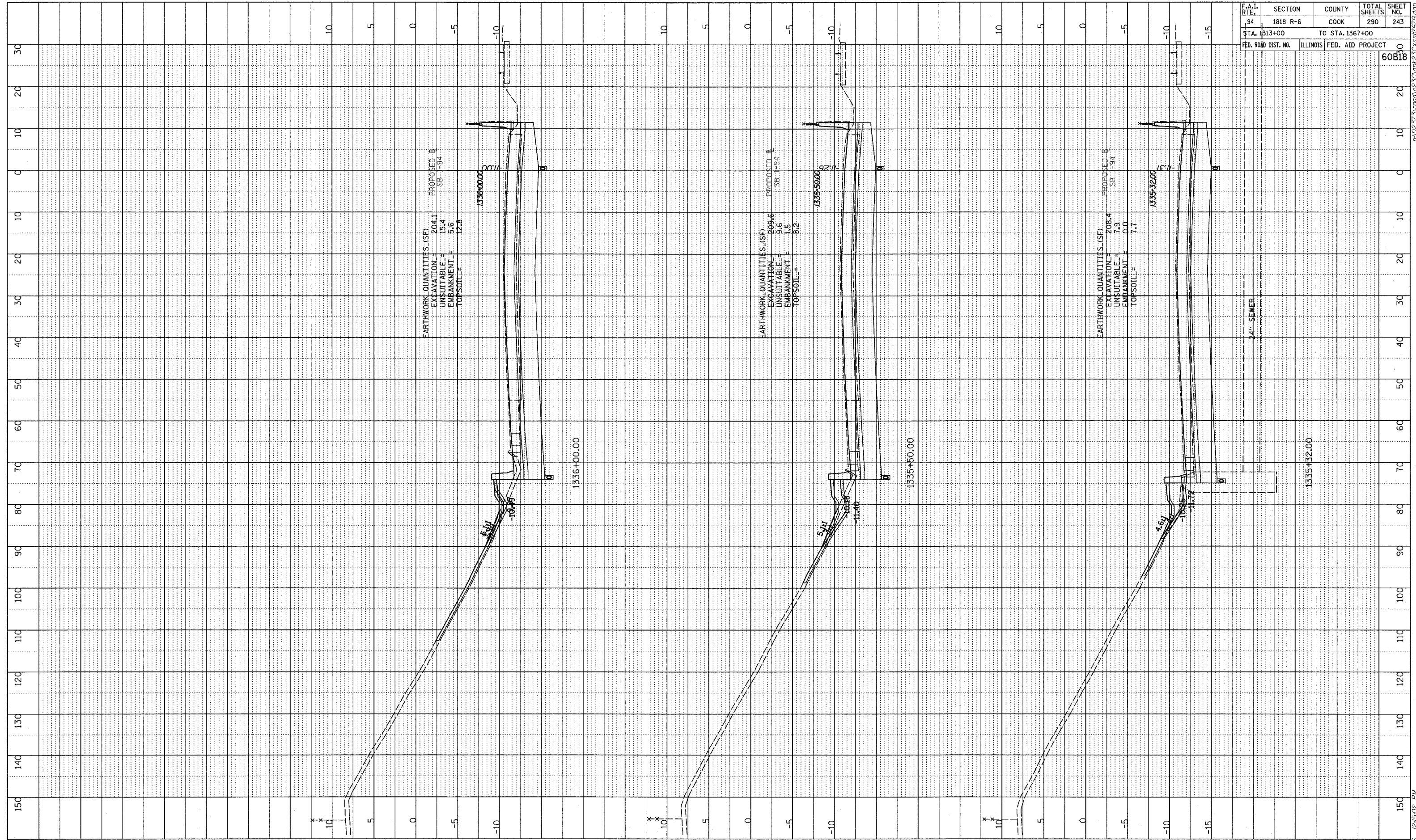


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1333+50 TO STA. 1335+00

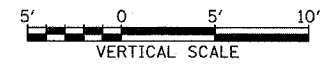
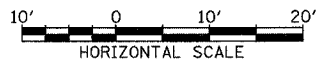
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SURVEYED
 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS DFPD
 NO.

| | | | | |
|---------------------|---------------------------|-----------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 243 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | 60B18 | |



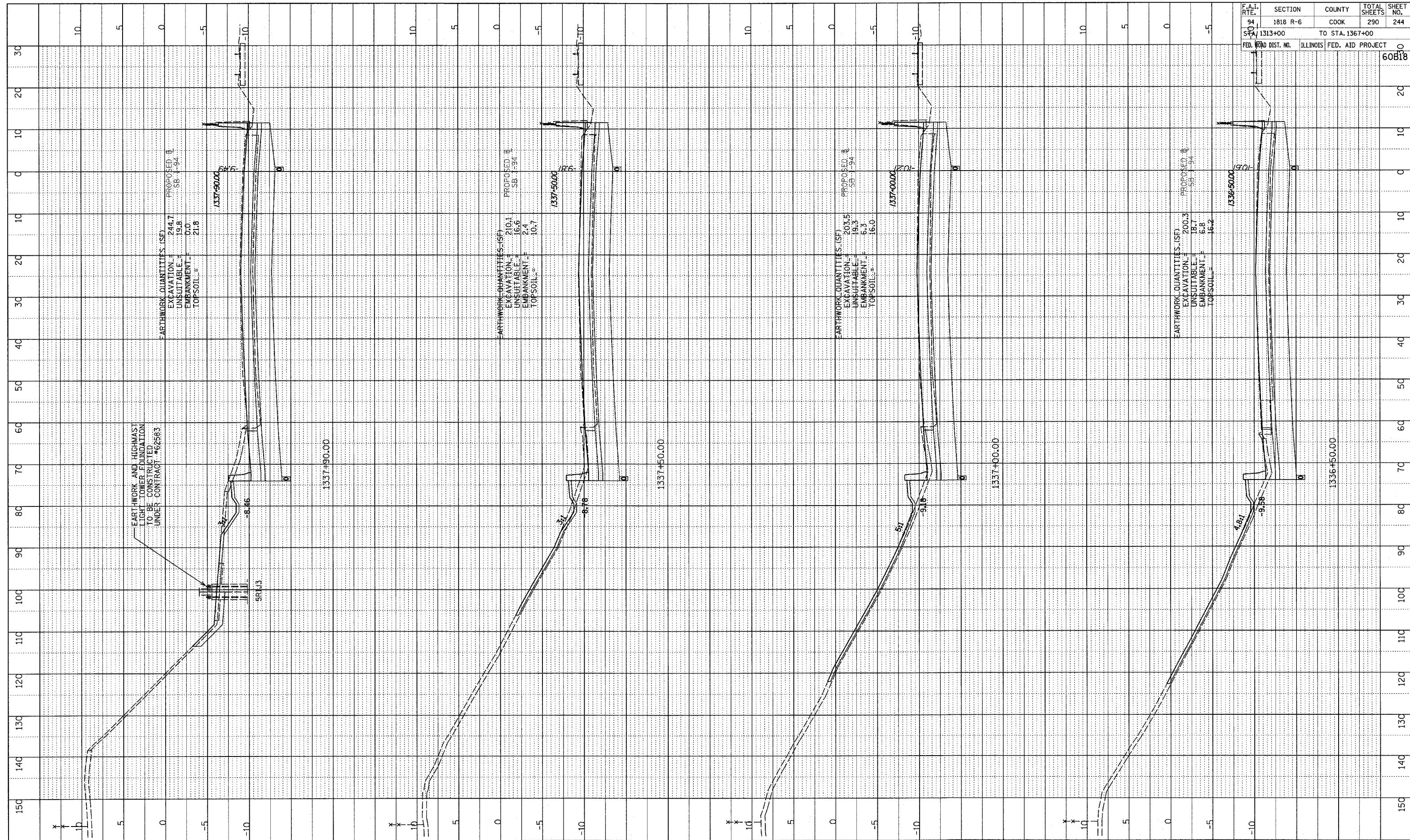
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1335+32 TO STA. 1336+00

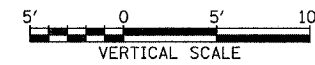
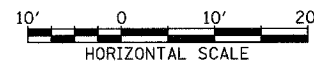
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PROFILE SURVEYED
 PLOTTED
 CHECKED
 NOTE BOOK
 B.M. NOTED
 NO. _____
 STRUCTURE NOTATIONS CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|--------------------|-----------------|------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 244 |
| STA. 1313+00 | TO STA. 1367+00 | | | |
| FED. AID DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | | | 60B18 |

TYLIN INTERNATIONAL

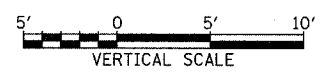
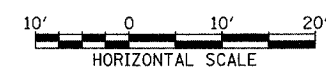
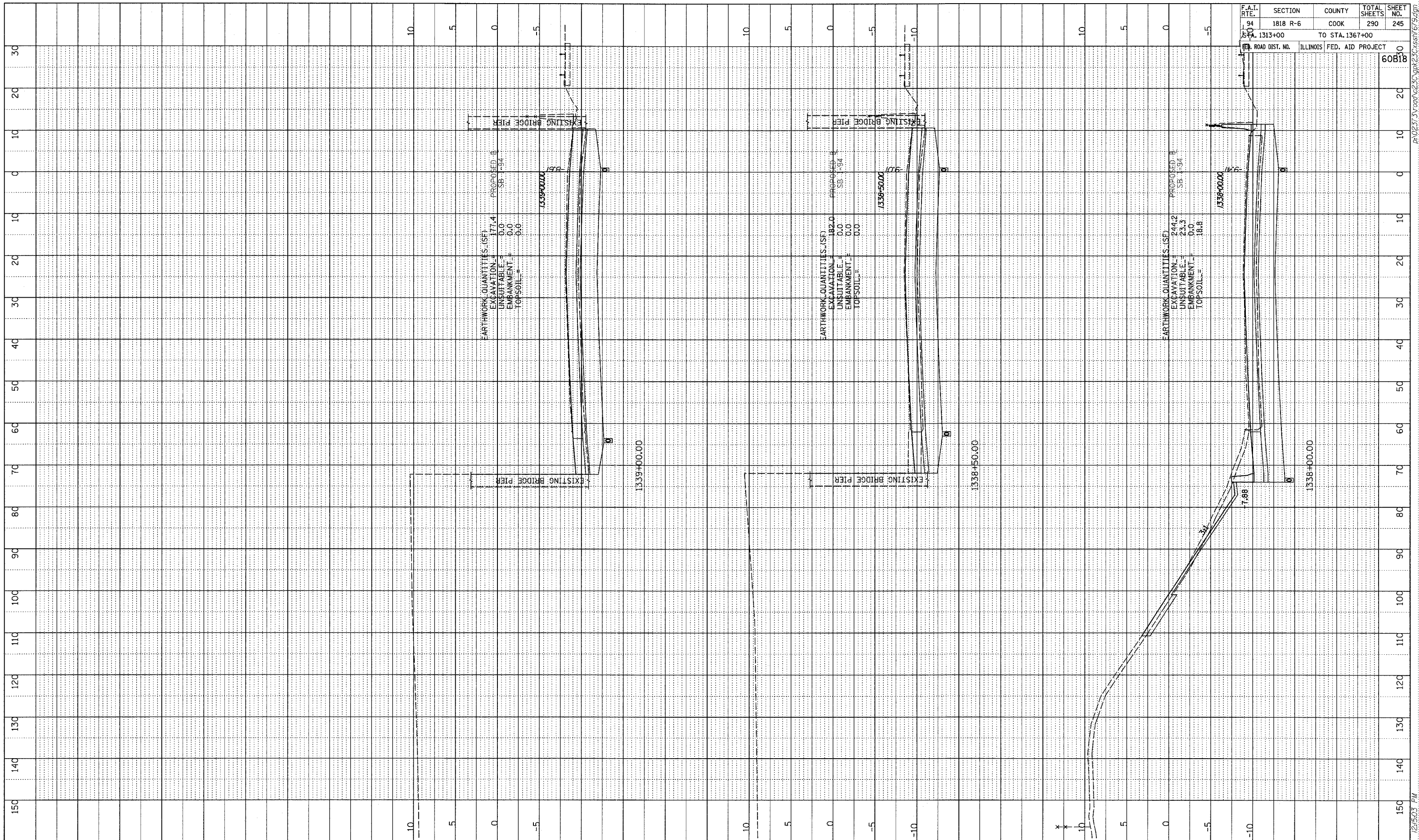


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1336+50 TO STA. 1337+90

02/27/2006 12:50:2 PM R:\02\3\road\230\gpk230\ksh1679.dgn

PROFILE SURVEYED _____
 PLOTTED / CHECKED _____
 NOTE BOOK / BAA NOTED _____
 NO. / STRUCTURE NOTATIONS / CRWD

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------|-----------------|---------------------------|--------------|-----------|
| I-94 | 1818 R-6 | COOK | 290 | 245 |
| STA. 1313+00 | TO STA. 1367+00 | | | |
| ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | | | 60B18 |



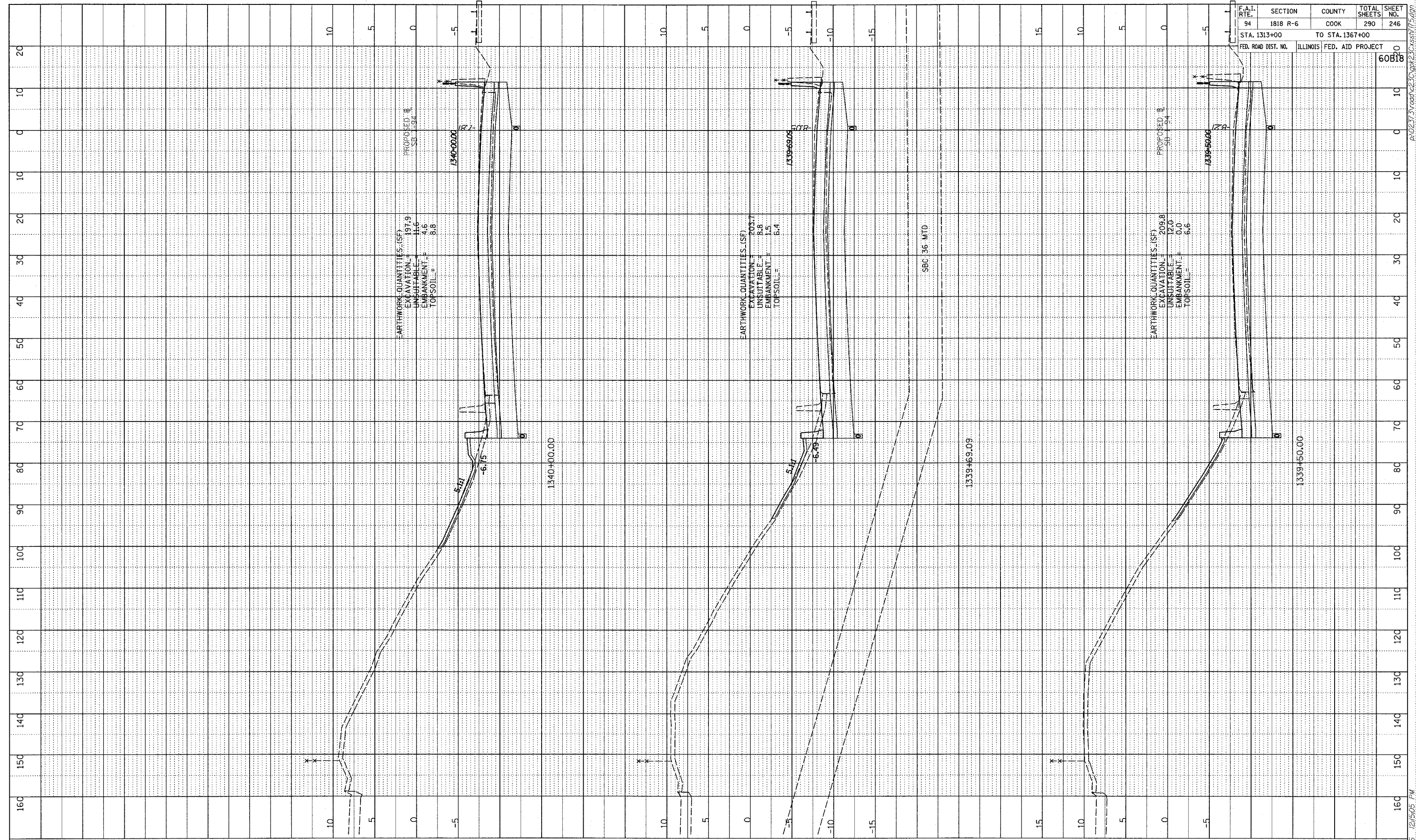
TYLIN INTERNATIONAL

I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1338+00 TO STA. 1339+00

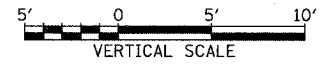
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PROFILE
 SURVEYED
 PLOTTED
 CHECKED
 DATE
 NO.
 STRUCTURE NOTATION
 NO.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 246 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | | | 60818 |



TYLIN INTERNATIONAL

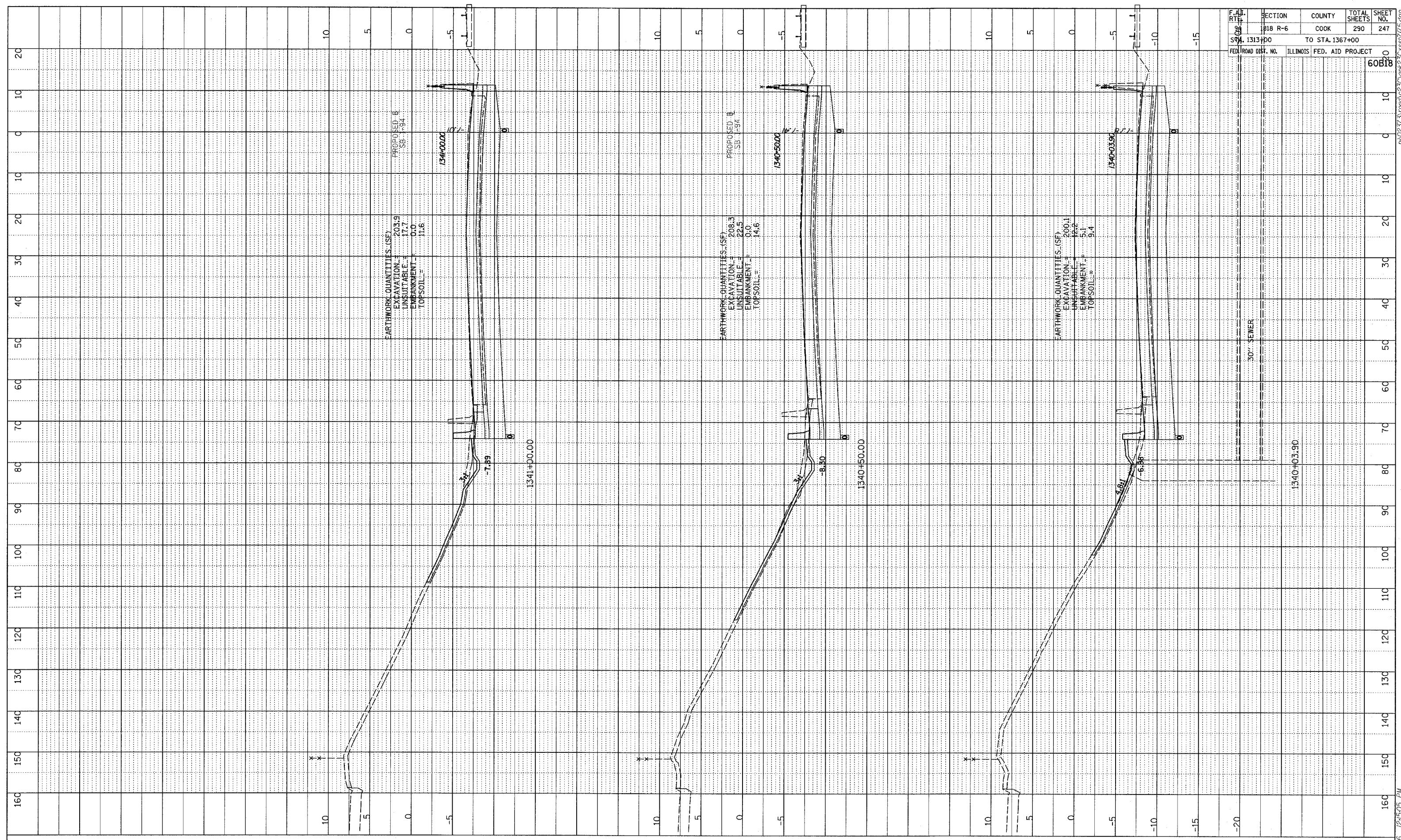


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1339+50 TO STA. 1340+00

02/27/2006 12:50:05 PM P:\0227\road\230\p1230\p1230.dgn

SURVEYED
 GRADES CHECKED
 B.M. NOTED
 STRUCTURE NOTATIONS OK'D
 NO.

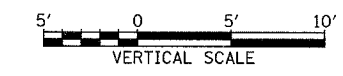
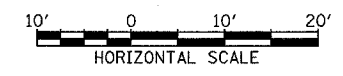
PROF. ILL.
 NOTE BOOK
 NO.



| F.A. RT. # | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 247 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

60B18

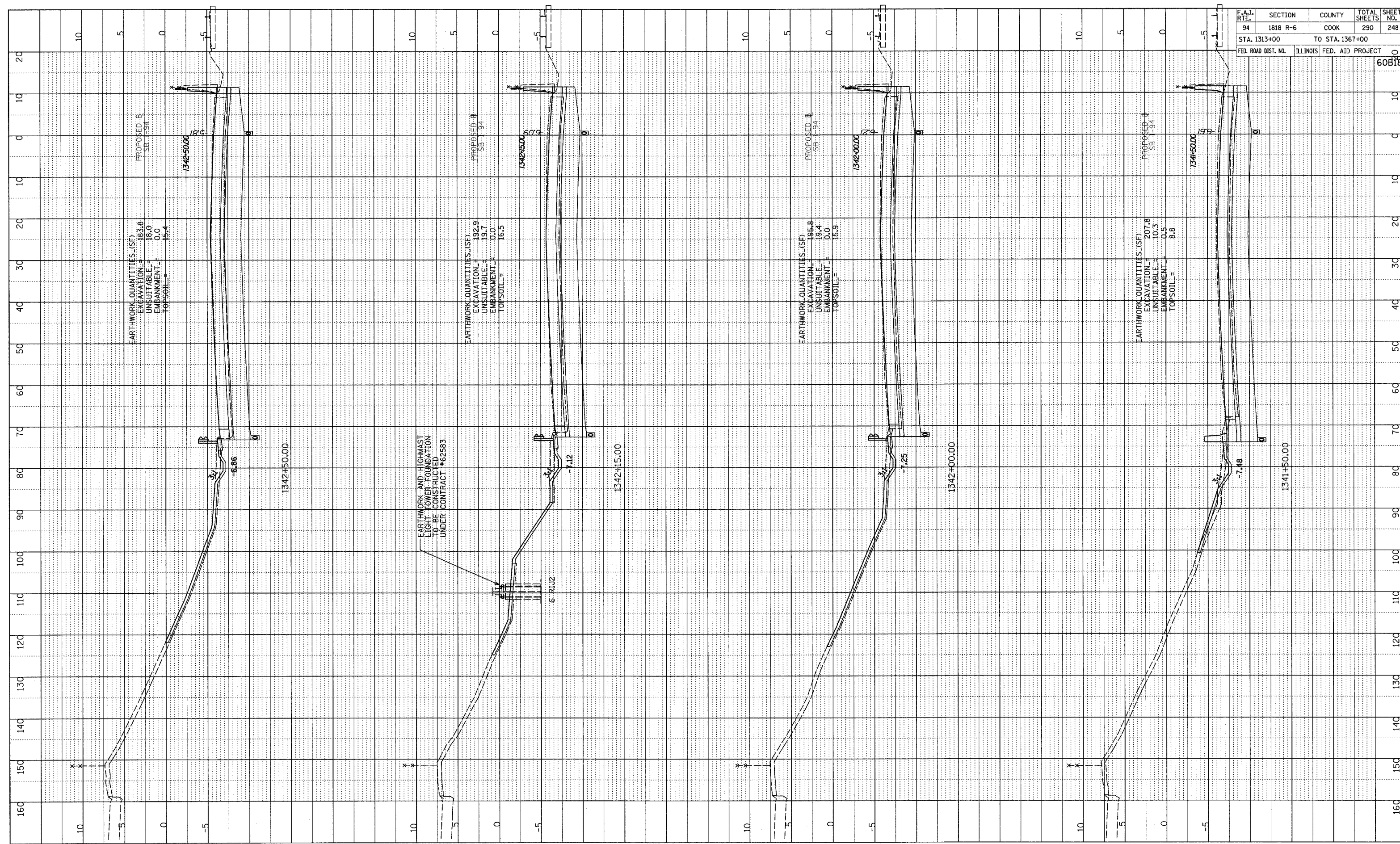
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1340+03.90 TO STA. 1341+00

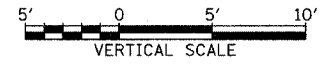
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PROFILE SURVEYED
 PLOTTED
 CHECKED
 NOTE BOOK
 BAL. NOTED
 NO. _____
 STRUCTURE NOTATIONS CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------------------------|-----------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 248 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | 60818 | |

TYLIN INTERNATIONAL

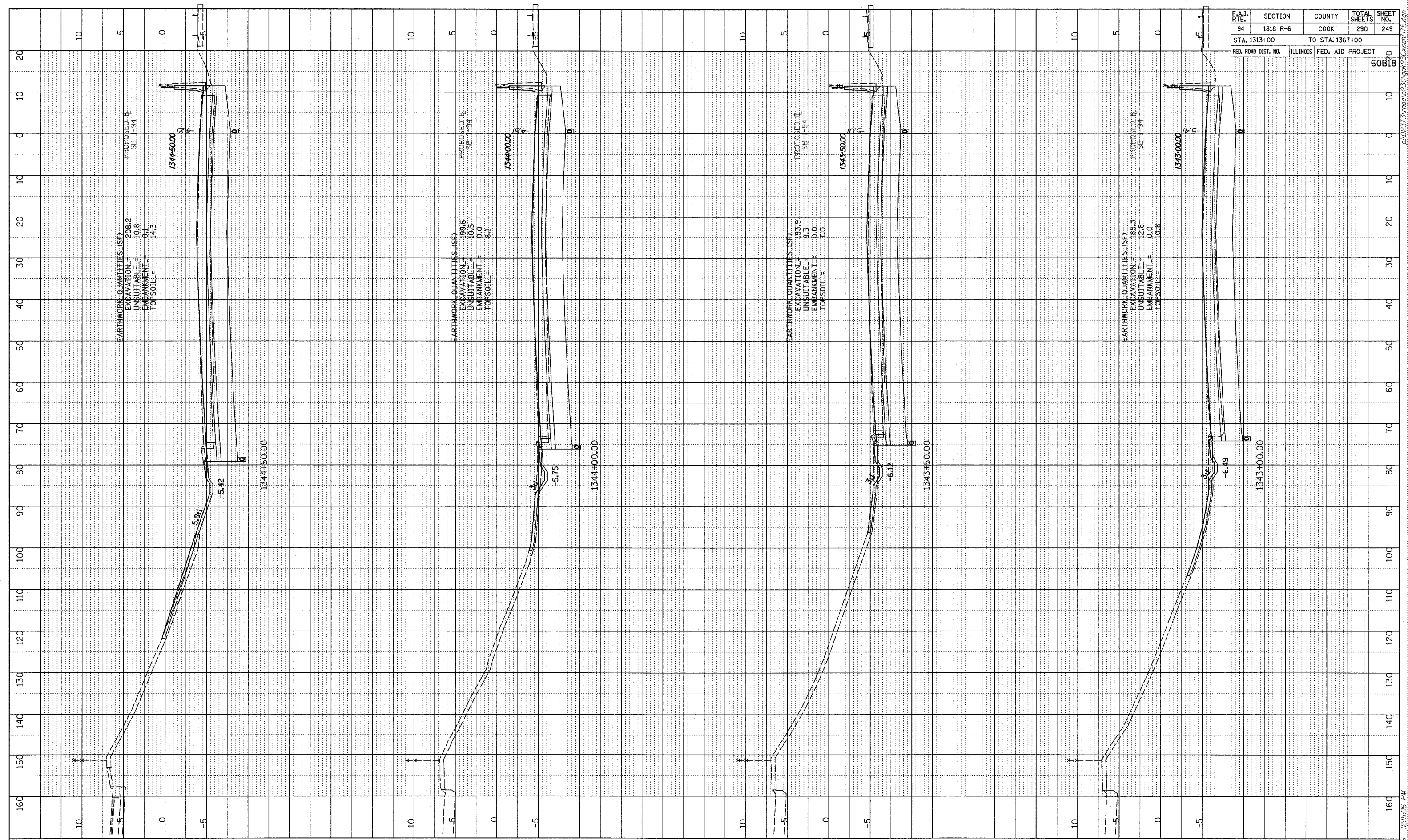


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1341+50 TO STA. 1342+50

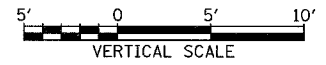
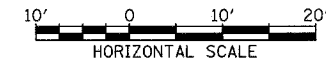
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PROFILE SUBMITTED BY: []
 PLOTTED, CHECKED BY: []
 DATE: []
 NO. []
 STRUCTURE NOTATION: CHRD

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 249 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| | | 60818 | | |



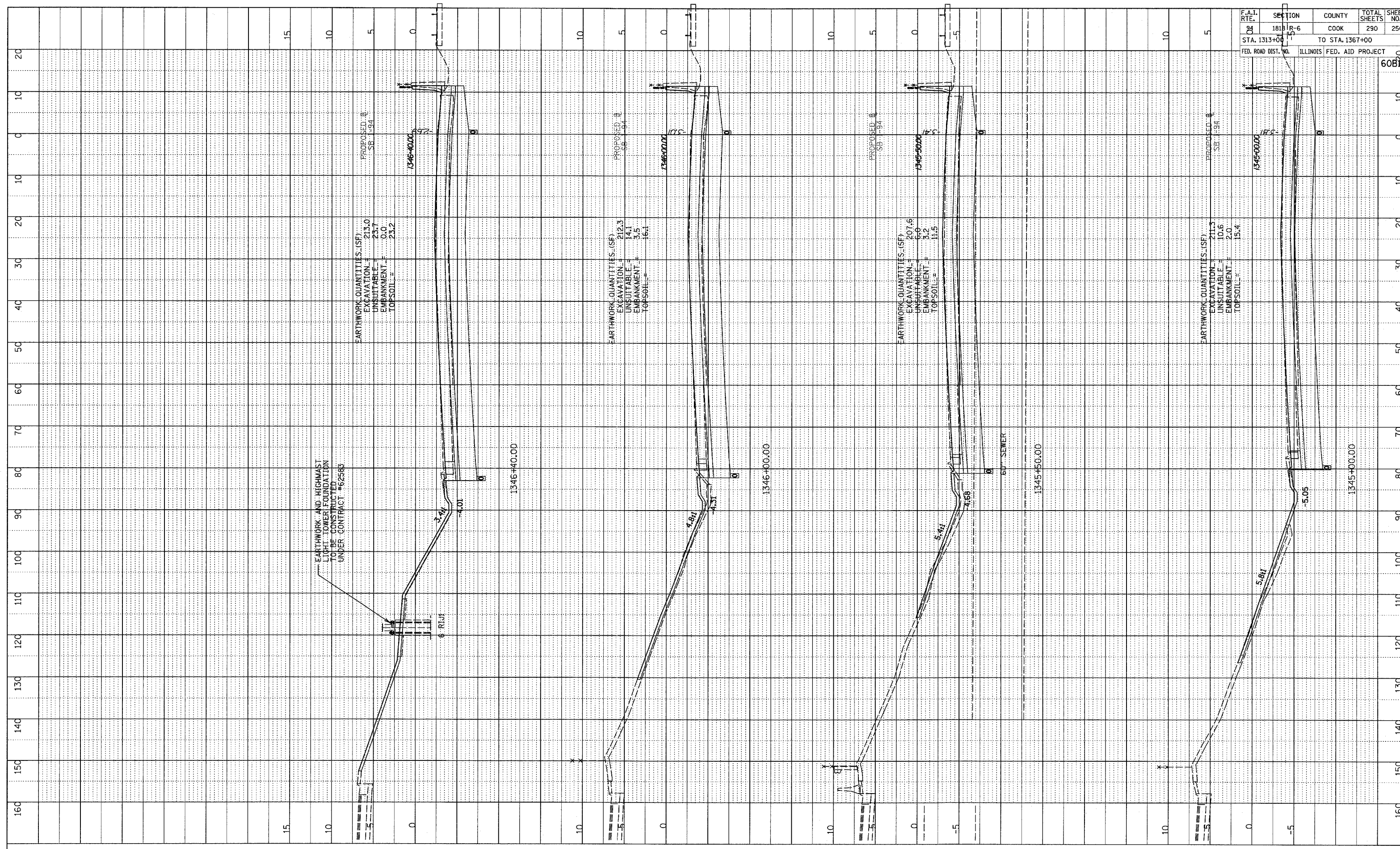
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1343+00 TO STA. 1344+50

02/27/2006 12:50:06 PM P:\0227\3\road\6253\gpk2\3\ssst175.dgn

SURVEYED
 GRADES CHECKED
 B.M. NOTED
 STRUCTURE NOTATIONS OK'D
 NO. _____



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 213.0
 UNSUITABLE = 23.7
 EMBANKMENT = 0.0
 TOPSOIL = 23.2

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 212.3
 UNSUITABLE = 14.1
 EMBANKMENT = 3.5
 TOPSOIL = 16.1

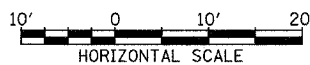
EARTHWORK QUANTITIES (SF)
 EXCAVATION = 207.6
 UNSUITABLE = 5.0
 EMBANKMENT = 3.2
 TOPSOIL = 11.5

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 211.3
 UNSUITABLE = 10.6
 EMBANKMENT = 2.0
 TOPSOIL = 15.4

EARTHWORK AND HIGHMAST
 LIGHT TOWER FOUNDATION
 TO BE CONSTRUCTED
 UNDER CONTRACT #62585

6' RIUF

60" SEWER



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 250 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | 60B18 | | |

TYLIN INTERNATIONAL

I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1345+00 TO STA. 1346+40

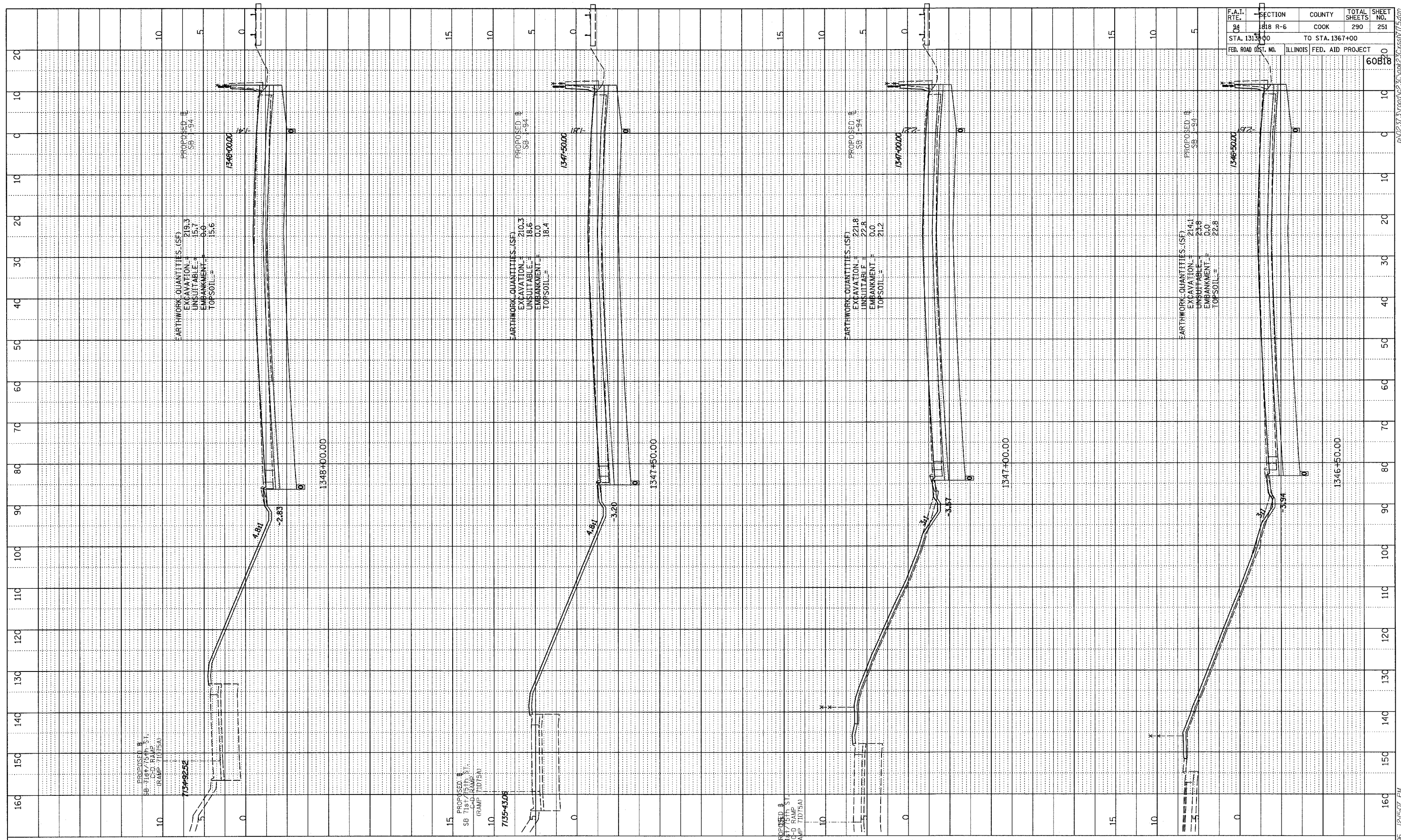
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SURVEYED
 GRADES CHECKED
 B.M. NOTED
 STRUCTURE NOTING OK'D
 NO.

PROF. ILL.
 NOTE BOOK
 NO.

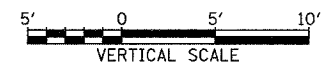
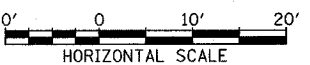
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 251 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |

60B18



TYLIN INTERNATIONAL

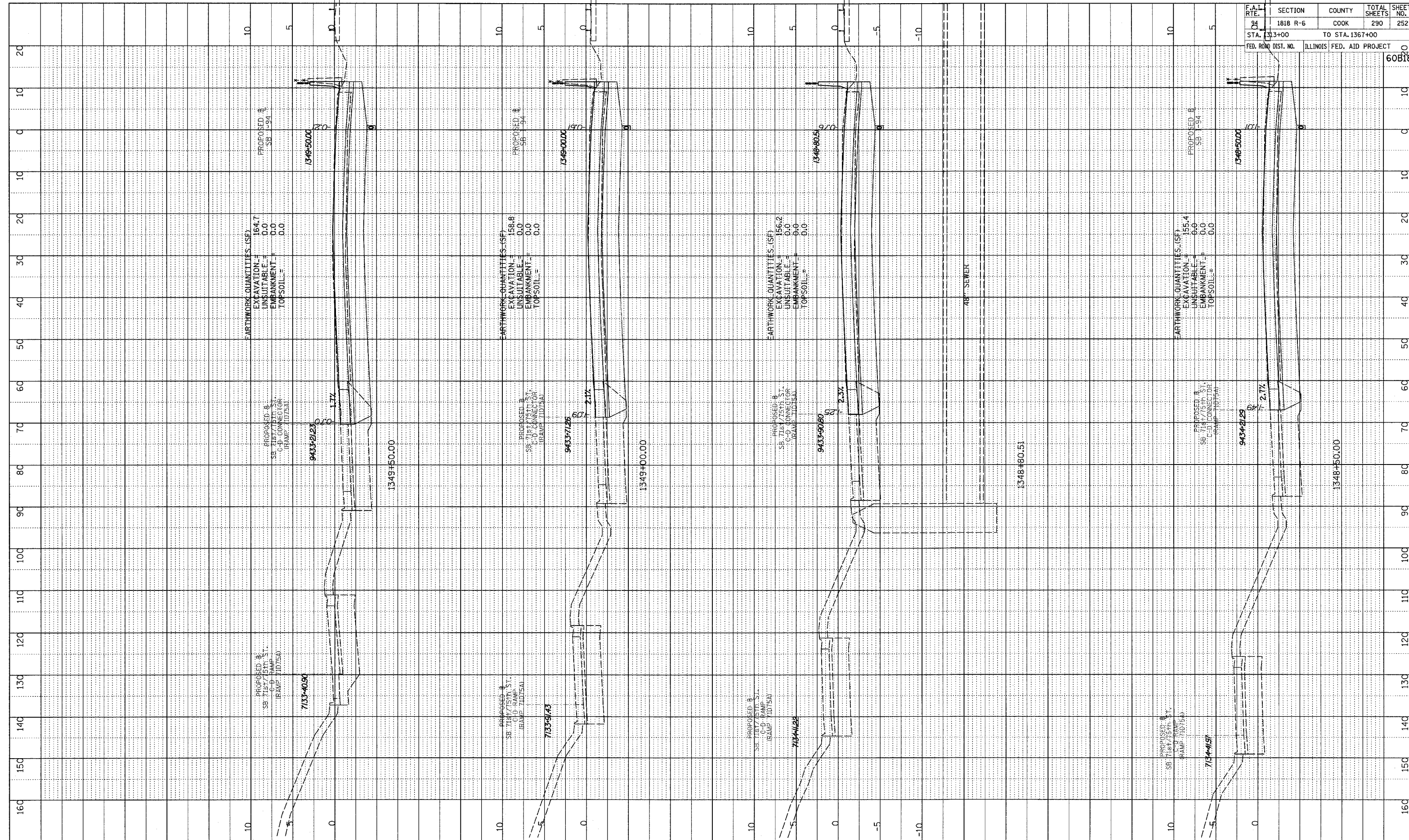
PROPOSED B
 SB 71st/75th St.
 C-D RAMP
 (RAMP 71075A)



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1346+50 TO STA. 1348+00

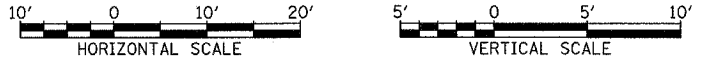
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| F.A.L. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 252 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | 60B18 | | |



PROFILE
 NO. _____
 DATE _____
 DRAWN BY _____
 CHECKED BY _____
 STRUCTURE NOTATIONS CHFD

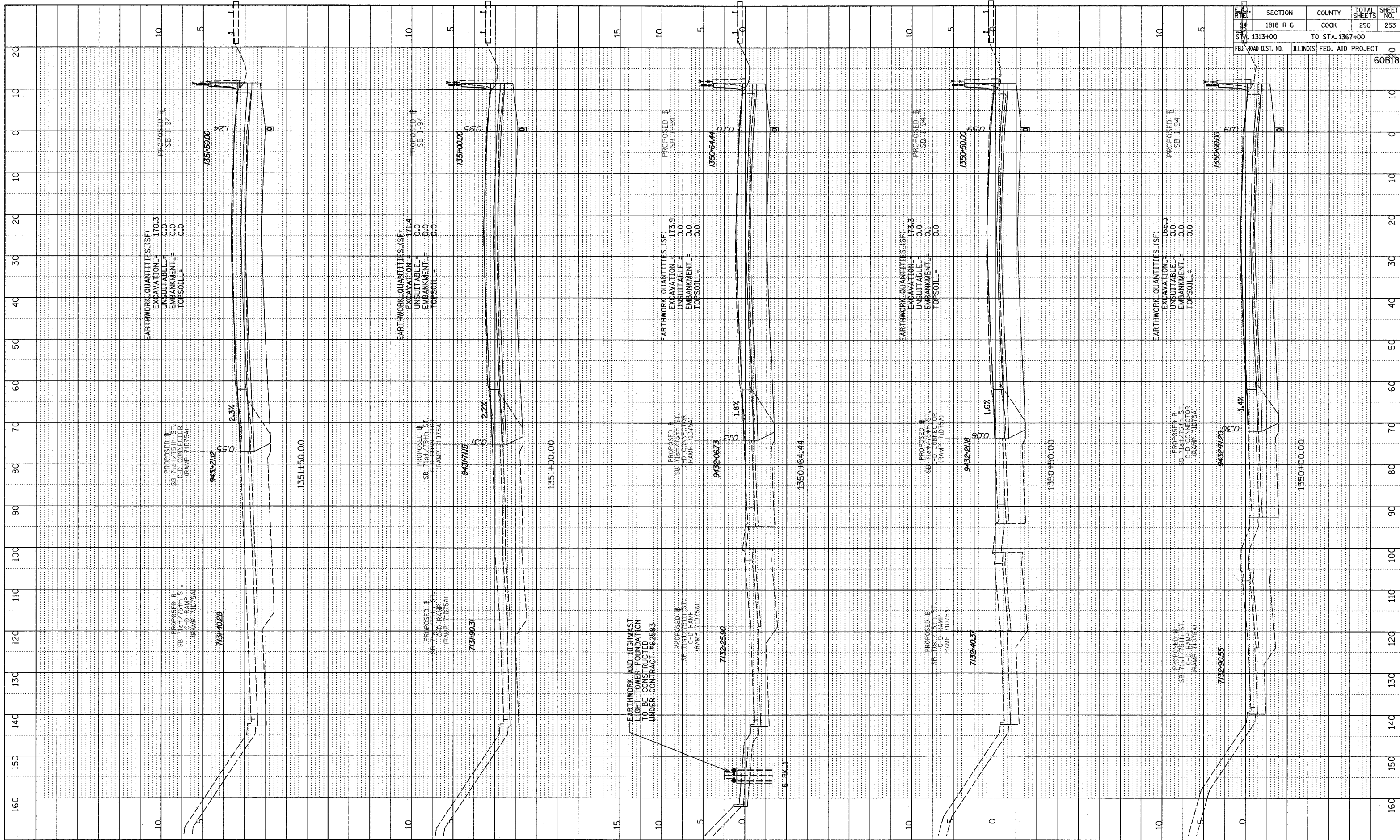
TYLINT INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1348+50 TO STA. 1349+50

02/27/2006 12:50:07 PM P:\02\27\2006\23\Drawk\230\k230.dwg

DATE: _____
 SURVEYED BY: _____
 PLOTTED BY: _____
 CHECKED BY: _____
 NO. _____
 STRUCTURE NOTATION: CRD



| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------|--------|--------------|-----------|
| 1818 R-6 | COOK | 290 | 253 |

FROM STA. 1313+00 TO STA. 1367+00
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT 60818

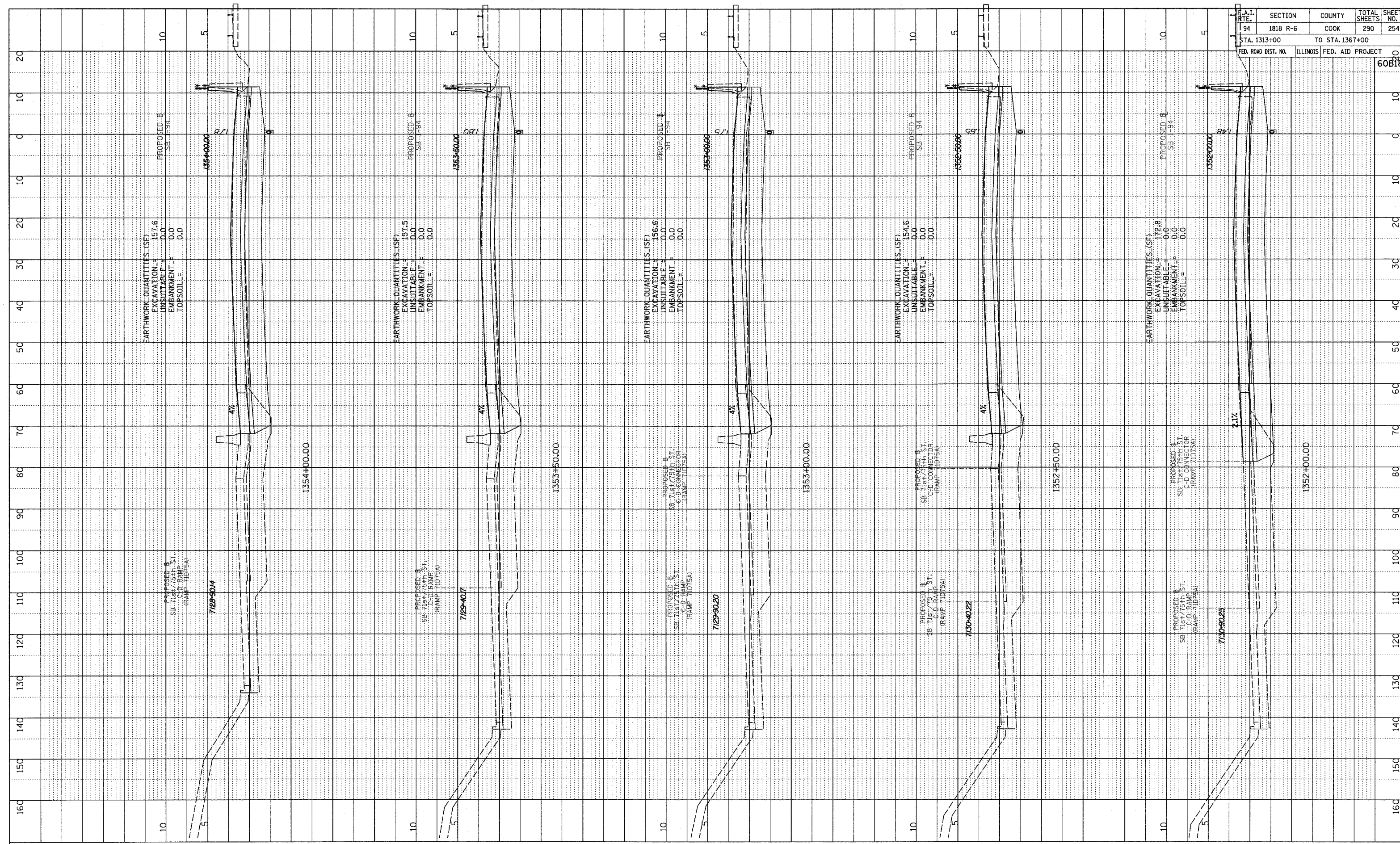
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1350+00 TO STA. 1351+50

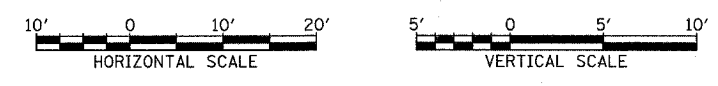
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PROFILE SUBMITTED
 PLOTTED
 CHECKED
 NOTE BOOK
 NO. STRUCTURE NOTATIONS CHFD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|-----------------|------------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 254 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |
| | | | | 60B18 |

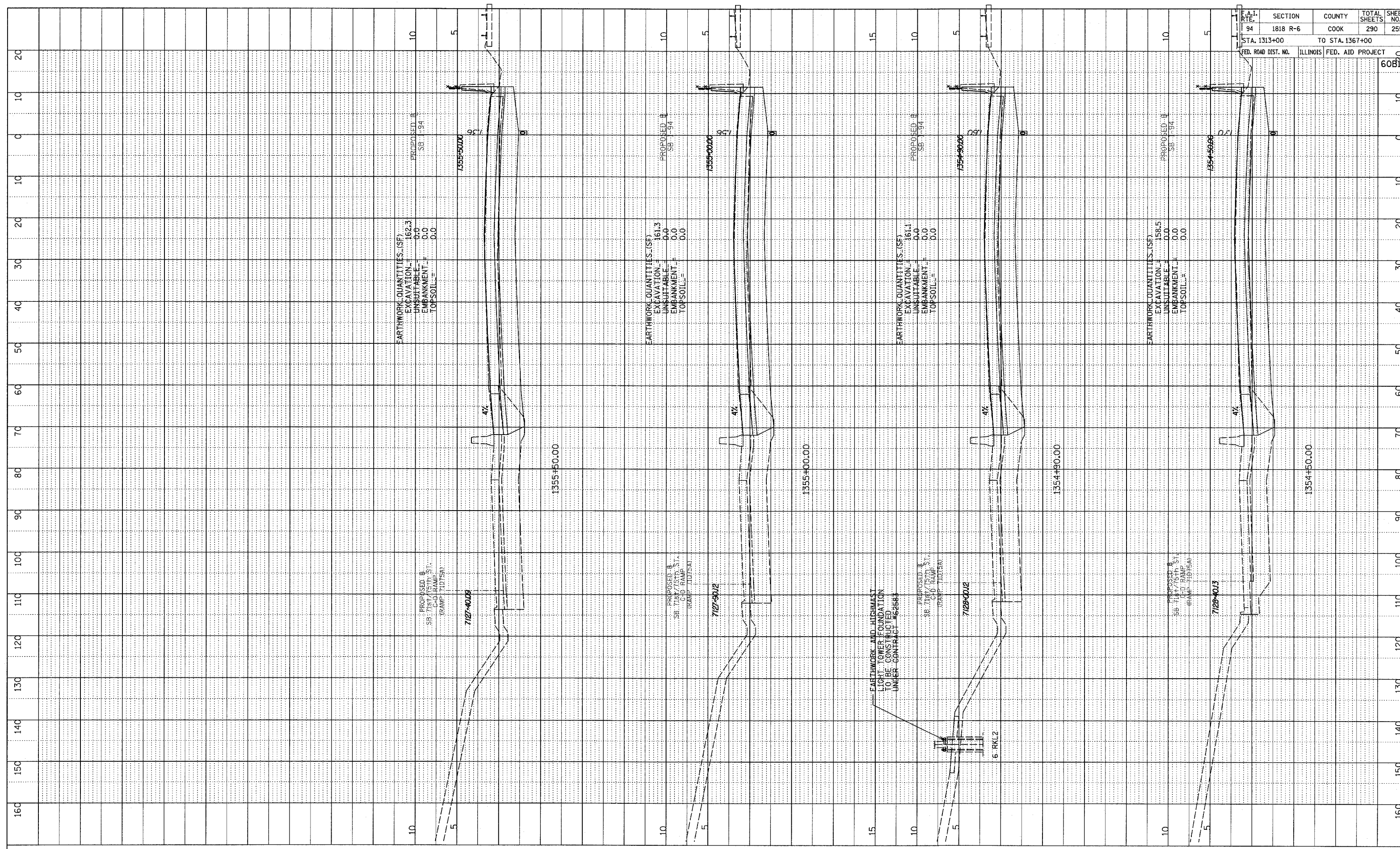
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1352+00 TO STA. 1354+00

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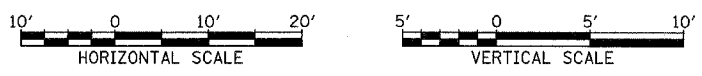
PROFILE SURVEYED
 B.M. NOTED
 GRADES CHECKED
 STRUCTURE NOTATIONS CORRD
 NO.



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------|--------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 255 |

STA. 1313+00 TO STA. 1367+00
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
60B18

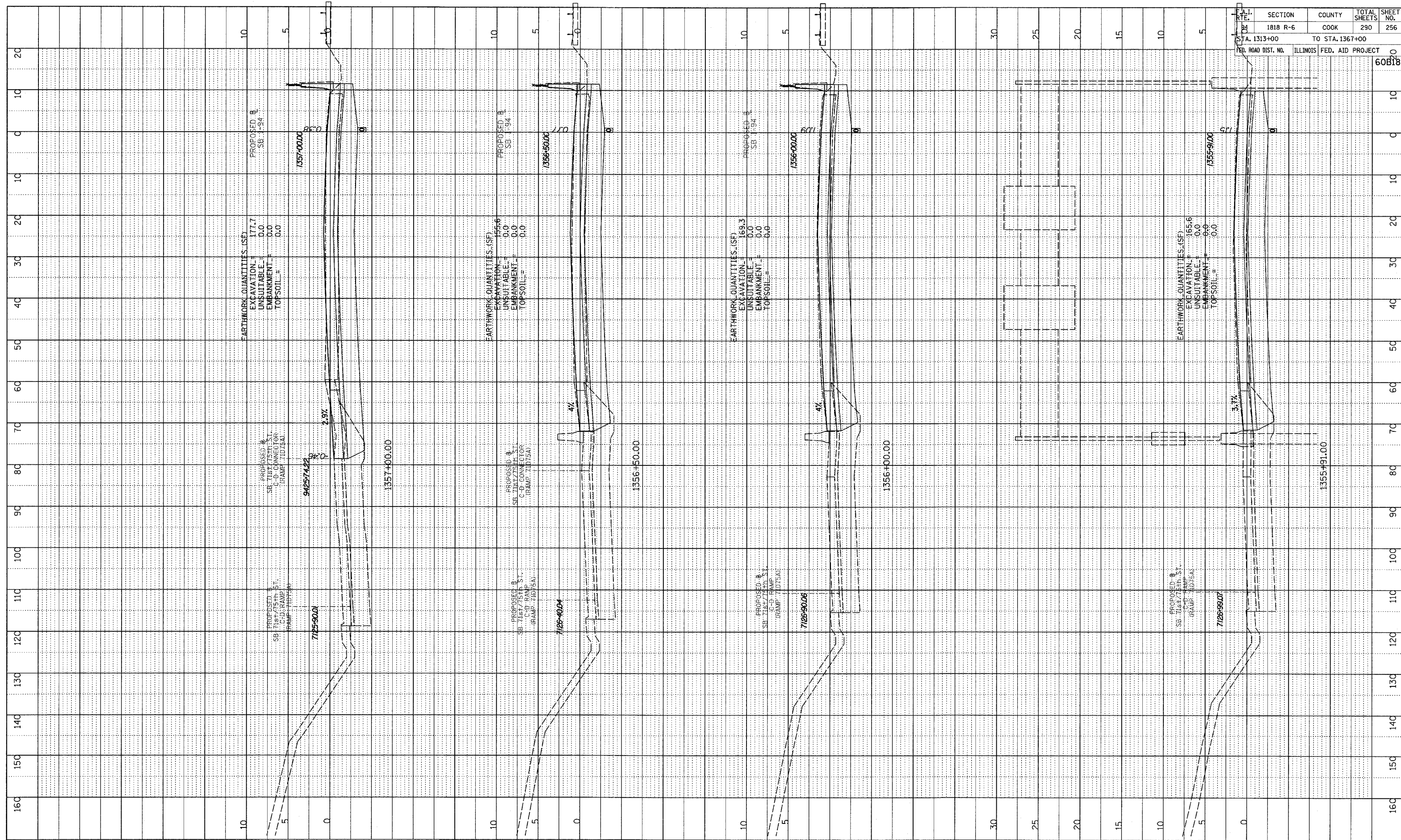
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1354+50 TO STA. 1355+50

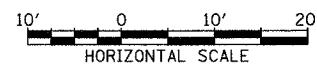
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PROFILE DRAWN BY: _____ DATE: _____
 PLOTTED / CHECKED BY: _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS: CHFD



| | | | |
|---------------------|-----------------|------------------|-----------|
| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1818 R-6 | COOK | 290 | 256 |
| STA. 1313+00 | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | |
| | | | 60818 |

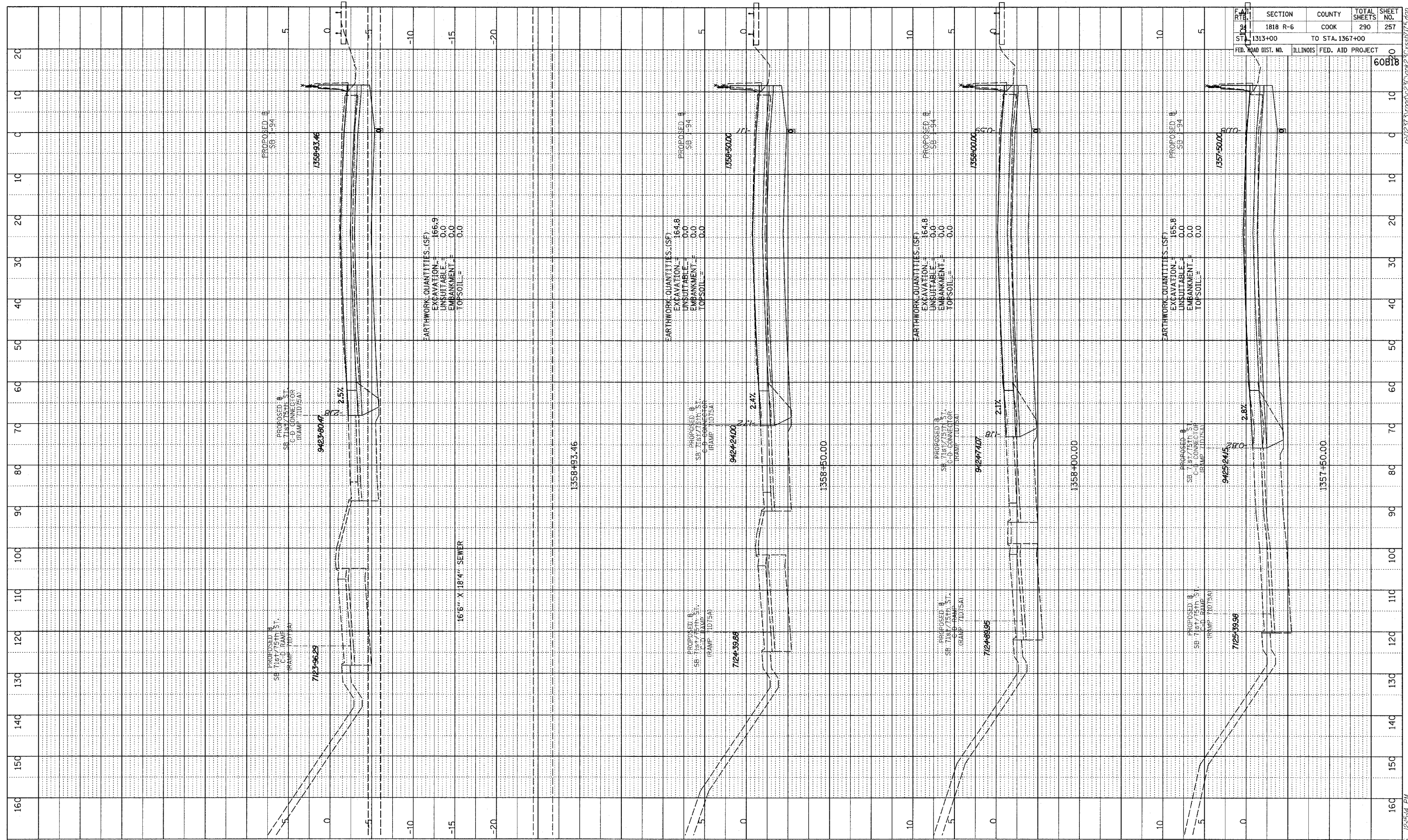
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1355+91 TO STA. 1357+00

02/27/2006 12:51:14 PM

PROF. ILL
 SURVEYED
 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS COR'D
 NO.



| | | | |
|---------------------------------|--------|---------------------------|-----------|
| SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 1818 R-6 | COOK | 290 | 257 |
| STATION 1313+00 TO STA. 1367+00 | | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | |

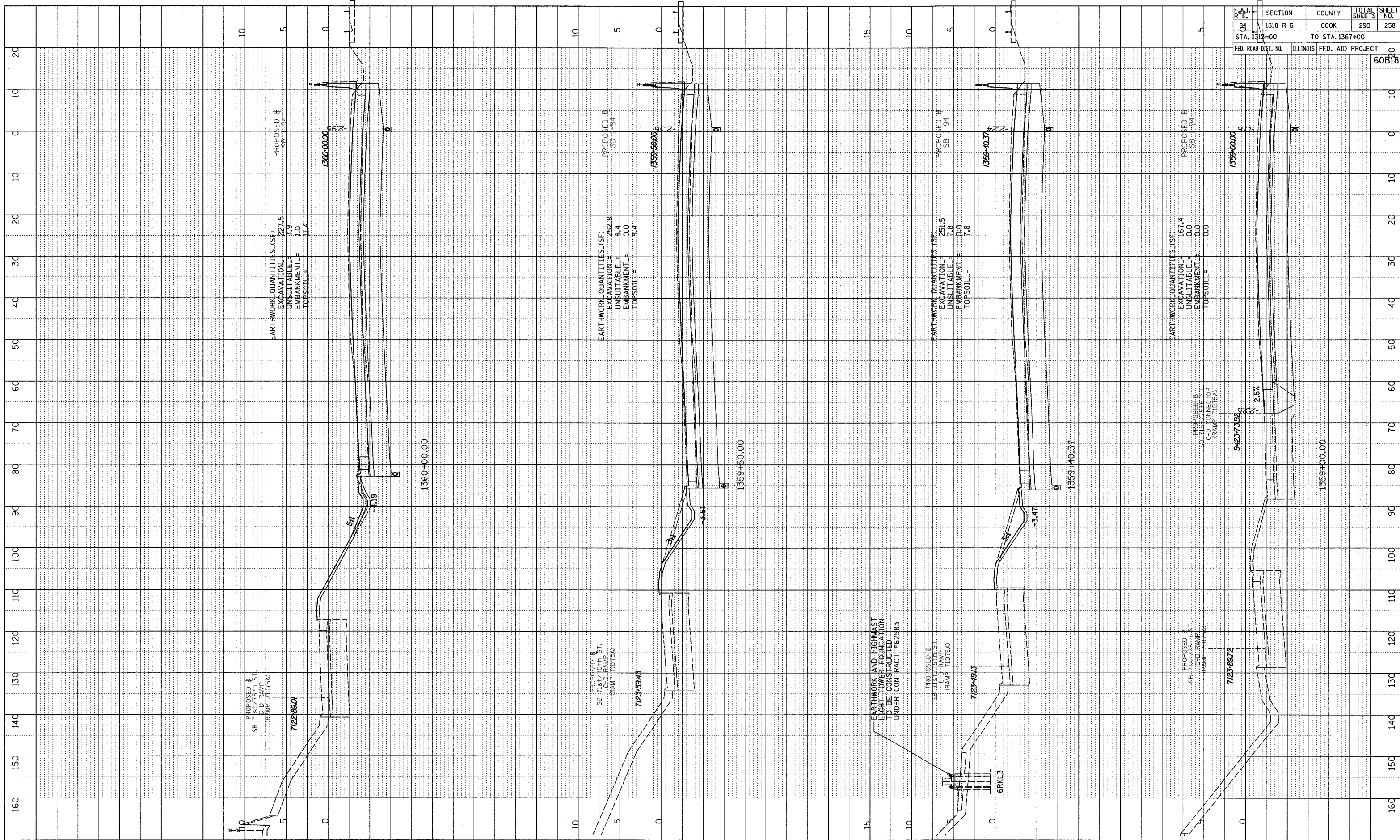
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1357+50 TO STA. 1358+93.46

02/27/2006 12:54 PM

PROFILE SURVEYED
 PLOTTED / CHECKED
 NOTE BOOK
 NO. _____
 STRUCTURE NOTATIONS CHRD



| | | | | |
|---------------------|-----------------|------------------|--------------|-----------|
| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 94 | 1818 R-6 | COOK | 290 | 258 |
| STA. 1318+00 | TO STA. 1367+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | | |
| | | | | 60B18 |

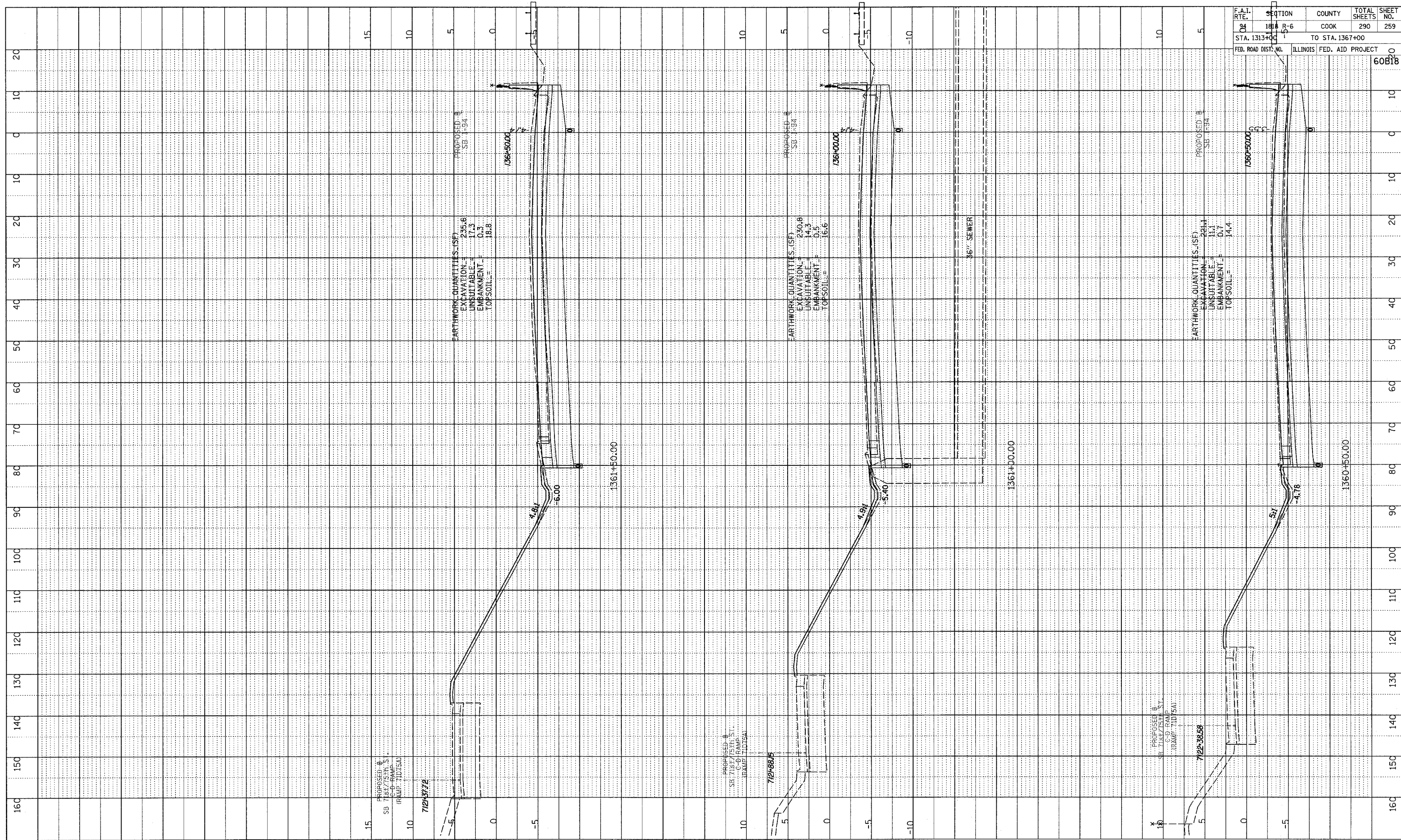
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1359+00 TO STA. 1360+00

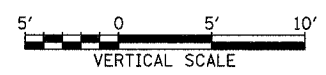
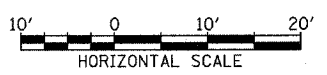
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PROFILE SURVEYED
 PLOTTED
 CHECKED
 DATE NOTED
 STRUCTURE NOTATION CHRD
 NO.



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 259 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | 60B18 | | |

TYLIN INTERNATIONAL

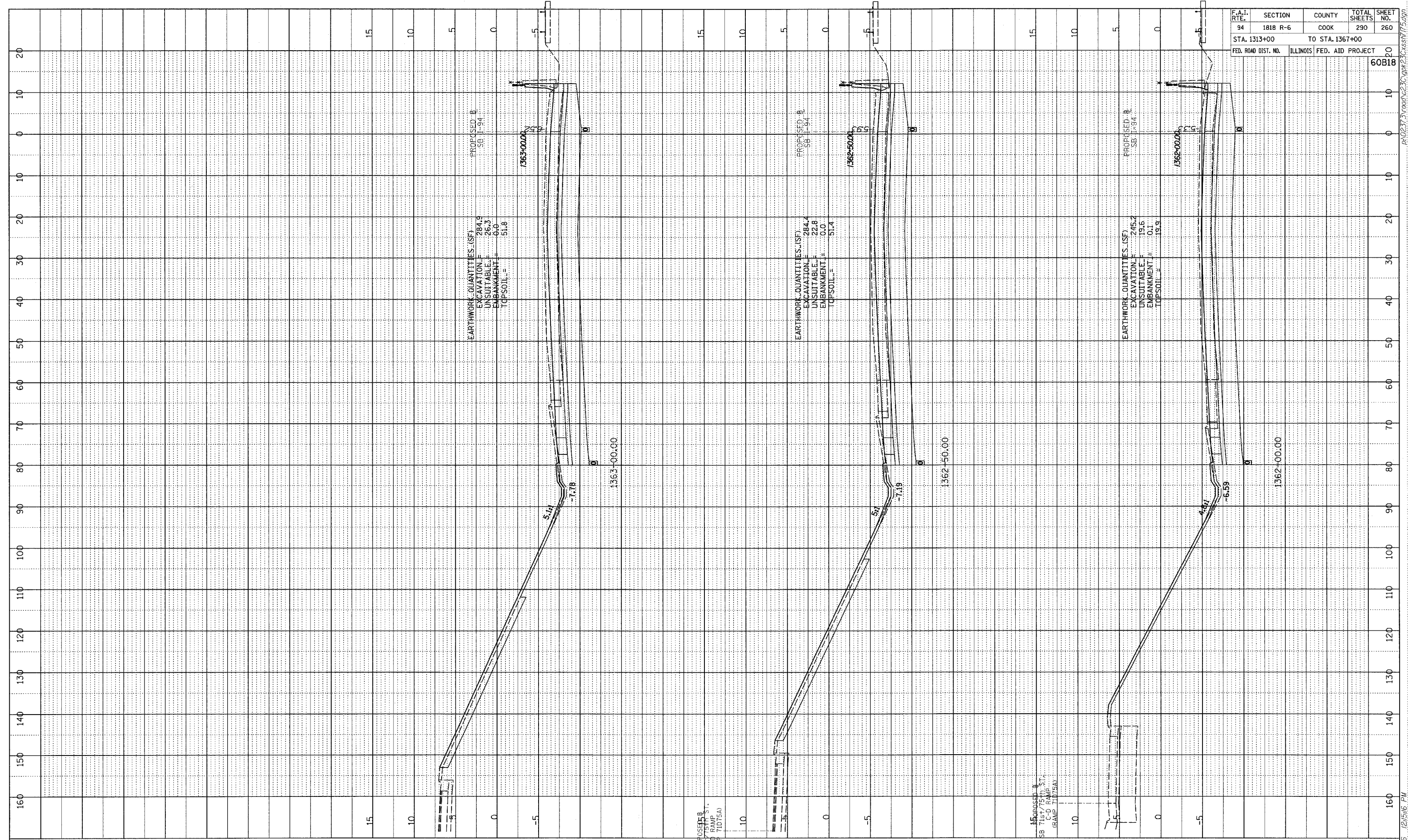


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1360+50 TO STA. 1361+50

02/27/2006 12:55:35 PM

PROFILE SUBMITTED
 PLOTTED
 CHECKED
 DATE NOTED
 STRUCTURE NOTATIONS DIND
 NO.

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 260 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | 20 | |
| 60B18 | | | | |



TYLIN INTERNATIONAL

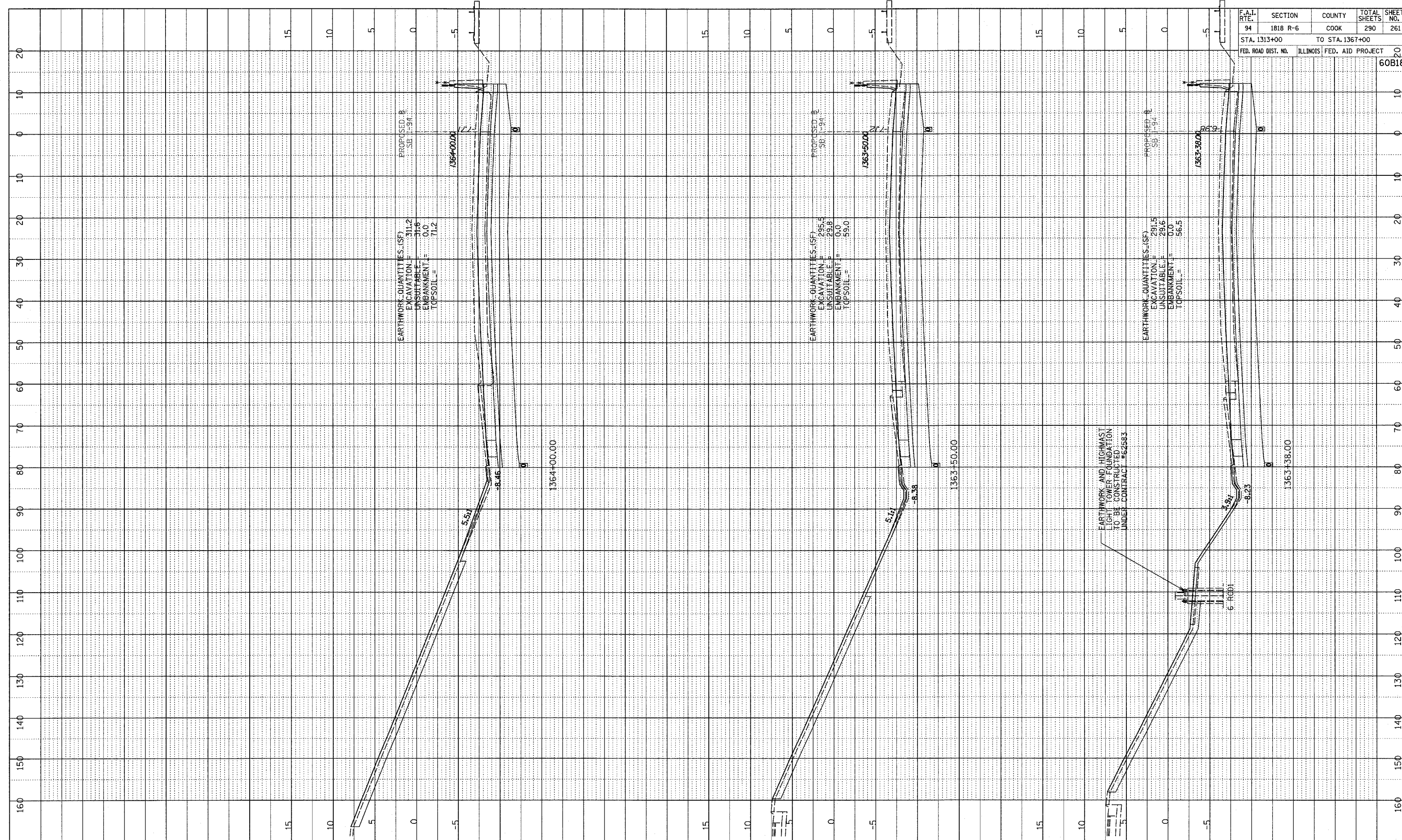
PROPOSED SB I-94 RAMP ST. (RAMP 10175A)



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1362+00 TO STA. 1363+00

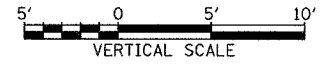
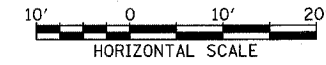
02/27/2006 12:56 PM

PROFILE REVIEWED
 PLOTTED CHECKED
 NOTE BOOK BAL. NOTED
 NO. _____ STRUCTURE NOTATION CHRD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|----------|-----------------|------------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 261 |
| STA. 1313+00 | | TO STA. 1367+00 | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | 20 |
| | | | | 60B18 |

TYLIN INTERNATIONAL

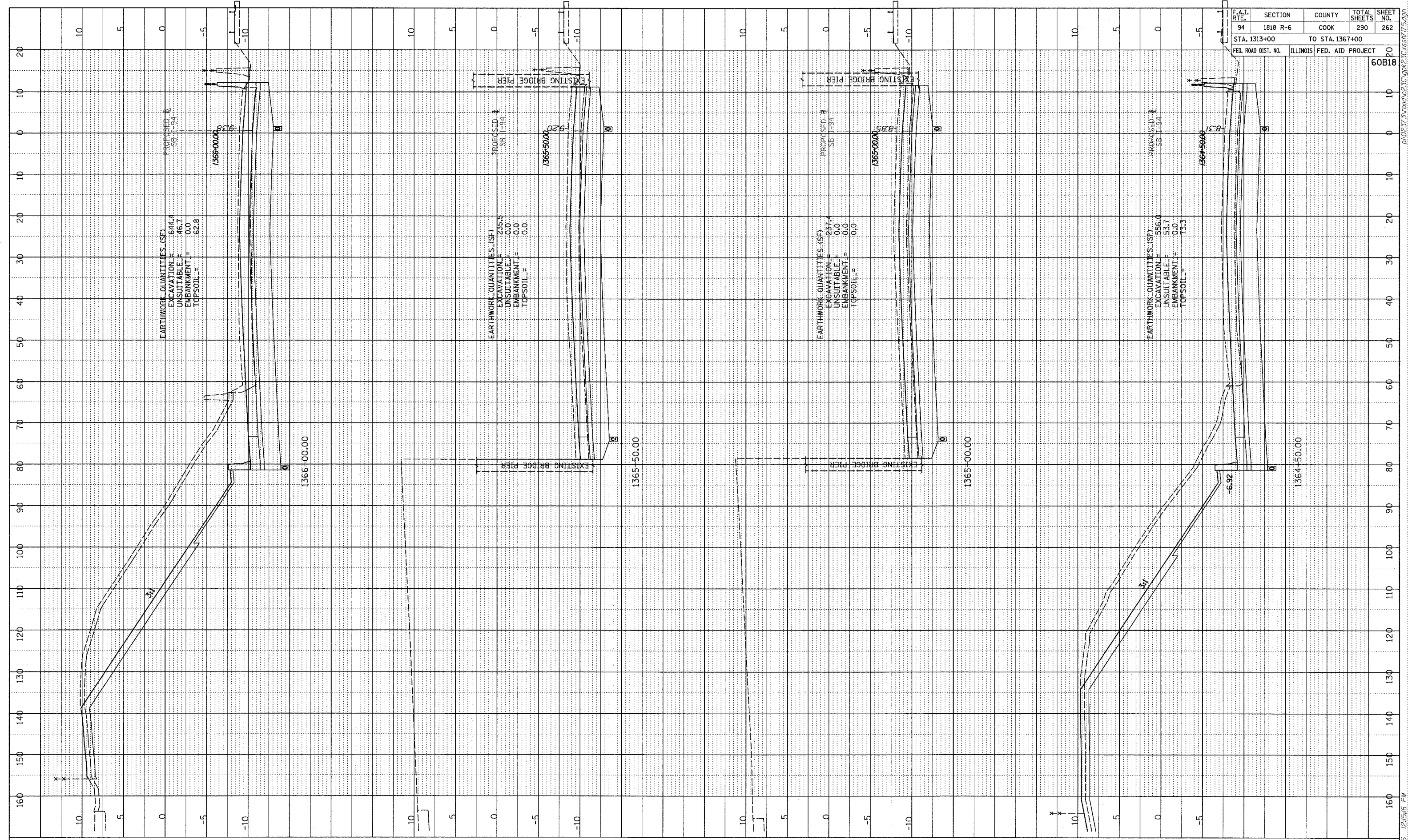


I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1363+38 TO STA. 1364+00

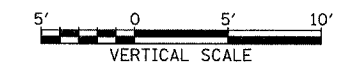
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PROFILE SUBMITTED BY: TYLIN INTERNATIONAL
 DATE: 02/27/2006
 PLOTTED: 02/27/2006 12:56 PM
 NOTE BOOK NO.:
 DRAWING NO.:
 STRUCTURE NOTATION: CHFD

| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|------------------------------|----------|---------------------------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 262 |
| STA. 1313+00 TO STA. 1367+00 | | ILLINOIS FED. AID PROJECT | | |
| FED. ROAD DIST. NO. | | 60B18 | | |



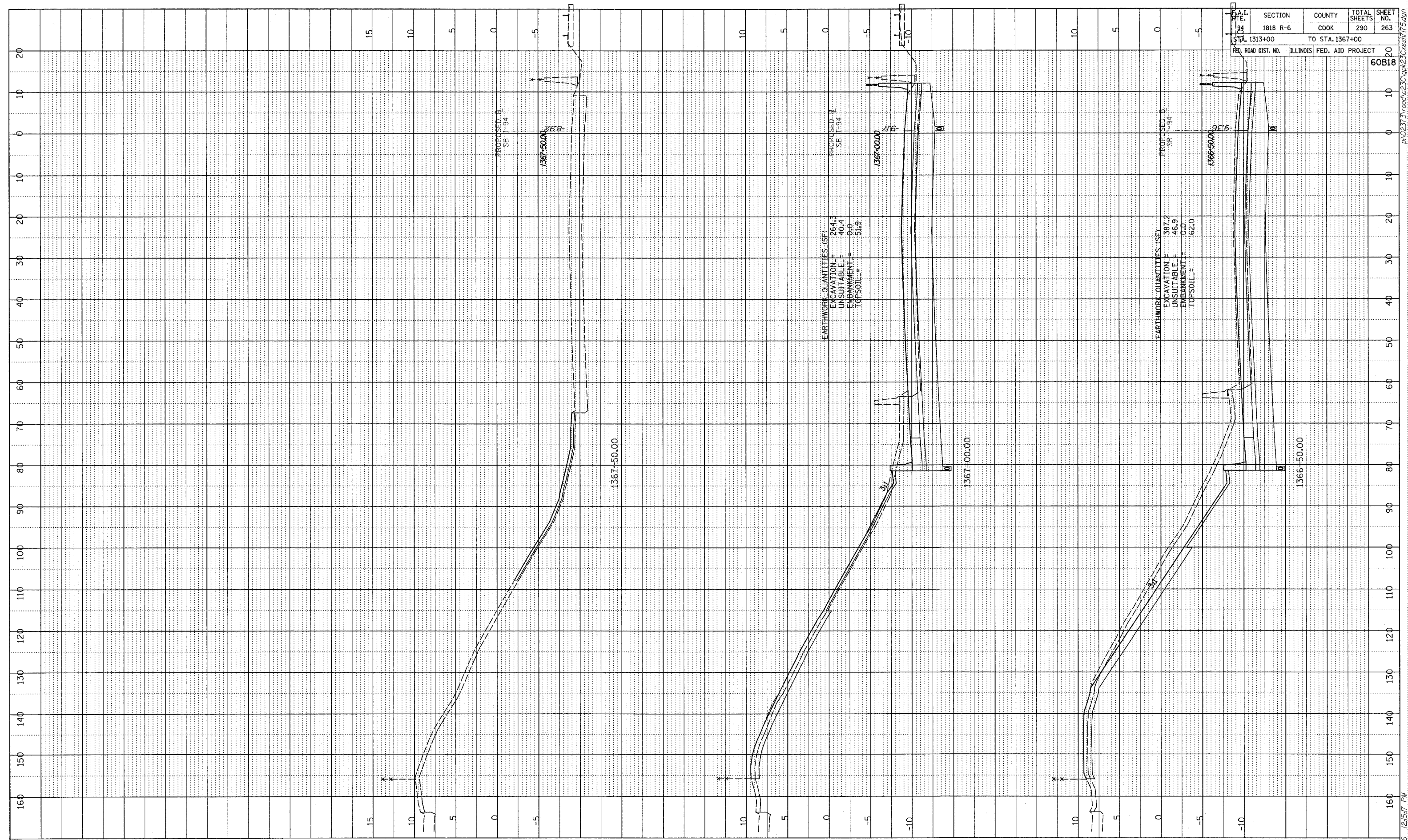
TYLIN INTERNATIONAL



I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1364+50 TO STA. 1366+00

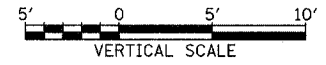
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PROFILE SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 NO. _____
 STRUCTURE NOTATION CHFD



| F.A.I. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------------------------|--------|--------------|-----------|
| 94 | 1818 R-6 | COOK | 290 | 263 |
| STA. 1313+00 | TO STA. 1367+00 | | | |
| FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | | | |
| | | | | 60818 |

TYLIN INTERNATIONAL



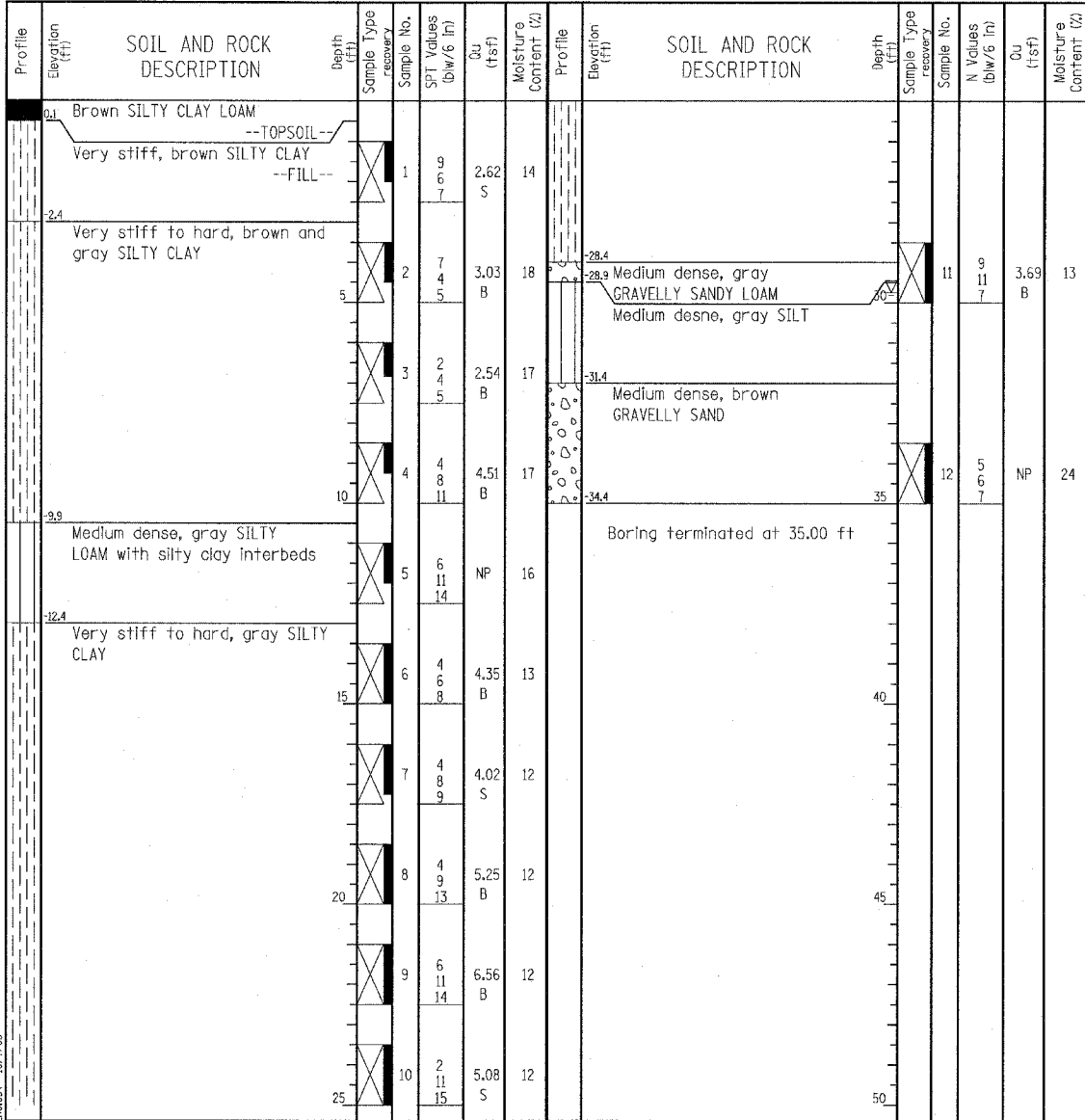
I-94 SOUTHBOUND (DAN RYAN EXPWY)
 STA. 1366+50 TO STA. 1367+50

02/27/2006 12:54:17 PM

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 wangeng3@wangeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG 6RIJ1
 WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: 0.62 ft
 North: 1856009.81 ft
 East: 1177189.25 ft
 Station: 7136+48
 Offset: 60' LT



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|---|-------------------|------------|---------------------------|------------|
| Begin Drilling | 08-09-2004 | Complete Drilling | 08-09-2004 | While Drilling | ▽ 29.75 ft |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ DRY |
| Driller | J&L | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ▽ NA |

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

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS 6RIJ1

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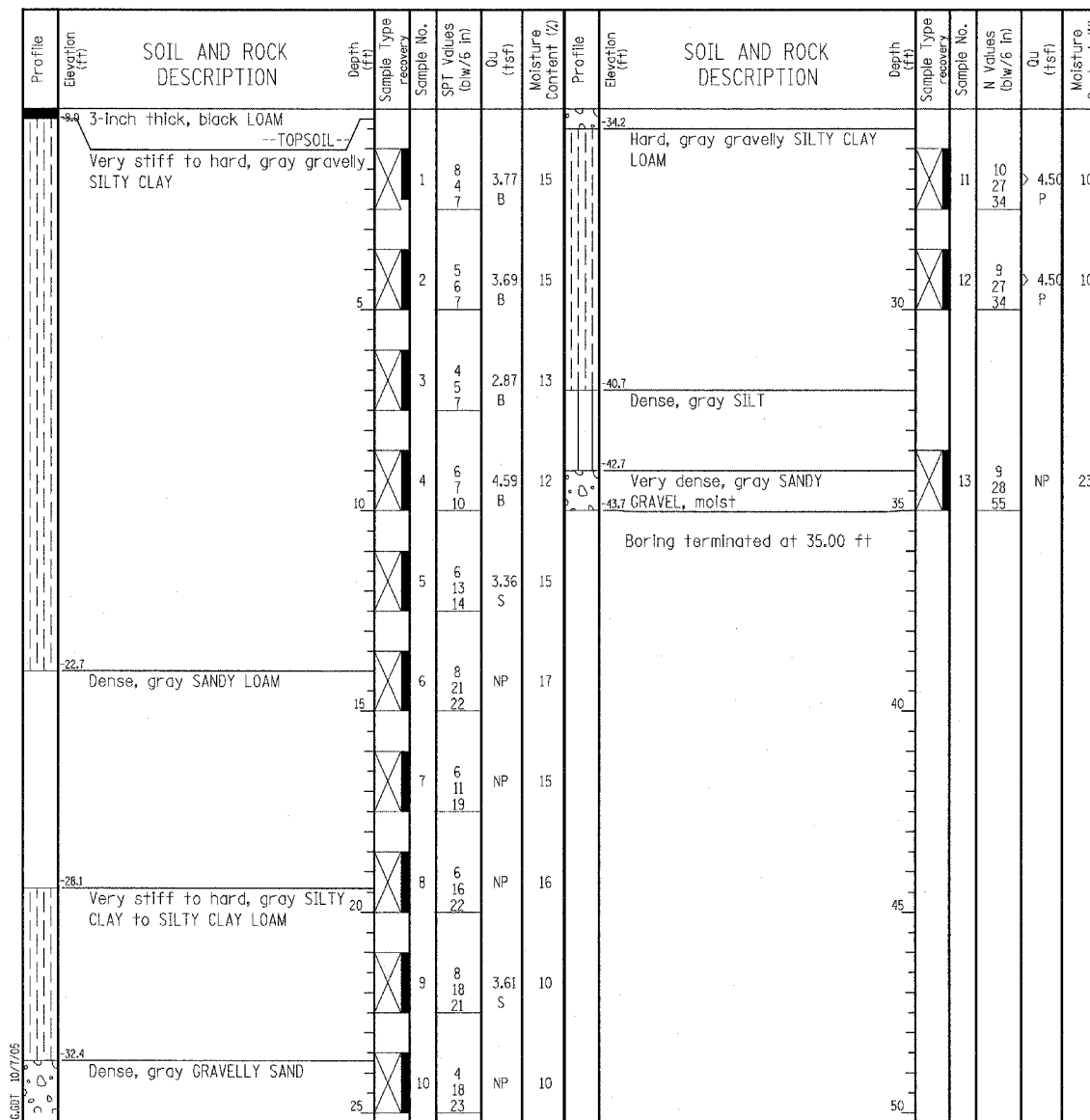
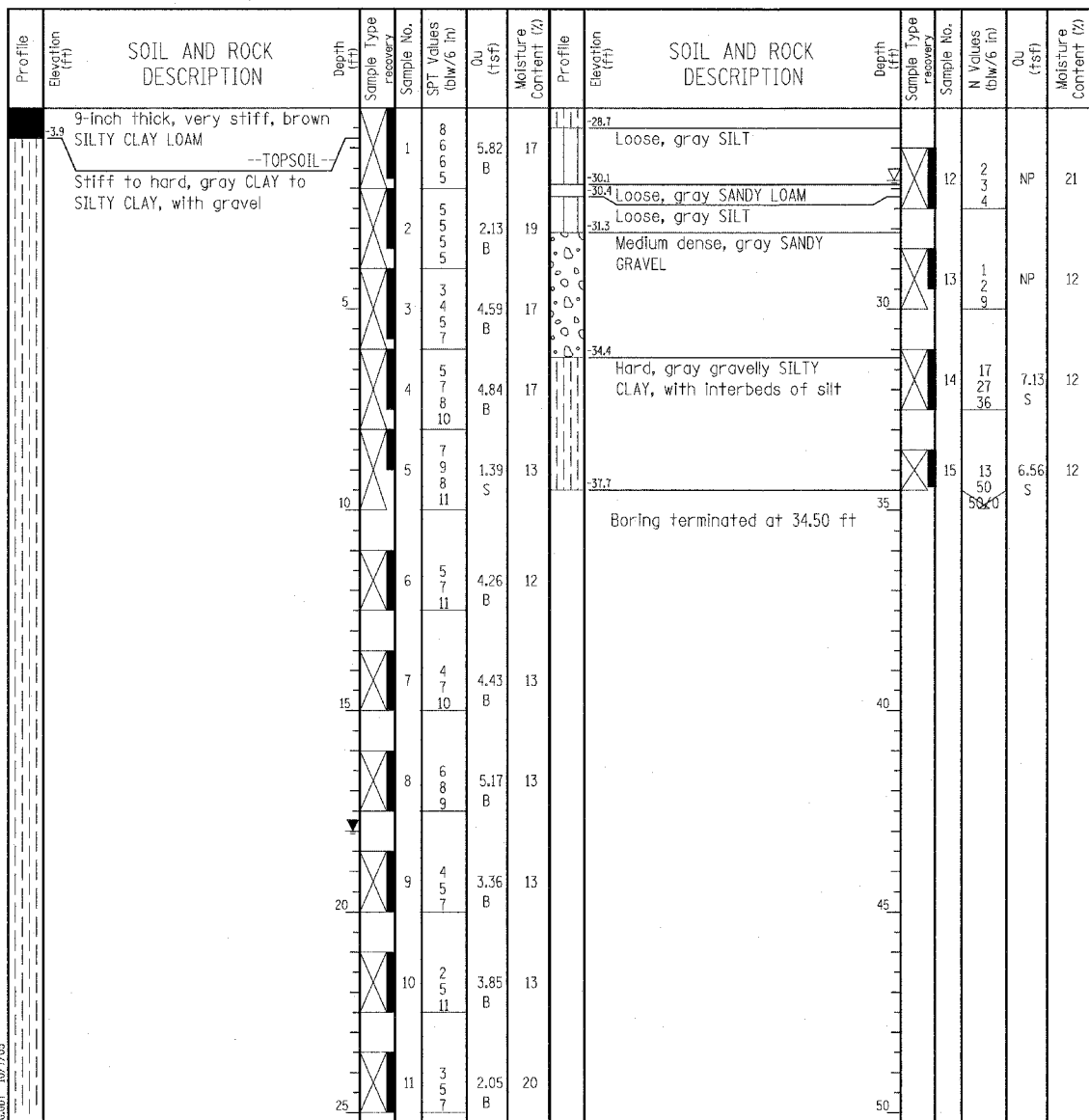
BORING LOG 6RIJ2
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -3.17 ft
 North: 1855593.11 ft
 East: 1177210.10 ft
 Station: 1342+20
 Offset: 104' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

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 wangeng3ewangeng.com
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BORING LOG 5RIJ4
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -8.72 ft
 North: 1854717.64 ft
 East: 1177258.93 ft
 Station: 1333+44
 Offset: 76' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|--|-------------------|------------|---------------------------|------------|
| Begin Drilling | 08-09-2004 | Complete Drilling | 08-25-2004 | While Drilling | ▽ 26.80 ft |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ 18.00 ft |
| Driller | J&L | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|--|-------------------|------------|---------------------------|-------|
| Begin Drilling | 08-31-2004 | Complete Drilling | 08-31-2004 | While Drilling | ▽ DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ▽ DRY |
| Driller | J&L | Logger | N. Davis | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

LEGEND


| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING 6RIJ2 & 5RIJ4

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM



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1145 Main Street
Lombard, IL 60148
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Fax: 630 953-9938

BORING LOG JP-16

WEI Job No.: 414-07-01
Client: T. Y. LIN International
Project: Dan Ryan Improvements; IDOT No. D-91-421-01
Location: From 95th Street to South of 69th Street

Datum: CCD
Elevation: -2.40 ft
North: 1852963.34 ft
East: 1177360.01 ft
Station: 1315+88.26
Offset: -82.85 LT

Page 1 of 1

| Profile | Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | Sample No. | SPT Values (blw/6 in) | Cu (tsf) | Moisture Content (%) | Profile | Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | Sample No. | S Values (blw/6 in) | Cu (tsf) | Moisture Content (%) |
|---------|----------------|---|------------|------------|------------|-----------------------|----------|----------------------|---------|----------------|---|------------|------------|------------|---------------------|----------|----------------------|
| | -3.4 | 12-inch thick CONCRETE --PAVEMENT-- | 2 | | | | | | | 27.9 | Hard, gray SILTY CLAY, with interbeds of silt | 2 | | | | | |
| | -3.4 | 4-inch thick, brown, medium dense SANDY LOAM --BASE COURSE-- | 3 | 1 | 16 | 7 | >4.5 | 6 | | | | 3 | 11 | 7 | 13 | >4.5 | 11 |
| | | Very stiff to hard, gray CLAY | 5 | 2 | 3 | 4 | 2.62 | 16 | | | | 5 | 12 | 11 | 19 | 4.76 | 11 |
| | | | 10 | 3 | 4 | 7 | 4.59 | 14 | | 33.4 | | 15 | 13 | 27 | 37 | >4.5 | 11 |
| | | | 15 | 4 | 3 | 6 | 4.18 | 12 | | | Boring terminated at 31.50 ft | 20 | | | | | |
| | | | 20 | 5 | 1 | 0 | 3.85 | 14 | | | | 25 | | | | | |
| | | | 25 | 6 | 2 | 6 | 3.12 | 13 | | | | 30 | | | | | |
| | | | 30 | 7 | 3 | 7 | 2.87 | 14 | | | | 35 | | | | | |
| | | | 35 | 8 | 2 | 8 | 4.02 | 14 | | | | 40 | | | | | |
| | | | 40 | 9 | 2 | 5 | 2.95 | 27 | | | | 45 | | | | | |
| | -24.6 | Loose to medium dense, gray SILT | 45 | 10 | 3 | 3 | NP | 26 | | | | 50 | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | |
|---|--|-------------------|------------|---------------------------|----------------|------|
| Begin Drilling | 05-29-2003 | Complete Drilling | 05-29-2003 | While Drilling | ▽ 23.00 ft | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ▽ DRY | |
| Driller | K&J | Logger | S. Patel | Time After Drilling | NA | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | Depth to Water | ▽ NA |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS JP-16

SCALE: N.T.S. DRAWN BY: MPG
DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG JP-20 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -8.09 ft
 North: 1854392.58 ft
 East: 1177268.59 ft
 Station: 1330+19.51
 Offset: -74.53 LT

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BORING LOG JP-23 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -12.44 ft
 North: 1854894.78 ft
 East: 1177258.96 ft
 Station: 1335+20.83
 Offset: -71.37 LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| -8.4 | 4-Inch thick, brown SILTY CLAY --TOPSOIL-- | | | | | | | | | | | | | | |
| -9.2 | Hard, black SILTY CLAY, trace organic matter --FILL-- | | | | | | | | | | | | | | |
| | Very stiff to hard, brown and gray, gravelly CLAY to SILTY CLAY | 1 | | 1 | 5 5 5 | 3.53 | 19 | | | | | | | | |
| | | 5 | | 2 | 6 4 7 | 3.77 | 16 | | | | | | | | |
| | | 5 | | 3 | 3 6 7 | 3.94 | 12 | | | | | | | | |
| | | 10 | | 4 | 4 5 8 | 5.08 | 12 | | | | | | | | |
| | | 15 | | 5 | 4 7 9 | 4.92 | 12 | | | | | | | | |
| | | 15 | | 6 | 4 7 9 | 4.59 | 14 | | | | | | | | |
| | | 20 | | 7 | 3 5 10 | 3.61 | 12 | | | | | | | | |
| | | 20 | | 8 | 3 6 9 | 4.26 | 14 | | | | | | | | |
| -29.6 | Medium dense, gray SAND | | | | | | | | | | | | | | |
| -30.4 | Hard, gray, gravelly CLAY to SILTY CLAY | | | | | | | | | | | | | | |
| -31.1 | Boring terminated at 23.00 ft | | | | | | | | | | | | | | |
| | | 25 | | 9 | 7 11 13 16 | 2.30 | 15 | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| | 14-inch thick, black SILTY CLAY LOAM | | | | | | | | | | | | | | |
| -13.6 | Hard, brown and gray CLAY | | | | | | | | | | | | | | |
| -15.4 | Very stiff to hard, gray, gravelly CLAY to SILTY CLAY | | | | | | | | | | | | | | |
| | | 5 | | 1 | 5 5 8 | 4.50 | 13 | | | | | | | | |
| | | 5 | | 2 | 6 7 9 | 3.36 | 13 | | | | | | | | |
| | | 5 | | 3 | 6 13 20 | 8.86 | 12 | | | | | | | | |
| -20.4 | Stiff to very stiff, gray CLAY to CLAY LOAM | | | | | | | | | | | | | | |
| | | 10 | | 4 | 5 19 25 | 2.90 | 15 | | | | | | | | |
| | | 15 | | 5 | 10 25 51 | 2.10 | 15 | | | | | | | | |
| | | 15 | | 6 | 4 16 25 | 2.25 | 15 | | | | | | | | |
| -28.9 | Boring terminated at 16.50 ft | | | | | | | | | | | | | | |
| | | 20 | | 7 | 16 26 28 | 1.50 | 11 | | | | | | | | |
| | | 25 | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|------------|---------------------------|----|----------|--|
| Begin Drilling | 04-29-2003 | Complete Drilling | 04-29-2003 | While Drilling | ▽ | 21.50 ft | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ | 20.50 ft | |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID, HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ▽ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|------------|---------------------------|----|-----|--|
| Begin Drilling | 04-29-2003 | Complete Drilling | 04-29-2003 | While Drilling | ▽ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ | DRY | |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID, HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ▽ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
|-----------|------|
| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS JP-20 & JP-23

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG JP-26 Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -7.22 ft
 North: 1855412.62 ft
 East: 1177240.47 ft
 Station: 1340+38.96
 Offset: -77.68 LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|-------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|-------------|------------|-----------------------|----------|----------------------|
| -8.5 | 14-inch thick, brown and black SILTY CLAY LOAM | | | | | | | | | | | | | | |
| -9.0 | --TOPSOIL-- | | | | | | | | | | | | | | |
| -9.0 | 4-inch thick, brown GRAVELLY SAND | 1 | | 1 | 9 4 5 | 4.50 | 8 | | | | | | | | |
| | Very stiff, gray, gravelly CLAY | | | | | | | | | | | | | | |
| | | 2 | | 2 | 5 6 7 | 2.38 | 18 | | | | | | | | |
| -12.7 | Medium dense, gray, coarse GRAVELLY SAND | | | | | | | | | | | | | | |
| | | 3 | | 3 | 7 9 | NP | 12 | | | | | | | | |
| -15.2 | Hard, gray, gravelly CLAY, interbeds of sand | | | | | | | | | | | | | | |
| | | 4 | | 4 | 7 14 19 | 4.25 | 16 | | | | | | | | |
| | | 5 | | 5 | 4 13 14 | 6.07 | 11 | | | | | | | | |
| | | 6 | | 6 | 7 15 14 | 6.15 | 12 | | | | | | | | |
| | | 7 | | 7 | 6 12 16 | 4.50 | 12 | | | | | | | | |
| -25.2 | Medium dense, gray, coarse GRAVELLY SANDY LOAM | | | | | | | | | | | | | | |
| -26.5 | Very stiff, gray SILTY CLAY | | | | | | | | | | | | | | |
| -27.7 | Medium dense, gray SANDY LOAM | | | | | | | | | | | | | | |
| -28.5 | Hard, gray, gravelly CLAY | | | | | | | | | | | | | | |
| | | 9 | | 9 | 5 7 13 | 7.05 | 12 | | | | | | | | |
| | | 10 | | 10 | 17 29 43 | 8.36 | 11 | | | | | | | | |
| -31.2 | Boring terminated at 24.00 ft | 25 | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|---|-------------------|------------|---------------------------|------------|
| Begin Drilling | 04-28-2003 | Complete Drilling | 04-28-2003 | While Drilling | ▽ 5.50 ft |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ 14.00 ft |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | | |
| | | | | Depth to Water | |
| | | | | ▽ NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

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

BORING LOG JP-29 Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -1.12 ft
 North: 1856268.10 ft
 East: 1177210.35 ft
 Station: 1348+94.92
 Offset: -87.67 LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|-------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|-------------|------------|-----------------------|----------|----------------------|
| -2.4 | 18-inch thick, brown and black SILTY CLAY LOAM | | | | | | | | | | | | | | |
| | --TOPSOIL-- | | | | | | | | | | | | | | |
| | Stiff to very stiff, brown and gray CLAY | | | | | | | | | | | | | | |
| | | 1 | | 1 | 6 7 8 | 2.95 | 19 | | | | | 11 | 5 10 13 | 3.20 | 10 |
| | | 2 | | 2 | 3 7 10 | 1.80 | 17 | | | | | 12 | 2 6 7 | NP | 20 |
| | | 3 | | 3 | 3 7 10 | 3.36 | 18 | | | | | 13 | 18 25 35 | 9.84 | 14 |
| | | 4 | | 4 | 4 7 13 | 2.79 | 18 | | | | | 14 | 16 23 34 | 4.50 | 10 |
| | | 5 | | 5 | 3 6 10 | 4.35 | 12 | | | | | | | | |
| | | 6 | | 6 | 2 3 7 | 3.12 | 13 | | | | | | | | |
| | | 7 | | 7 | 6 11 15 | 3.44 | 13 | | | | | | | | |
| | | 8 | | 8 | 4 10 13 | 5.99 | 12 | | | | | | | | |
| | | 9 | | 9 | 6 11 13 | 5.49 | 13 | | | | | | | | |
| | | 10 | | 10 | 6 10 13 | 4.43 | 13 | | | | | | | | |
| | | 35 | | | | | | | | | | | | | |
| | Boring terminated at 34.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|---|-------------------|------------|---------------------------|-------|
| Begin Drilling | 04-28-2003 | Complete Drilling | 04-28-2003 | While Drilling | ▽ DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ DRY |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | | |
| | | | | Depth to Water | |
| | | | | ▽ NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS JP-26 & JP-29

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG JP-32 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

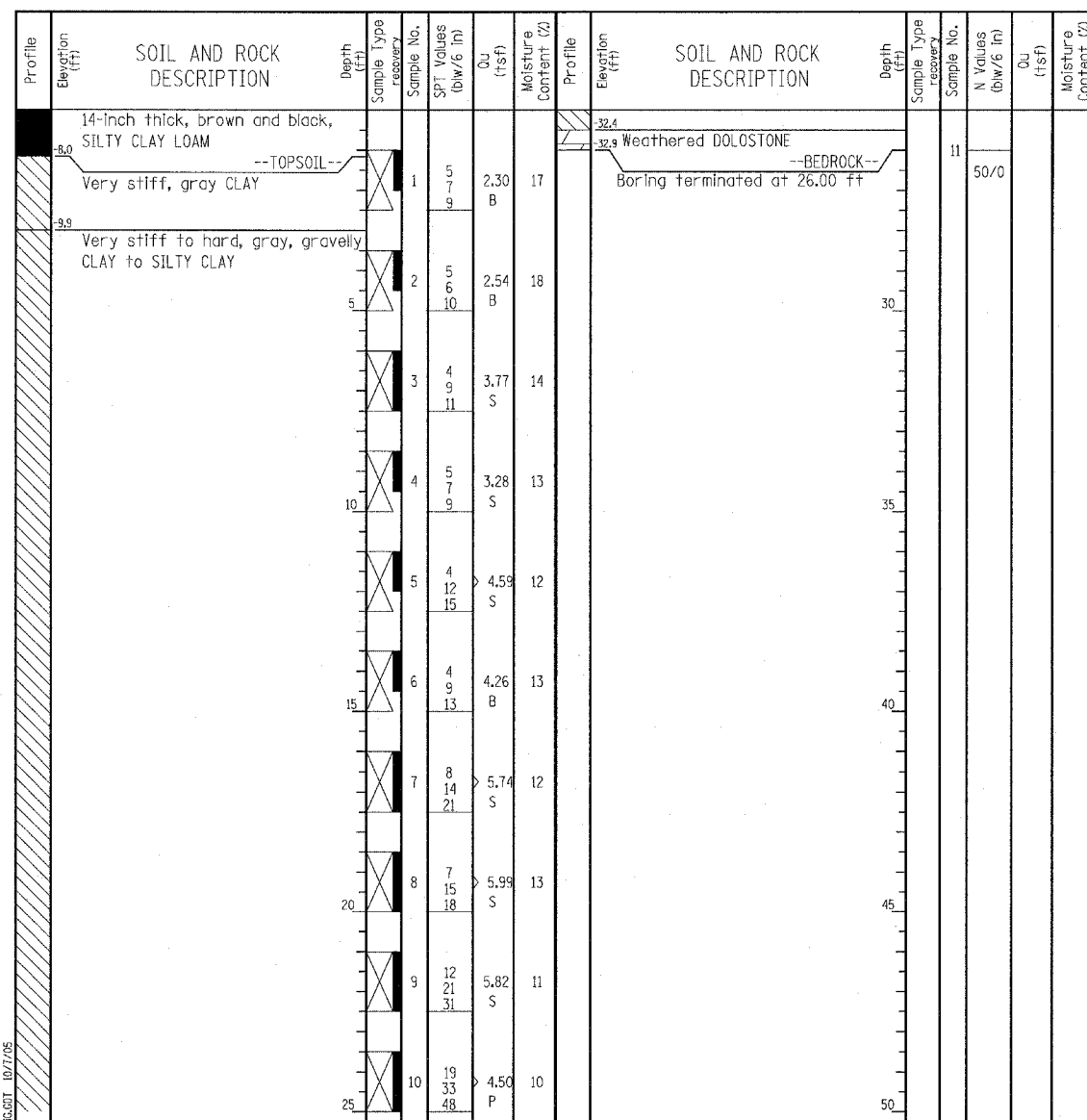
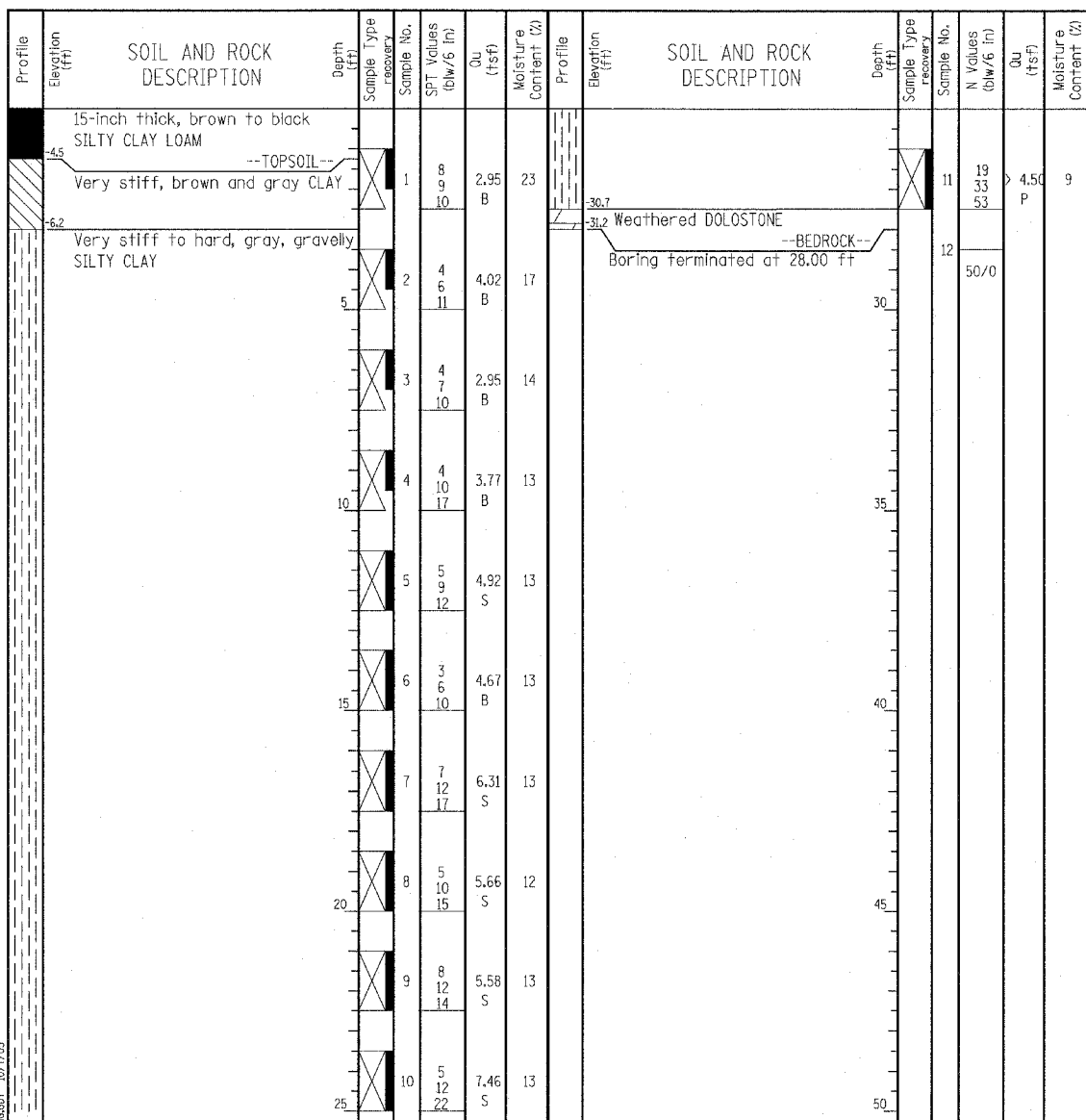
Datum: CCD
 Elevation: -3.22 ft
 North: 1857483.96 ft
 East: 1177189.69 ft
 Station: 1361+10.93
 Offset: -79.72 LT

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BORING LOG JP-34 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -6.89 ft
 North: 1858059.37 ft
 East: 1177170.53 ft
 Station: 1366+86.63
 Offset: -85.33 LT



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|--|-------------------|------------|---------------------------|-------|
| Begin Drilling | 04-28-2003 | Complete Drilling | 04-28-2003 | While Drilling | ▽ DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ DRY |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|--|-------------------|------------|---------------------------|-------|
| Begin Drilling | 04-28-2003 | Complete Drilling | 04-28-2003 | While Drilling | ▽ DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 ATV | At Completion of Drilling | ▽ DRY |
| Driller | K&J | Logger | J. Kasnick | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS JP-32 & JP-34

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG SB SGN 22A

Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: 0.02 ft
 North: 1856975.63 ft
 East: 1177202.85 ft
 Station: 1355+91
 Offset: 73.5' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|-------------|------------|-------------------------|----------|----------------------|------------------------|-------------------------------|------------|-------------|------------|-----------------------|----------|----------------------|
| 0.0 | 3-inch thick, brown SILTY CLAY LOAM | 0.0 | | | | | | | Boring terminated at 25.00 ft | | | | | | |
| -1.2 | --TOPSOIL-- Hard, black, brown, and gray SILTY CLAY | 1.2 | | 1 | 4 3 4 | 2.87 B | 17 | | | | | | | | |
| | --FILL-- Very stiff, brown and gray CLAY | 2.5 | | 2 | 2 3 3 | 2.44 B | 17 | | | | | | | | |
| | | 3.5 | | 3 | 2 3 3 | 2.21 B | 18 | | | | | | | | |
| | | 4.5 | | 4 | 2 4 6 | 2.71 B | 19 | | | | | | | | |
| -9.5 | Hard, gray gravelly SILTY CLAY, with silt interbeds | 9.5 | | 5 | 2 7 9 | NP | 12 | | | | | | | | |
| -11.5 | Medium dense, gray SILTY LOAM | 11.5 | | 6 | 2 4 5 | 2.87 B | 13 | | | | | | | | |
| -13.0 | Very stiff to hard, gray gravelly SILTY CLAY | 13.0 | | 7 | 3 5 7 | 4.18 B | 13 | | | | | | | | |
| | | 14.5 | | 8 | 3 5 5 | 3.20 B | 14 | | | | | | | | |
| | | 16.0 | | 9 | 5 5 7 | 3.85 B | 14 | | | | | | | | |
| | | 17.5 | | 10 | 7 8 8 | 2.21 S | 12 | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|------------------|-------------------|---|---------------------------|----|-----|--|
| Begin Drilling | 02-17-2005 | Complete Drilling | 02-17-2005 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | K&A | Logger | J. Kasnick | Time After Drilling | NA | | |
| Checked by | N. Davis | Drilling Method | 3.25" ID, HSA; Boring backfilled with bentonite upon completion | Depth to Water | ∇ | NA | |

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BORING LOG SB SGN 22B

Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: 0.01 ft
 North: 1856975.48 ft
 East: 1177284.83 ft
 Station: 1355+91
 Offset: 12' RT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|-------------|------------|-------------------------|----------|----------------------|------------------------|-------------------------------|------------|-------------|------------|-----------------------|----------|----------------------|
| | Boring terminated at 25.00 ft | | | | | | | | Boring terminated at 25.00 ft | | | | | | |
| -1.0 | 7-inch thick, ASPHALT over 5-inch thick, CONCRETE | 1.0 | | | | | | | | | | | | | |
| -1.5 | --PAVEMENT-- Loose, medium brown SAND | 1.5 | | 1 | 12 5 4 | 3.50 P | 19 | | | | | | | | |
| | --FILL-- Stiff to very stiff, gray CLAY | 2.5 | | 2 | 11 13 8 | 1.25 P | 17 | | | | | | | | |
| | | 3.5 | | 3 | 4 5 5 | 1.86 B | 18 | | | | | | | | |
| | | 4.5 | | 4 | 5 5 8 | 3.28 B | 17 | | | | | | | | |
| -10.5 | Very stiff to hard, gray SILTY CLAY | 10.5 | | 5 | 3 7 11 | 5.99 B | 14 | | | | | | | | |
| | | 11.5 | | 6 | 4 8 11 | 4.18 B | 17 | | | | | | | | |
| | | 12.5 | | 7 | 5 10 11 | 2.46 S | 11 | | | | | | | | |
| | | 13.5 | | 8 | 2 4 6 | 2.62 B | 14 | | | | | | | | |
| | | 14.5 | | 9 | 3 6 8 | 5.08 B | 13 | | | | | | | | |
| | | 15.5 | | 10 | 4 8 11 | 6.15 B | 12 | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|------------------|-------------------|---|---------------------------|----|-----|--|
| Begin Drilling | 04-11-2005 | Complete Drilling | 04-11-2005 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&L | Logger | H. Suhail | Time After Drilling | NA | | |
| Checked by | N. Davis | Drilling Method | 3.25" ID, HSA; Boring backfilled with bentonite upon completion | Depth to Water | ∇ | NA | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |


TYLIN INTERNATIONAL

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS SB SGN 22A & SB SGN 22B

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

| | | | |
|---|--|--|--|
|  <p>Wang Engineering, Inc. Consulting Geotechnical and Environmental Engineers wangeng3@wangeng.com 1145 Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax: 630 953-9938</p> | <h3>BORING LOG P-094</h3> <p>WEI Job No.: 414-07-01</p> | | <p>Page 1 of 1</p> <p>Datum: CCD Elevation: -3.76 ft North: 1853116.87 ft East: 1177438.87 ft Station: 1317+37 Offset: 5' RT</p> |
| | <p>Client: T. Y. LIN International</p> <p>Project: Dan Ryan Improvements; IDOT No. D-91-421-01</p> <p>Location: From 95th Street to South of 69th Street</p> | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|-------------|------------|-------------------------|-----------|----------------------|------------------------|---------------------------|------------|-------------|------------|-----------------------|----------|----------------------|
| -4.4 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| -5.0 | 7-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Very stiff, gray SILTY CLAY | 1 | | 1 | 8 3 3 4 | 2.00 P | 17 | | | | | | | | |
| | | 2 | | 2 | 3 4 6 7 | 2.75 P | 18 | | | | | | | | |
| -9.0 | Medium dense, brown SAND | 3 | | 3 | 7 9 10 11 | 2.25 P | 19 | | | | | | | | |
| -9.5 | Very stiff, gray SILTY CLAY | 4 | | 4 | 2 4 6 8 | 2.50 P | 16 | | | | | | | | |
| | | 5 | | 5 | 3 5 7 8 | 3.00 P | 13 | | | | | | | | |
| -14.8 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|---|-------------------|------------|--|---------|
| Begin Drilling | 10-05-2003 | Complete Drilling | 10-05-2003 | While Drilling | 5.50 ft |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | DRY |
| Driller | K&B | Logger | B. Fugiel | Time After Drilling | NA |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | Checked by | MLS | Depth to Water | NA |
| | | | | <small>The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.</small> | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS P-094

SCALE: N.T.S. DRAWN BY: MPG
DATE: MARCH 1, 2006 CHECKED BY: JPM

| | | | |
|---|-------------------------|-----------|-------------|
| <p>Wang Engineering, Inc. Consulting Geotechnical and Environmental Engineers wangeng3@wangeng.com 1145 Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax: 630 953-9938</p> | BORING LOG P-095 | | Page 1 of 1 |
| | WEI Job No.: 414-07-01 | Date: CCD | |
| Client: T. Y. LIN International | Elevation: -0.85 ft | | |
| Project: Dan Ryan Improvements; IDOT No. D-91-421-01 | North: 1853866.47 ft | | |
| Location: From 95th Street to South of 69th Street | East: 1177380.54 ft | | |
| | Station: 1324+89 | | |
| | Offset: 6' RT | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | |
|------------------------|---|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|---------------------|----------|----------------------|--|
| 11.1 | 8-Inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | | |
| 11.4 | Loose, brown GRAVELLY SANDY LOAM --FILL-- --A-1-b (O)-- | | | 1 | 8 2 2 3 | NP | 6 | | | | | | | | | |
| 11.9 | Stiff to very stiff, gray SILTY CLAY | | | 2 | 2 2 2 3 | | 1.75 | 19 | | | | | | | | |
| | | | | 2 | 2 2 2 3 | | | | | | | | | | | |
| | | | | 3 | 7 9 14 12 | | 2.50 | 18 | | | | | | | | |
| | | | | 4 | 3 5 7 8 | | 3.25 | 17 | | | | | | | | |
| | | | | 5 | 2 5 6 9 | | 3.25 | 18 | | | | | | | | |
| 11.9 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | | |

GENERAL NOTES

Begin Drilling 10-05-2003 Complete Drilling 10-05-2003
 Drilling Contractor Patrick Drilling Drill Rig CME 75 TMR
 Driller K&B Logger B. Fugiel Checked by MLS
 Drilling Method 3.25" ID. HSA; Boring backfilled with bentonite upon completion

WATER LEVEL DATA

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

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

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|---|-------------------------|-----------|-------------|
| <p>Wang Engineering, Inc. Consulting Geotechnical and Environmental Engineers wangeng3@wangeng.com 1145 Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax: 630 953-9938</p> | BORING LOG P-096 | | Page 1 of 1 |
| | WEI Job No.: 414-07-01 | Date: CCD | |
| Client: T. Y. LIN International | Elevation: -10.47 ft | | |
| Project: Dan Ryan Improvements; IDOT No. D-91-421-01 | North: 1854717.74 ft | | |
| Location: From 95th Street to South of 69th Street | East: 1177338.93 ft | | |
| | Station: 1333+42 | | |
| | Offset: 4' RT | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | |
|------------------------|--|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|---------------------|----------|----------------------|--|
| 11.1 | 8-Inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | | |
| 11.4 | 5-Inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | | |
| 11.6 | Loose, brown SAND | | | 1 | 8 5 4 4 | NP | 5 | | | | | | | | | |
| 11.7 | Hard, gray SILTY CLAY | | | 2 | 5 5 5 7 | | 4.50 | 13 | | | | | | | | |
| | | | | 2 | 5 5 5 7 | | | | | | | | | | | |
| | | | | 3 | 6 7 9 9 | | 4.50 | 12 | | | | | | | | |
| | | | | 4 | 7 6 7 9 | | 4.50 | 12 | | | | | | | | |
| | | | | 5 | 6 7 7 10 | | 4.50 | 12 | | | | | | | | |
| 11.9 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | | |

GENERAL NOTES

Begin Drilling 10-05-2003 Complete Drilling 10-05-2003
 Drilling Contractor Patrick Drilling Drill Rig CME 75 TMR
 Driller K&B Logger B. Fugiel Checked by MLS
 Drilling Method 3.25" ID. HSA; Boring backfilled with bentonite upon completion

WATER LEVEL DATA

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

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

LEGEND

NP NON-PLASTIC
 B BULGE FAILURE
 S SHEAR FAILURE
 P POCKET PENETROMETER


TYLIN INTERNATIONAL

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-095 & P-096


SCALE: N.T.S.
 DATE: MARCH 1, 2006

DRAWN BY: MPG
 CHECKED BY: JPM


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BORING LOG P-097
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -4.60 ft
 North: 1855795.53 ft
 East: 1177314.42 ft
 Station: 1344+20
 Offset: 5' RT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street


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BORING LOG P-098
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: 1.16 ft
 North: 1856660.57 ft
 East: 1177296.03 ft
 Station: 1351+75
 Offset: 5' RT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|---------------------|----------|----------------------|
| 4.4 | 8-inch thick CONCRETE --PAVEMENT-- | 4.4 | | | | | | | | | | | | | |
| 5.3 | 4-inch thick CRUSHED STONE --BASE COURSE-- | 5.3 | | | | | | | | | | | | | |
| 5.5 | Medium dense, brown SAND | 5.5 | | 1 | 12 | NP | 6 | | | | | | | | |
| 7.9 | Hard, gray SILTY CLAY | 7.9 | | 2 | 7 | 4.00 P | 20 | | | | | | | | |
| 5 | | 5 | | 3 | 6 | 4.50 P | 17 | | | | | | | | |
| 11.6 | Medium dense, gray SILT | 11.6 | | 4 | 7 | NP | 17 | | | | | | | | |
| 10 | | 10 | | 5 | 7 | 4.50 P | 13 | | | | | | | | |
| 14.6 | Hard, gray SILTY CLAY | 14.6 | | | | | | | | | | | | | |
| 15.6 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blw/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blw/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|---------------------|----------|----------------------|
| 10.5 | 8-inch thick CONCRETE --PAVEMENT-- | 10.5 | | | | | | | | | | | | | |
| 4.4 | 10-inch thick CRUSHED STONE --BASE COURSE-- | 4.4 | | | | | | | | | | | | | |
| 4.4 | Loose to medium dense, brown and gray, medium to coarse SAND | 4.4 | | 1 | 12 | NP | 3 | | | | | | | | |
| 7.3 | | 7.3 | | 2 | 7 | NP | 6 | | | | | | | | |
| 9.7 | | 9.7 | | 3 | 3 | 0.75 P | 14 | | | | | | | | |
| 4.3 | Medium stiff, gray SILTY CLAY LOAM, with sand interbeds | 4.3 | | 4 | 1 | 1.50 P | 14 | | | | | | | | |
| 5.6 | Loose, brown SAND | 5.6 | | 5 | 3 | 2.50 P | 17 | | | | | | | | |
| 6.3 | Stiff to very stiff, gray SILTY CLAY | 6.3 | | 6 | 1 | 1.50 P | 14 | | | | | | | | |
| 10 | | 10 | | 7 | 4 | 2.50 P | 17 | | | | | | | | |
| 9.8 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|------------|---------------------------|----|-----|--|
| Begin Drilling | 10-05-2003 | Complete Drilling | 10-05-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | K&B | Logger | B. Fugiel | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|------------|---------------------------|----|---------|--|
| Begin Drilling | 10-05-2003 | Complete Drilling | 10-05-2003 | While Drilling | ∇ | 5.00 ft | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | K&B | Logger | B. Fugiel | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

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|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-097 & P-098

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

Wang Engineering, INC.
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 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG P-099 Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -3.44 ft
 North: 1857419.79 ft
 East: 1177275.33 ft
 Station: 1360+45
 Offset: 4' RT

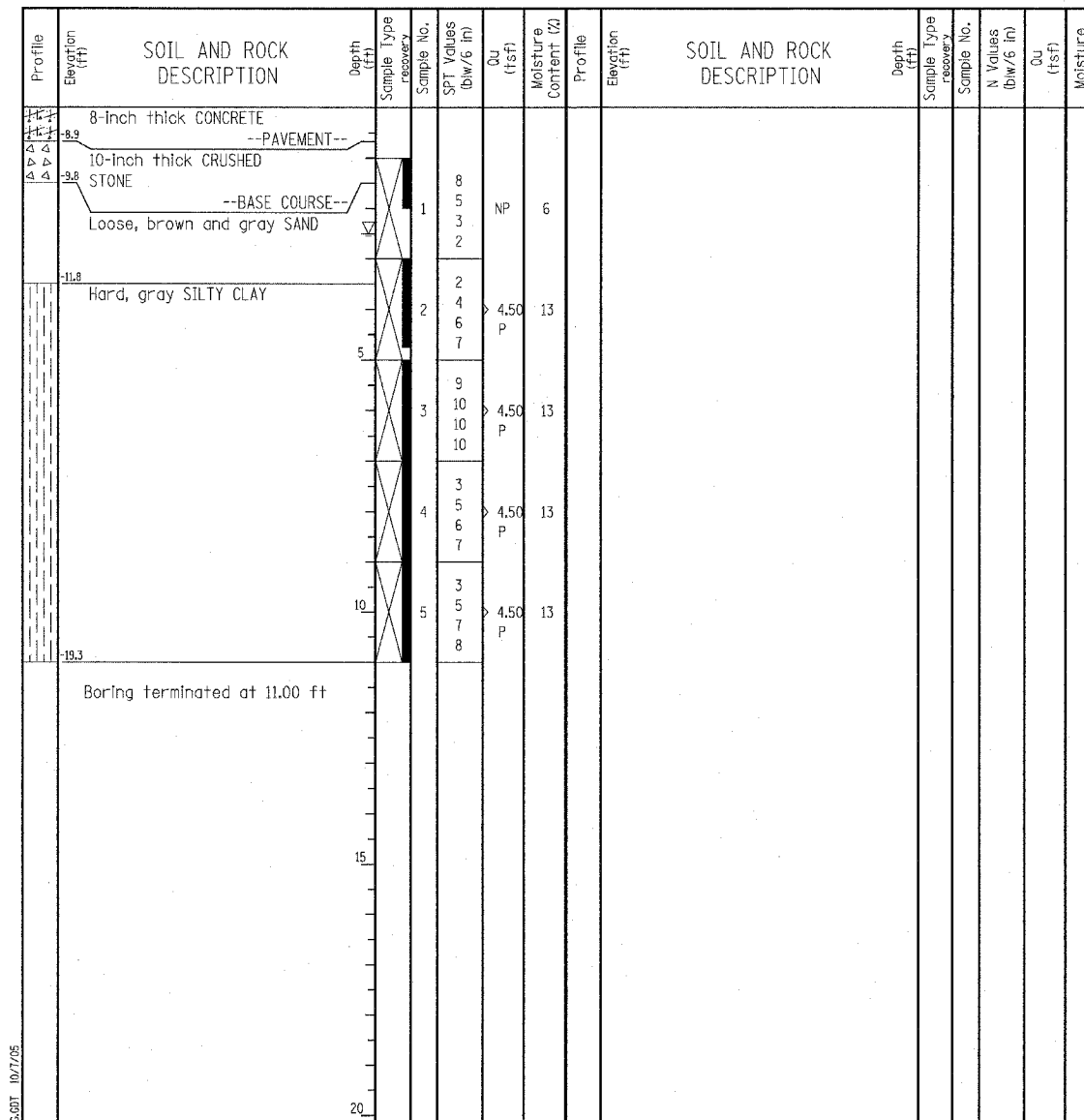
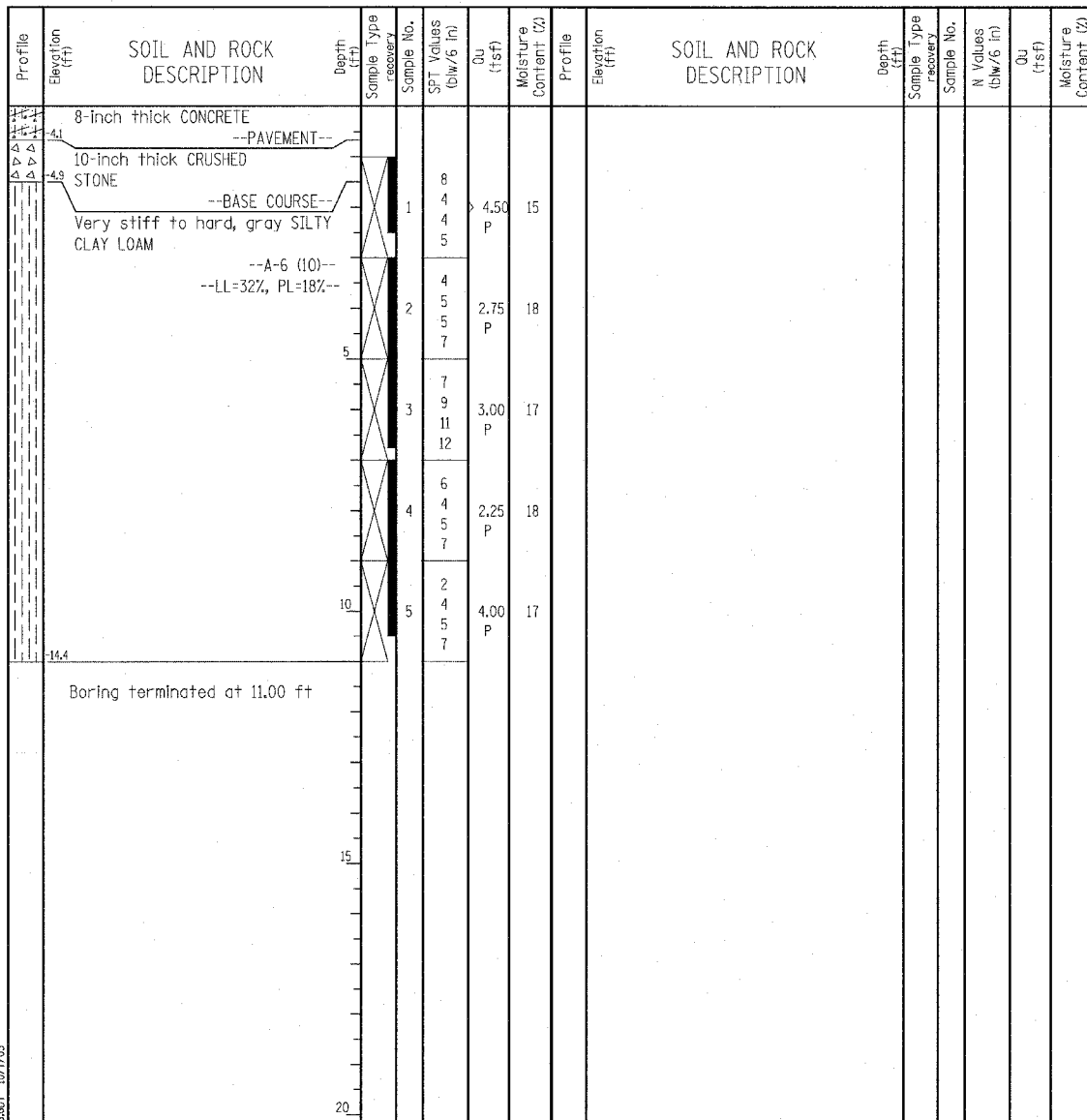
Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

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BORING LOG P-100 Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -8.25 ft
 North: 1858308.91 ft
 East: 1177254.45 ft
 Station: 1369+34
 Offset: 5' RT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|------------------|-------------------|--|---------------------------|-----|
| Begin Drilling | 10-05-2003 | Complete Drilling | 10-05-2003 | While Drilling | DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | DRY |
| Driller | K&B | Logger | B. Fugiel | Time After Drilling | NA |
| Checked by | MLS | Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | Depth to Water | NA |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---|------------------|-------------------|--|---------------------------|---------|
| Begin Drilling | 10-05-2003 | Complete Drilling | 10-05-2003 | While Drilling | 2.50 ft |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | DRY |
| Driller | K&B | Logger | B. Fugiel | Time After Drilling | NA |
| Checked by | MLS | Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | Depth to Water | NA |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-099 & P-100

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG P-101 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -8.03 ft
 North: 1857826.02 ft
 East: 1177204.48 ft
 Station: 1364+52.54
 Offset: 56.88' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 8.8 | 9-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| 9.3 | 6-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Very stiff to hard, gray SILTY CLAY | 1 | | 14 | 4.50 | 15 | | | | | | | | | |
| | | 2 | 6 | 3.25 | 17 | | | | | | | | | | |
| | | 3 | 4 | 4.50 | 16 | | | | | | | | | | |
| | | 4 | 5 | 4.50 | 13 | | | | | | | | | | |
| | | 5 | 6 | 4.50 | 13 | | | | | | | | | | |
| -18.0 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

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BORING LOG P-102 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -4.62 ft
 North: 1857529.68 ft
 East: 1177212.31 ft
 Station: 1361+56.10
 Offset: 56.03' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 4.4 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| 5.3 | 5-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| 5.7 | Very stiff to hard, gray CLAY to SILTY CLAY --A-6 (7)-- --LL=29%, PL=17%-- | 1 | | 9 | 3.00 | 16 | | | | | | | | | |
| | | 2 | 7 | 3.00 | 18 | | | | | | | | | | |
| | | 3 | 6 | 3.25 | 18 | | | | | | | | | | |
| | | 4 | 5 | 4.50 | 16 | | | | | | | | | | |
| | | 5 | 6 | 4.00 | 14 | | | | | | | | | | |
| -15.5 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
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| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS P-101 & P-102

SCALE: N.T.S. DRAWN BY: MPC
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG P-103 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

Datum: CCD
 Elevation: -1.42 ft
 North: 1857231.28 ft
 East: 1177219.38 ft
 Station: 1358+57.62
 Offset: 55.98' LT

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BORING LOG P-104 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

Datum: CCD
 Elevation: 1.44 ft
 North: 1856925.14 ft
 East: 1177216.08 ft
 Station: 1355+51.64
 Offset: 66.48' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|-----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 11.4 | 8-inch thick CONCRETE --PAVEMENT-- | 0 | | | | | | | | | | | | | |
| 10.9 | 5-inch thick CRUSHED STONE --BASE COURSE-- | 0.5 | | | | | | | | | | | | | |
| 10.4 | Very stiff, gray SILTY CLAY | 1 | | 1 | 6 3 5 3 | 3.75 P | 16 | | | | | | | | |
| | | 5 | | 2 | 5 7 7 6 | 2.25 P | 17 | | | | | | | | |
| | | 5 | | 3 | 5 6 7 3 | 2.75 P | 17 | | | | | | | | |
| | | 10 | | 4 | 3 6 8 8 | 3.75 P | 18 | | | | | | | | |
| | | 10 | | 5 | 4 4 9 9 | 3.50 P | 20 | | | | | | | | |
| | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|-----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| 11.1 | Medium dense, brown SAND --FILL-- | 0 | | | | | | | | | | | | | |
| 10.3 | Medium dense, brown SANDY LOAM --TOPSOIL-- | 0.3 | | 1 | 6 5 7 5 | NP | 7 | | | | | | | | |
| | Very stiff, gray SILTY CLAY | 2 | | 2 | 4 7 7 4 | 3.25 P | 16 | | | | | | | | |
| | | 5 | | 3 | 4 4 4 4 | 3.00 P | 18 | | | | | | | | |
| | | 10 | | 4 | 4 4 6 7 | 3.50 P | 17 | | | | | | | | |
| | | 10 | | 5 | 5 5 8 9 | 3.75 P | 18 | | | | | | | | |
| | Boring terminated at 10.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|---|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID. HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-103 & P-104

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG P-105

Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: 1.88 ft
 North: 1856656.26 ft
 East: 1177220.16 ft
 Station: 1352+82.74
 Offset: 68.73' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01.
 Location: From 95th Street to South of 69th Street

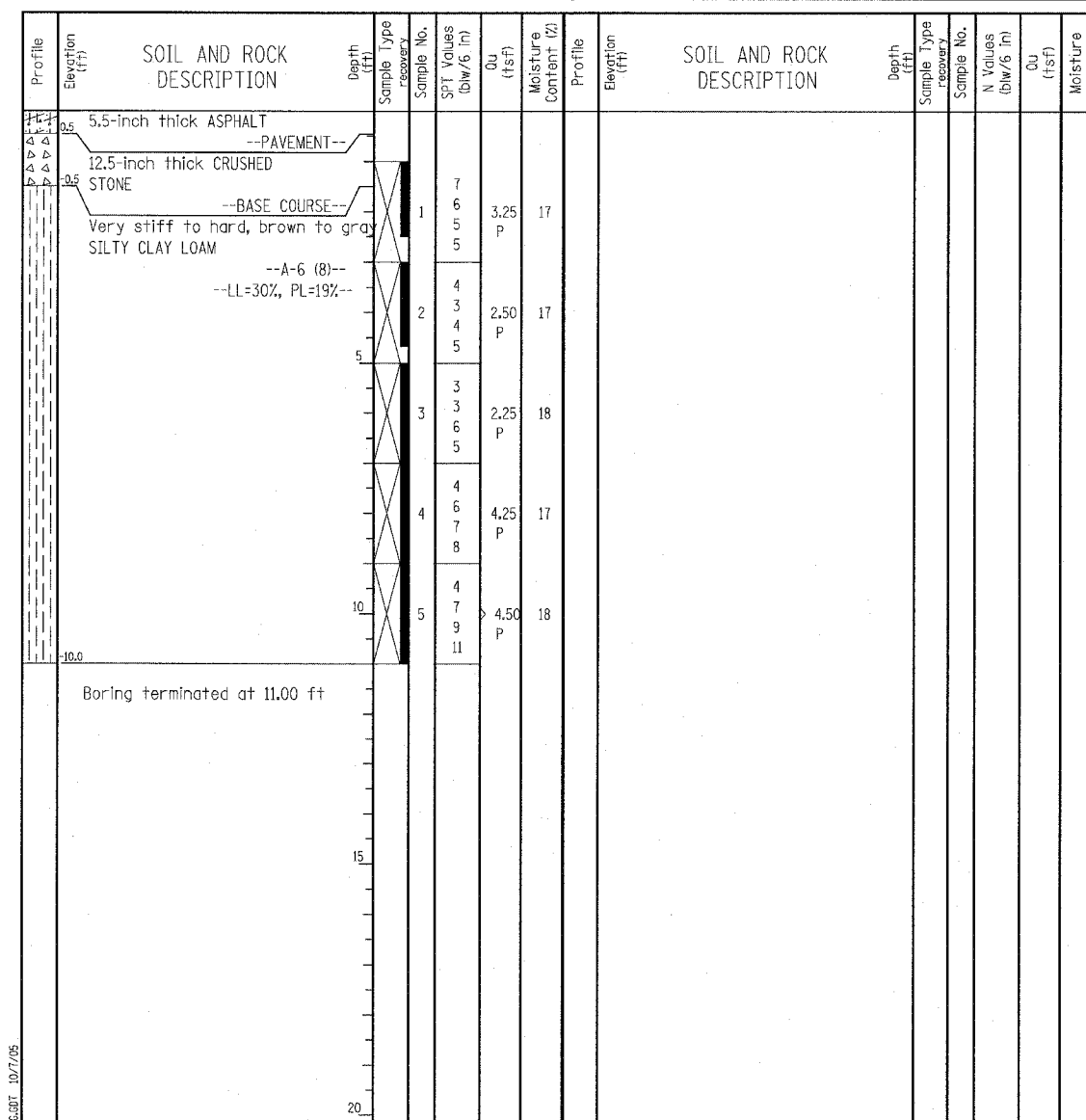
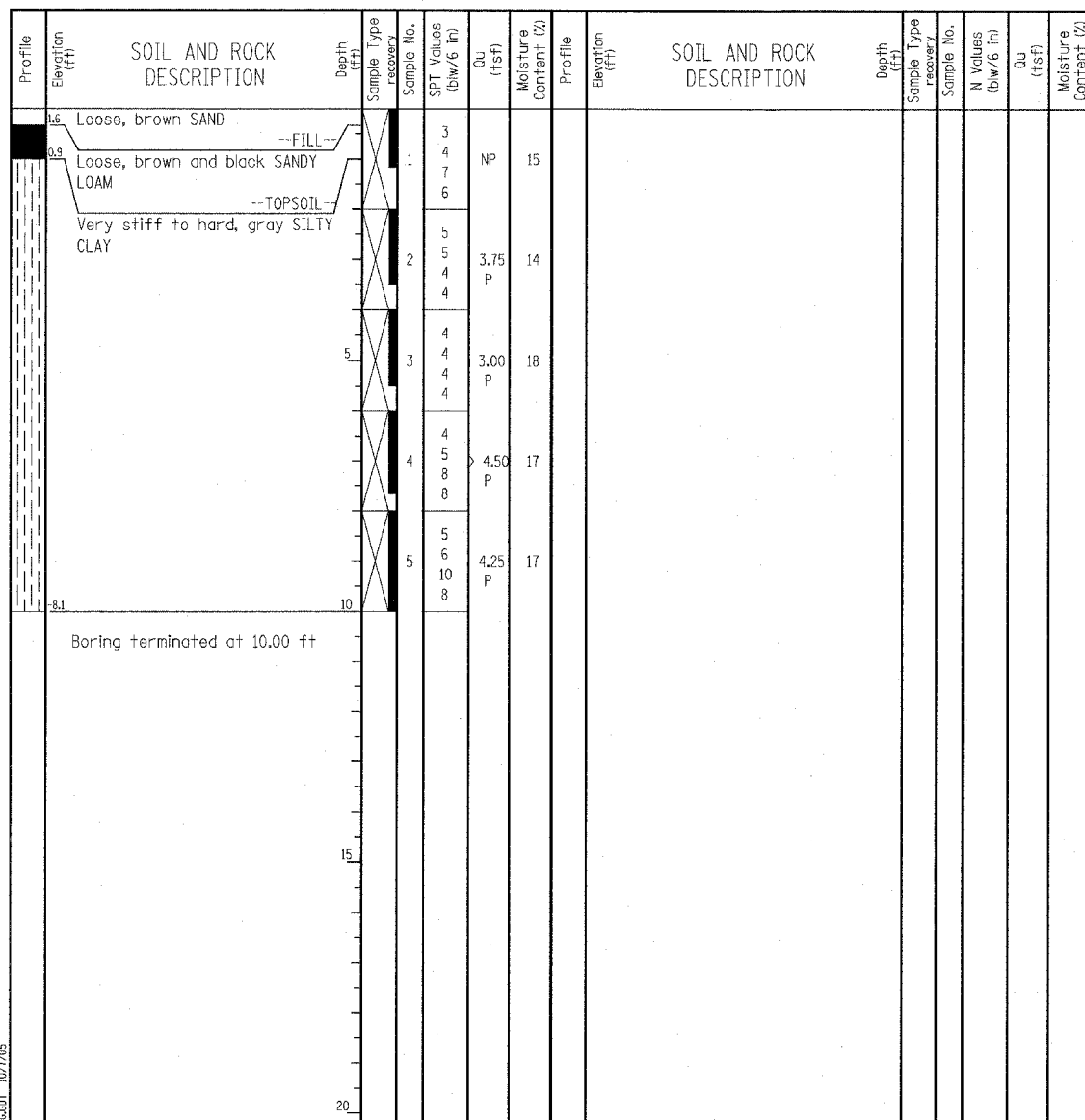
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BORING LOG P-106

Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: 0.98 ft
 North: 1856370.87 ft
 East: 1177221.27 ft
 Station: 1349+97.41
 Offset: 74.33' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01.
 Location: From 95th Street to South of 69th Street



| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ☒ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☒ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☒ | NA | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---------------------|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ☒ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☒ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☒ | NA | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-105 & P-106

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG P-107

Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -2.61 ft
 North: 1856070.03 ft
 East: 1177234.03 ft
 Station: 1346+96.35
 Offset: 68.65' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

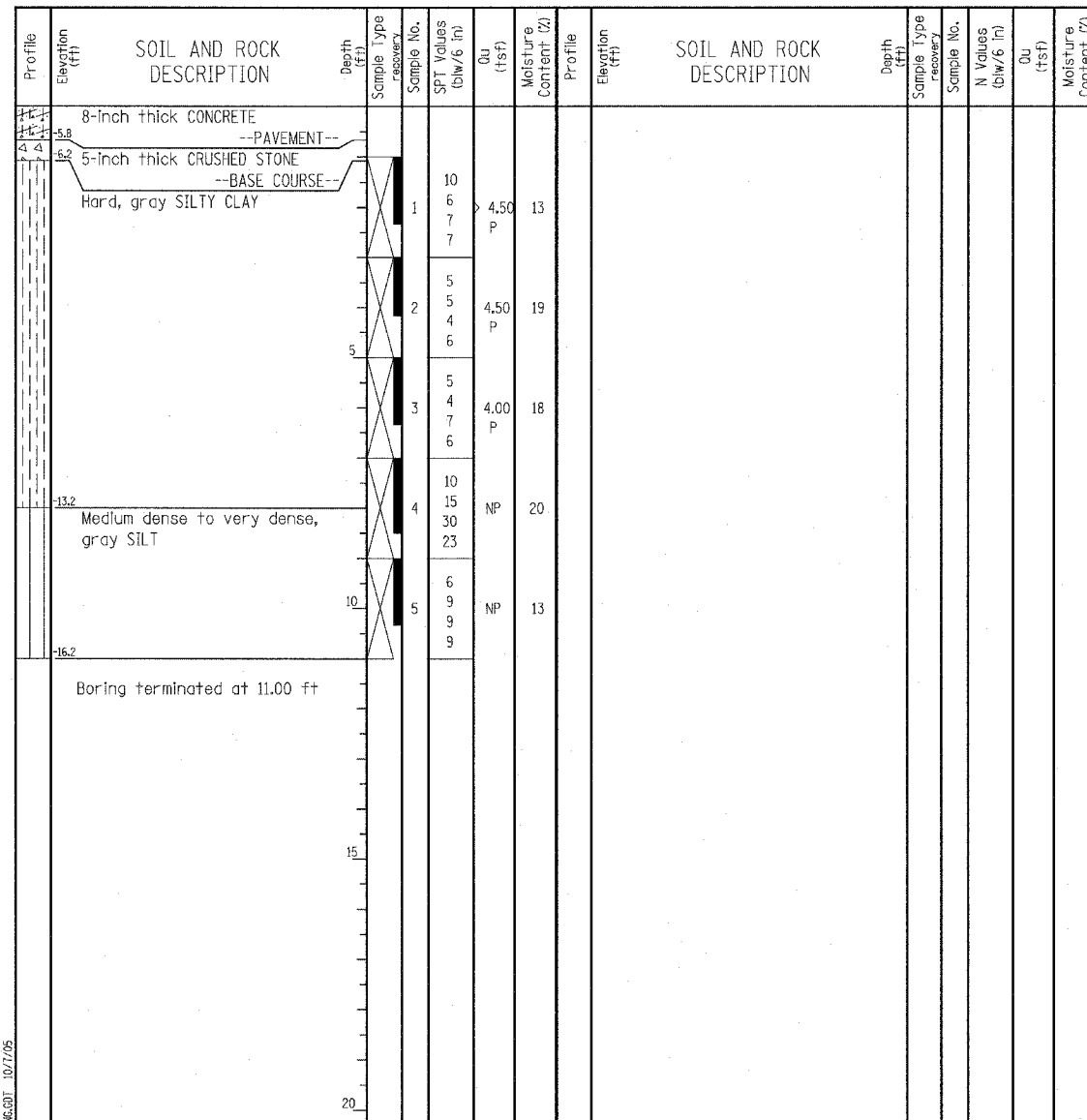
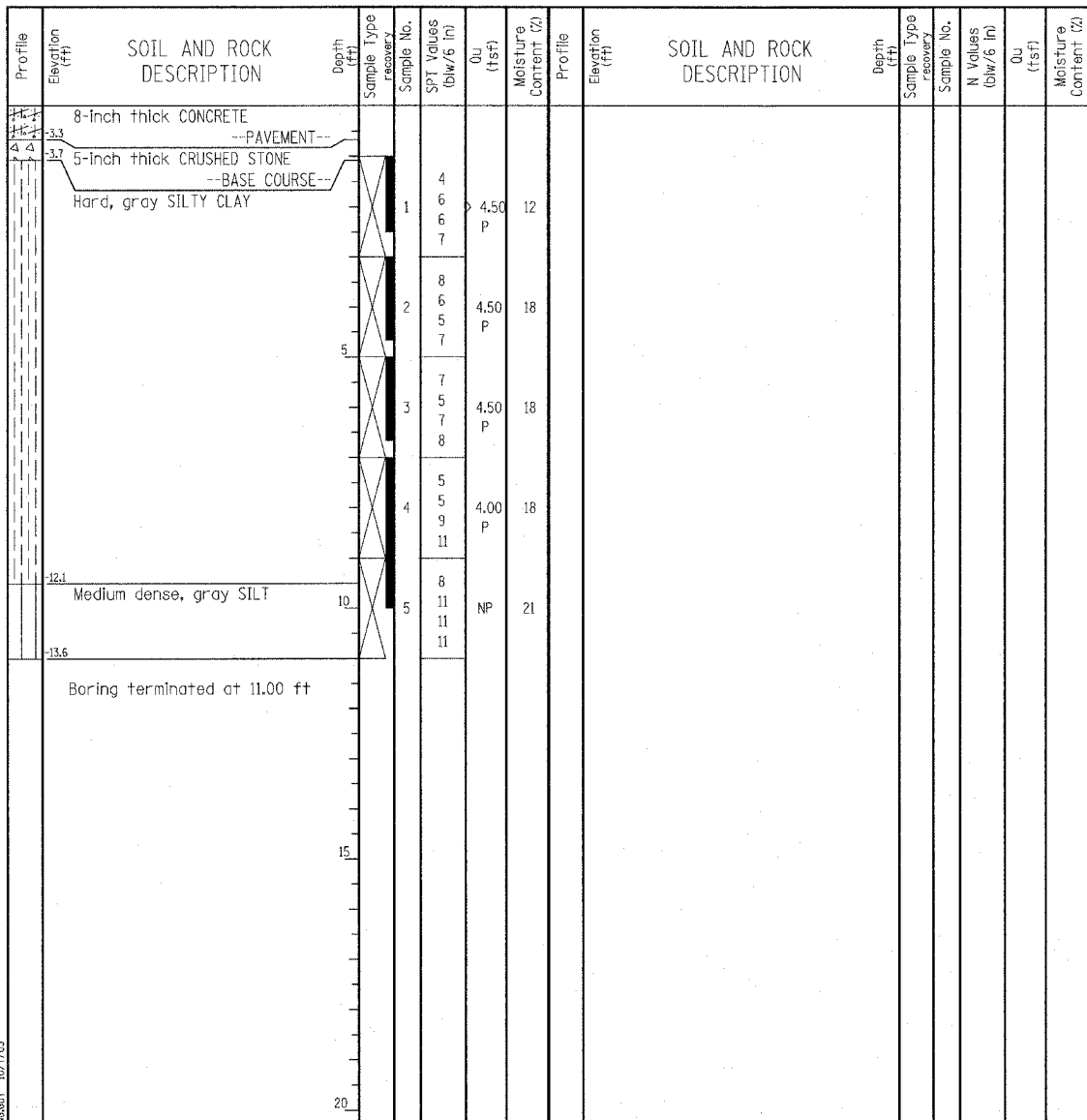
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BORING LOG P-108

Page 1 of 1

WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -5.16 ft
 North: 1855773.43 ft
 East: 1177241.00 ft
 Station: 1343+99.64
 Offset: 68.66' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street



| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ☑ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☑ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☑ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-18-2003 | Complete Drilling | 06-18-2003 | While Drilling | ☑ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☑ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☑ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
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| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS P-107 & P-108

SCALE: N.T.S. DRAWN BY: MPC
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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BORING LOG P-109
 WEI Job No.: 414-07-01

Datum: CCD
 Elevation: -7.16 ft
 North: 1855475.85 ft
 East: 1177256.23 ft
 Station: 1341+01.81
 Offset: 60.43' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

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 Fax: 630 953-9938

BORING LOG P-110
 WEI Job No.: 414-07-01

Datum: CCD
 Elevation: -9.42 ft
 North: 1855179.06 ft
 East: 1177265.80 ft
 Station: 1338+04.88
 Offset: 57.85' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street.

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|------------|-----------------------|----------|----------------------|
| -11.1 | 11-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | |
| -11.1 | | | | | | | | | | | | | |
| -11.4 | 4-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | |
| -11.4 | | | | | | | | | | | | | |
| -11.4 | Hard, brown and gray CLAY --FILL-- | 1 | 1 | 6 | 4.50 | 16 | | | | | | | |
| -11.4 | | 6 | | 4 | | | | | | | | | |
| -11.4 | | 6 | | 3 | | | | | | | | | |
| -11.4 | | 6 | | 6 | | | | | | | | | |
| -10.2 | Hard, gray CLAY | 2 | 2 | 4 | 4.50 | 13 | | | | | | | |
| -10.2 | | 3 | | 3 | | | | | | | | | |
| -10.2 | | 6 | | 6 | | | | | | | | | |
| -10.2 | | 5 | | 5 | | | | | | | | | |
| -12.4 | Medium dense, gray SILT to SILTY LOAM | 3 | 3 | 8 | NP | 17 | | | | | | | |
| -12.4 | | 12 | | 12 | | | | | | | | | |
| -12.4 | | 14 | | 14 | | | | | | | | | |
| -12.4 | | 12 | | 12 | | | | | | | | | |
| -14.4 | Hard, gray SILTY CLAY, with silt interbeds | 4 | 4 | 7 | 4.50 | 12 | | | | | | | |
| -14.4 | | 7 | | 7 | | | | | | | | | |
| -14.4 | | 8 | | 8 | | | | | | | | | |
| -14.4 | | 11 | | 11 | | | | | | | | | |
| -19.0 | | 5 | | 7 | 4.50 | 12 | | | | | | | |
| -19.0 | | 9 | | 9 | | | | | | | | | |
| -19.0 | | 10 | | 10 | | | | | | | | | |
| -19.0 | | 10 | | 10 | | | | | | | | | |
| -18.2 | Boring terminated at 11.00 ft | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|------------|-----------------------|----------|----------------------|
| -10.3 | 11-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | |
| -10.3 | | | | | | | | | | | | | |
| -10.7 | 4-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | |
| -10.7 | | | | | | | | | | | | | |
| -10.7 | Hard, gray CLAY | 1 | 1 | 12 | 4.50 | 13 | | | | | | | |
| -10.7 | | 3 | | 4 | | | | | | | | | |
| -10.7 | | 4 | | 3 | | | | | | | | | |
| -12.2 | Medium dense, gray SILT to SILTY LOAM | 2 | 2 | 8 | NP | 23 | | | | | | | |
| -12.2 | | 7 | | 7 | | | | | | | | | |
| -12.2 | | 8 | | 8 | | | | | | | | | |
| -12.2 | | 12 | | 12 | | | | | | | | | |
| -16.7 | Hard, gray CLAY, with sand and silt interbeds | 4 | 4 | 9 | 4.50 | 13 | | | | | | | |
| -16.7 | | 9 | | 9 | | | | | | | | | |
| -16.7 | | 13 | | 13 | | | | | | | | | |
| -16.7 | | 12 | | 12 | | | | | | | | | |
| -20.4 | | 5 | | 7 | 4.50 | 12 | | | | | | | |
| -20.4 | | 9 | | 9 | | | | | | | | | |
| -20.4 | | 12 | | 12 | | | | | | | | | |
| -20.4 | | 12 | | 12 | | | | | | | | | |
| -20.4 | Boring terminated at 11.00 ft | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|--|------------------|-------------------|-------------|---|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | Depth to Water | ∇ | NA | | | |
| Drilling Method 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|--|------------------|-------------------|-------------|---|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | Depth to Water | ∇ | NA | | | |
| Drilling Method 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-109 & P-110

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

Wang Engineering, Inc.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 1145 Main Street
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 Fax: 630 953-9938

BORING LOG P-111 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -11.60 ft
 North: 1854864.42 ft
 East: 1177274.87 ft
 Station: 1334+90.10
 Offset: 56.18' LT

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

BORING LOG P-112 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -8.69 ft
 North: 1854557.37 ft
 East: 1177281.06 ft
 Station: 1331+82.99
 Offset: 57.21' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|------------|-----------------------|----------|----------------------|
| -12.3 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | |
| -12.8 | 6-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | |
| -14.1 | Hard, gray CLAY with silt interbeds | 10 | 1 | 6 | 4.50 | 13 | | | | | | | |
| | Hard, gray SILTY CLAY | 5 | 2 | 4 | 4.50 | 13 | | | | | | | |
| | | 9 | 3 | 8 | 4.50 | 12 | | | | | | | |
| | | 10 | 4 | 14 | NP | 12 | | | | | | | |
| -19.6 | Dense, gray SILTY LOAM | 10 | 5 | 18 | NP | 13 | | | | | | | |
| | | 20 | | 20 | | | | | | | | | |
| | | 22.6 | | 15 | | | | | | | | | |
| | Boring terminated at 11.00 ft | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample No. | SPT Values (blows/in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|------------|-----------------------|----------|----------------------|------------------------|---------------------------|------------|------------|-----------------------|----------|----------------------|
| -9.4 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | |
| -9.8 | 5-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | |
| | Hard, gray CLAY | 9 | 1 | 6 | 4.50 | 14 | | | | | | | |
| | --FILL-- | 3 | 2 | 3 | 1.75 | 17 | | | | | | | |
| | Soft to stiff, gray SILTY CLAY LOAM | 2 | 3 | 4 | 0.25 | 20 | | | | | | | |
| | --A-4 (5)-- --LL=28%, PL=18%-- | 5 | 4 | 6 | 4.50 | 13 | | | | | | | |
| | | 10 | 5 | 9 | 4.50 | 12 | | | | | | | |
| | | 10 | | 6 | | | | | | | | | |
| | | 19.7 | | 6 | | | | | | | | | |
| | Boring terminated at 11.00 ft | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ☑ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☑ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☑ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|--|-------------------|-------------|---------------------------|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ☑ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ☑ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | ☑ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS P-111 & P-112

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

W Wang Engineering, INC.
Consulting Geotechnical and Environmental Engineers
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1145 Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9938

BORING LOG P-113
WEI Job No.: 414-07-01
Client: T. Y. LIN International
Project: Dan Ryan Improvements; IDOT No. D-91-421-01
Location: From 95th Street to South of 69th Street

Datum: CCD
Elevation: -4.83 ft
North: 1854259.02 ft
East: 1177292.53 ft
Station: 1328+85.83
Offset: 56.28' LT

Page 1 of 1

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Lombard, IL 60148
Telephone: 630 953-9928
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BORING LOG P-114
WEI Job No.: 414-07-01
Client: T. Y. LIN International
Project: Dan Ryan Improvements; IDOT No. D-91-421-01
Location: From 95th Street to South of 69th Street

Datum: CCD
Elevation: -0.98 ft
North: 1853960.26 ft
East: 1177311.76 ft
Station: 1325+87.92
Offset: 55.52' LT

Page 1 of 1

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| -4.4 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| -5.8 | 4-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Very stiff to hard, gray SILTY CLAY | 1 | | 1 | 11 | 4.00 | 18 | | | | | | | | |
| | | 6 | | 6 | 6 | | | | | | | | | | |
| | | 4 | | 4 | 4 | | | | | | | | | | |
| | | 8 | | 8 | 8 | | | | | | | | | | |
| | | 5 | | 5 | 5 | 3.00 | 17 | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 6 | | 6 | 6 | 2.50 | 17 | | | | | | | | |
| | | 4 | | 4 | 4 | | | | | | | | | | |
| | | 7 | | 7 | 7 | 4.50 | 14 | | | | | | | | |
| | | 9 | | 9 | 9 | | | | | | | | | | |
| | | 10 | | 10 | 10 | | | | | | | | | | |
| | | 7 | | 7 | 7 | 4.50 | 13 | | | | | | | | |
| | | 11 | | 11 | 11 | | | | | | | | | | |
| | | 9 | | 9 | 9 | | | | | | | | | | |
| | | 11 | | 11 | 11 | | | | | | | | | | |
| | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|--|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| -4.4 | 12-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| -2.0 | 3-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Very stiff, gray CLAY --A-6 (9)-- --LL=31%, PL=18%-- | 1 | | 1 | 4 | 3.00 | 18 | | | | | | | | |
| | | 2 | | 2 | 4 | | | | | | | | | | |
| | | 2 | | 2 | 2 | 2.50 | 18 | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 5 | | 5 | 5 | | | | | | | | | | |
| | | 4 | | 4 | 4 | 2.00 | 18 | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 4 | | 4 | 4 | 2.50 | 17 | | | | | | | | |
| | | 5 | | 5 | 5 | | | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 3 | | 3 | 3 | | | | | | | | | | |
| | | 5 | | 5 | 5 | 2.25 | 18 | | | | | | | | |
| | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|------------------|-------------------|-------------|---|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ▽ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ▽ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | | | Depth to Water | ▽ | NA | |
| Drilling Method: 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|------------------|-------------------|-------------|---|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ▽ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ▽ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | | | Depth to Water | ▽ | NA | |
| Drilling Method: 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | | The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SOIL BORINGS P-113 & P-114

SCALE: N.T.S. DRAWN BY: MPG
DATE: MARCH 1, 2006 CHECKED BY: JPM

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
 wangeng3@wangeng.com
 1145 Main Street
 Lombard, IL 60148
 Telephone: 630 953-9928
 Fax: 630 953-9938

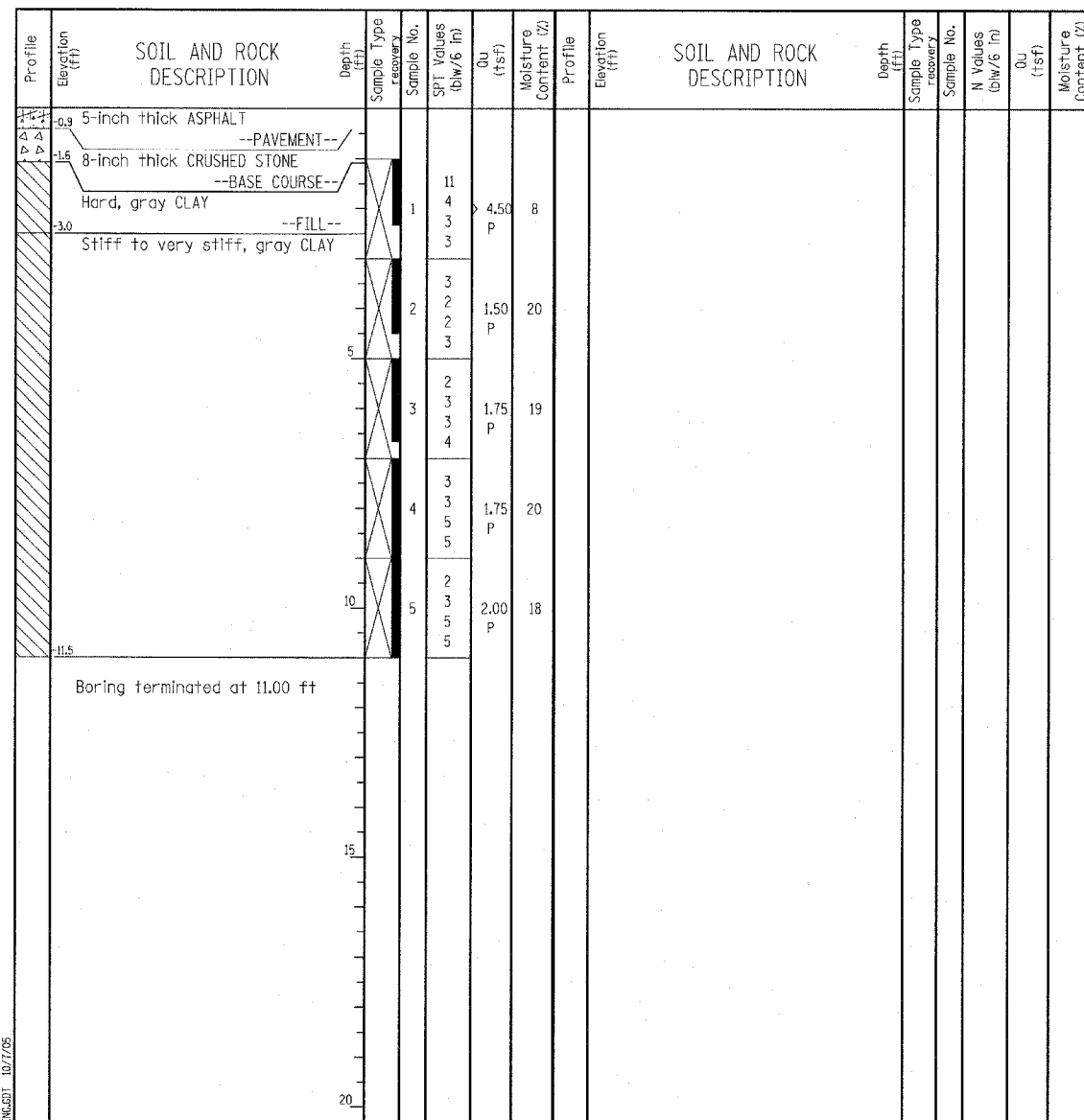
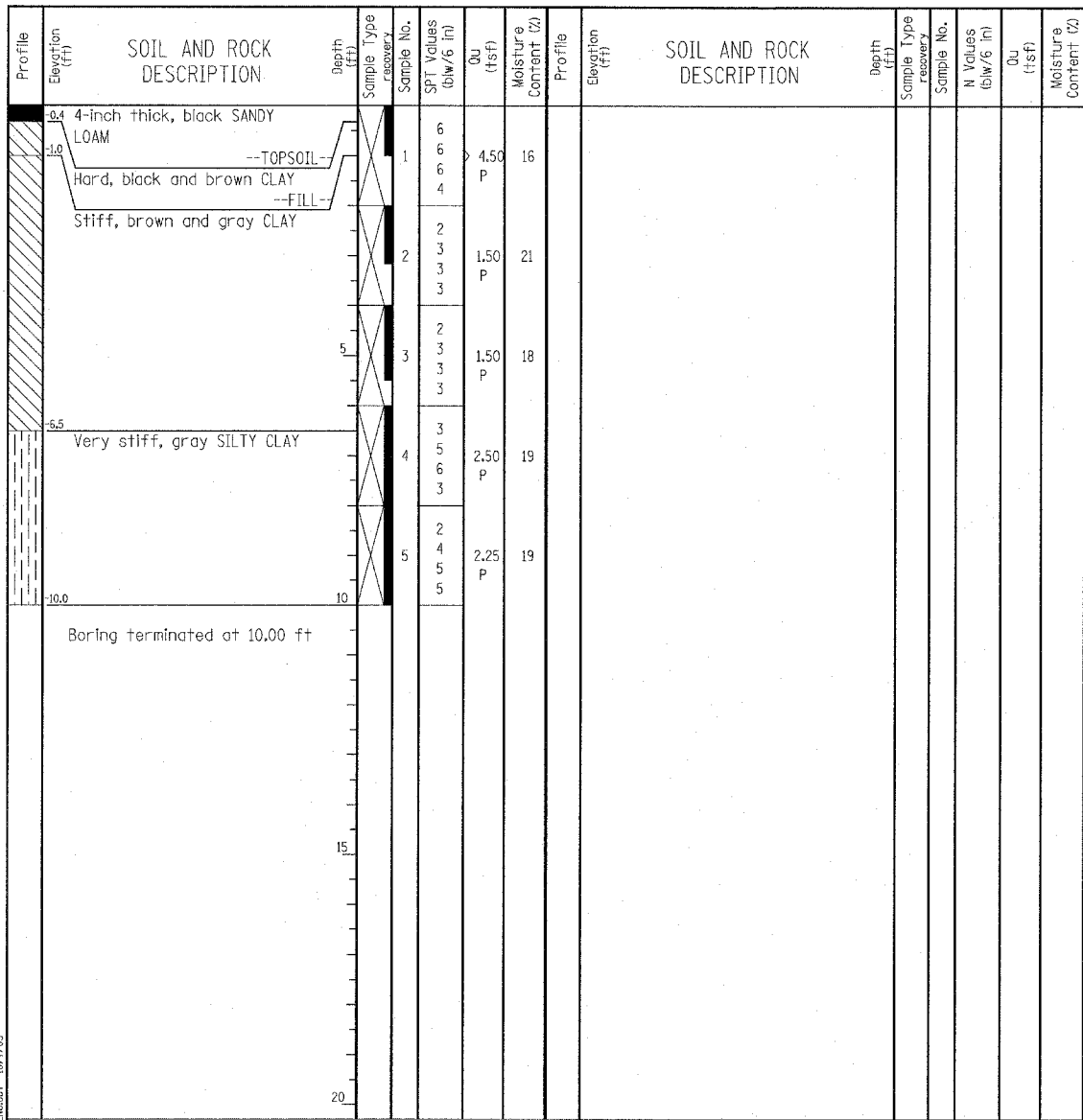
BORING LOG P-115
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -0.04 ft
 North: 1853656.75 ft
 East: 1177329.78 ft
 Station: 1322+84.26
 Offset: 61.77' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Wang Engineering, INC.
 Consulting Geotechnical and Environmental Engineers
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 Telephone: 630 953-9928
 Fax: 630 953-9938

BORING LOG P-116
 WEI Job No.: 414-07-01
 Datum: CCD
 Elevation: -0.49 ft
 North: 1853316.33 ft
 East: 1177350.81 ft
 Station: 1319+43.25
 Offset: 68.22' LT

Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street



| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|--|-------------------|-------------|---------------------------|-----|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | DRY |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | NA |

| GENERAL NOTES | | | | WATER LEVEL DATA | |
|---------------------|--|-------------------|-------------|---------------------------|-----|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | DRY |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | DRY |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA |
| Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | | | Depth to Water | NA |

LEGEND

NP NON-PLASTIC
 B BULGE FAILURE
 S SHEAR FAILURE
 P POCKET PENETROMETER

TYLIN INTERNATIONAL

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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-115 & P-116

S.N. DESIGNED BY:
 SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM

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 Telephone: 630 953-9928
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BORING LOG P-117 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -3.94 ft
 North: 1853071.67 ft
 East: 1177367.73 ft
 Station: 1316+96.71
 Offset: 68.99' LT

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 Telephone: 630 953-9928
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BORING LOG P-118 Page 1 of 1

WEI Job No.: 414-07-01
 Client: T. Y. LIN International
 Project: Dan Ryan Improvements; IDOT No. D-91-421-01
 Location: From 95th Street to South of 69th Street

Datum: CCD
 Elevation: -7.64 ft
 North: 1852780.62 ft
 East: 1177391.42 ft
 Station: 1314+03.18
 Offset: 59.48' LT

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| -4.6 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| -5.0 | 5-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Medium dense, brown, medium and coarse SAND --FILL-- | 1 | | 1 | 18 12 11 9 | NP | 11 | | | | | | | | |
| | | 2 | | 2 | 14 6 2 | 1.25 P | 19 | | | | | | | | |
| | | 3 | | 3 | 5 3 4 7 | 2.50 P | 20 | | | | | | | | |
| | | 4 | | 4 | 4 5 7 10 | 3.50 P | 18 | | | | | | | | |
| | | 5 | | 5 | 5 6 7 11 | 4.50 P | 16 | | | | | | | | |
| -7.4 | Stiff to hard, gray SILTY CLAY | | | | | | | | | | | | | | |
| | | 10 | | | | | | | | | | | | | |
| | | 15 | | | | | | | | | | | | | |
| | | 20 | | | | | | | | | | | | | |
| -10.9 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | SPT Values (blows/6 in) | Qu (tsf) | Moisture Content (%) | Profile Elevation (ft) | SOIL AND ROCK DESCRIPTION | Depth (ft) | Sample Type recovery | Sample No. | N Values (blows/6 in) | Qu (tsf) | Moisture Content (%) |
|------------------------|---|------------|----------------------|------------|-------------------------|----------|----------------------|------------------------|---------------------------|------------|----------------------|------------|-----------------------|----------|----------------------|
| -8.5 | 8-inch thick CONCRETE --PAVEMENT-- | | | | | | | | | | | | | | |
| -8.7 | 5-inch thick CRUSHED STONE --BASE COURSE-- | | | | | | | | | | | | | | |
| | Medium dense, brown SAND --FILL-- | 1 | | 1 | 13 5 5 5 | 4.25 P | 17 | | | | | | | | |
| | | 2 | | 2 | 7 5 8 11 | 4.50 P | 12 | | | | | | | | |
| | | 3 | | 3 | 6 9 8 9 | 4.50 P | 12 | | | | | | | | |
| | | 4 | | 4 | 8 8 7 7 | 4.50 P | 13 | | | | | | | | |
| | | 5 | | 5 | 5 6 8 8 | 4.50 P | 13 | | | | | | | | |
| | | 10 | | | | | | | | | | | | | |
| | | 15 | | | | | | | | | | | | | |
| | | 20 | | | | | | | | | | | | | |
| -18.6 | Boring terminated at 11.00 ft | | | | | | | | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|------------------|-------------------|--|---------------------------|----|-----|--|
| Begin Drilling | 06-19-2003 | Complete Drilling | 06-19-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

| GENERAL NOTES | | | | WATER LEVEL DATA | | | |
|---|------------------|-------------------|--|---------------------------|----|-----|--|
| Begin Drilling | 06-20-2003 | Complete Drilling | 06-20-2003 | While Drilling | ∇ | DRY | |
| Drilling Contractor | Patrick Drilling | Drill Rig | CME 75 TMR | At Completion of Drilling | ∇ | DRY | |
| Driller | J&B | Logger | S. Janowski | Time After Drilling | NA | | |
| Checked by | MLS | Drilling Method | 3.25" ID HSA; Boring backfilled with bentonite upon completion | Depth to Water | ∇ | NA | |
| The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual. | | | | | | | |

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS P-117 & P-118

SCALE: N.T.S. DRAWN BY: MPG
 DATE: MARCH 1, 2006 CHECKED BY: JPM



Illinois Department of Transportation
 Division of Highways
 AMERICAN GEOTECHNICAL ENGINEERING, INC.

Page 1 of 1

Date 2/3/05

ROUTE F.A.I. I-94 / I-90 DESCRIPTION Dan Ryan Expressway (0-91-419-01) LOGGED BY R.P.
 SECTION _____ LOCATION Chicago, Illinois
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

| STRUCT. NO. Station | DEPTH | B L O W S | U C S | M O D E | Surface Water Elev. _____ ft | Stream Bed Elev. _____ ft | D E P T H | B L O W S | U C S | M O D E |
|--|--------|-----------------------|-------------|------------------|------------------------------|---------------------------|-----------------------|-----------------------|-------------|------------------|
| | | | | | | | | | | |
| Asphalt, 8" | | | | | | | | | | |
| Concrete, 8" | -8.19 | | | | | | | | | |
| Sub Base, Gravel (FILL) | -8.85 | | | | | | | | | |
| Very Stiff to Hard Gray CLAY | -9.69 | 6 | | | | | | | | |
| | | 7 | 3.3 | 19.0 | | | | | | |
| | | 8 | B | | | | | | | |
| | | 4 | | | | | | | | |
| | | 7 | 4.9 | 17.0 | | | | | | |
| Hard / Dense Gray SILTY CLAY LOAM / SILTY LOAM | -12.52 | 8 | B | | | | | | | |
| | | 8 | | | | | | | | |
| | | 9 | 5.5 | 12.0 | | | | | | |
| | | 11 | S | | | | | | | |
| | | 8 | | | | | | | | |
| | | 8 | 6.6 | 12.0 | | | | | | |
| | | 8 | S | | | | | | | |
| | | 9 | | | | | | | | |
| | | 9 | 6.3 | 13.0 | | | | | | |
| | | 10 | B | | | | | | | |
| | | 8 | | | | | | | | |
| | | 8 | 8.3 | 12.0 | | | | | | |
| | | 10 | B | | | | | | | |
| | 12 | | | | | | | | | |
| | 12 | 7.7 | 10.0 | | | | | | | |
| | 14 | S | | | | | | | | |
| | 15 | | | | | | | | | |
| | 16 | 1.4 | 10.0 | | | | | | | |
| | 17 | S | | | | | | | | |

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
 BBS, from 137 (Rev. 8-99)

LEGEND

| | |
|----|---------------------|
| NP | NON-PLASTIC |
| B | BULGE FAILURE |
| S | SHEAR FAILURE |
| P | POCKET PENETROMETER |

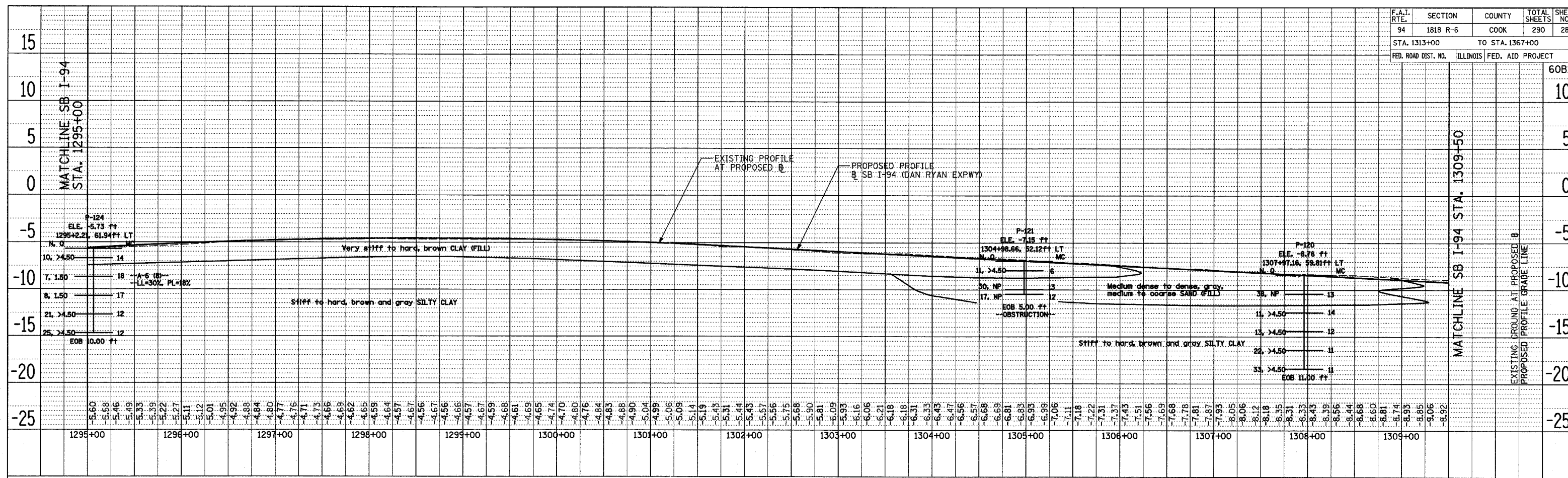
TYLIN INTERNATIONAL

| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORINGS B79-7

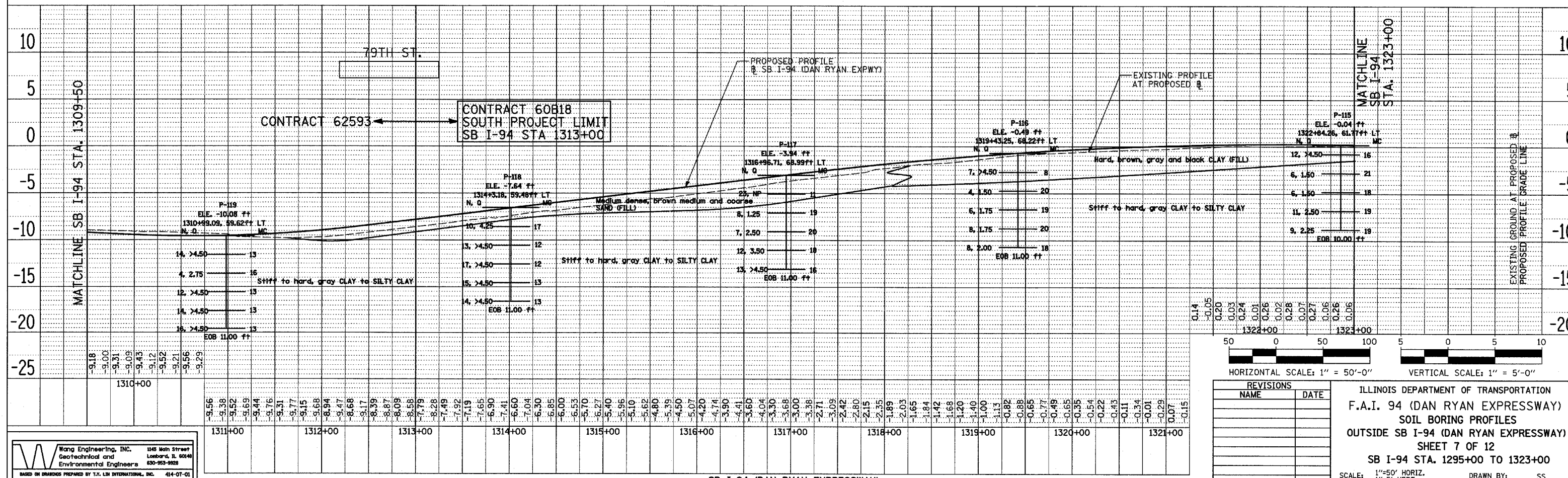
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 DATE: MARCH 1, 2006 CHECKED BY: JPM

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 SURVEYED: _____
 PLAN: _____
 NOTE BOOK: _____
 ALIGNED: _____
 CHECKED: _____
 RT. OF WAY: _____
 CHECKED: _____
 NO. _____
 ROAD FILE NAME: _____

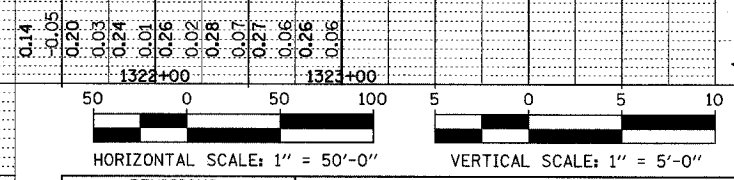


SB I-94 (DAN RYAN EXPRESSWAY)

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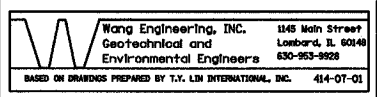


SB I-94 (DAN RYAN EXPRESSWAY)

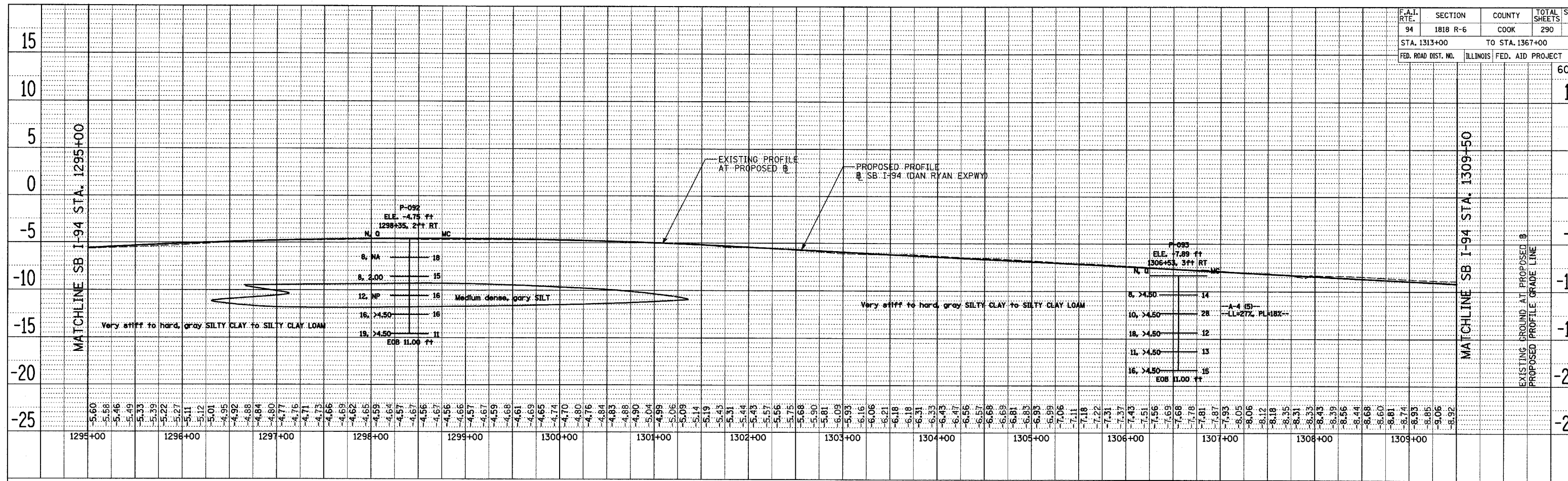


| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 OUTSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 7 OF 12
 SB I-94 STA. 1295+00 TO 1323+00
 SCALE: 1/4"=50' HORIZ.
 1/2"=5' VERT.
 DATE: MARCH 1, 2006
 DRAWN BY: SS
 CHECKED BY: MLS

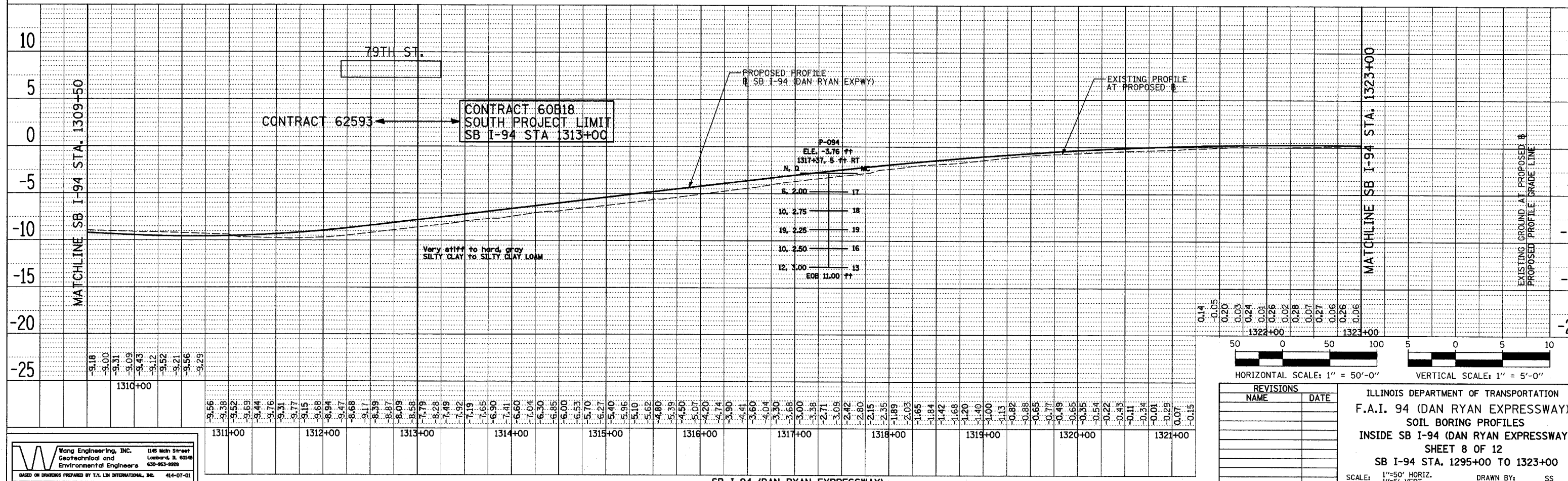


DATE _____ BY _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 ALIGNMENT CHECKED _____
 RT. OF WAY CHECKED _____
 NO. _____ PAID FILE NAME _____

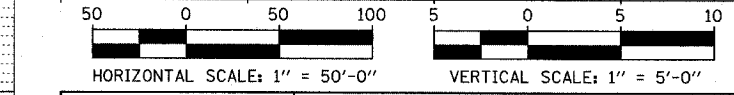


SB I-94 (DAN RYAN EXPRESSWAY)

DATE _____ BY _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 ALIGNMENT CHECKED _____
 RT. OF WAY CHECKED _____
 NO. _____ PAID FILE NAME _____



SB I-94 (DAN RYAN EXPRESSWAY)

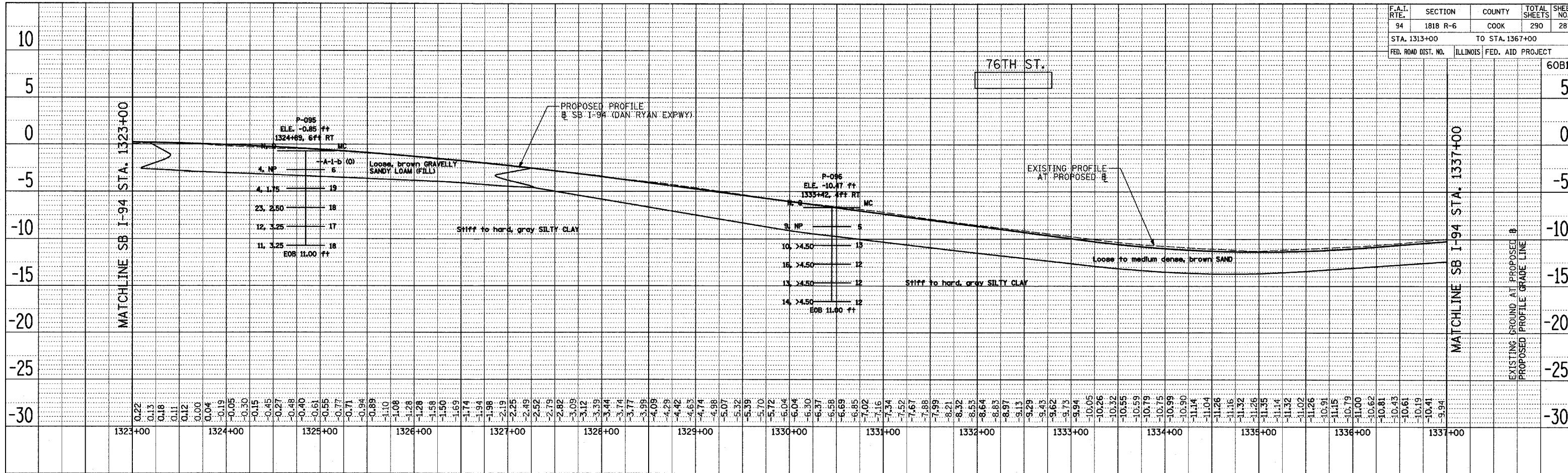


| REVISIONS | |
|-----------|------|
| NAME | DATE |
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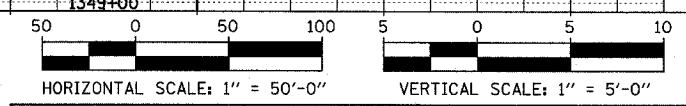
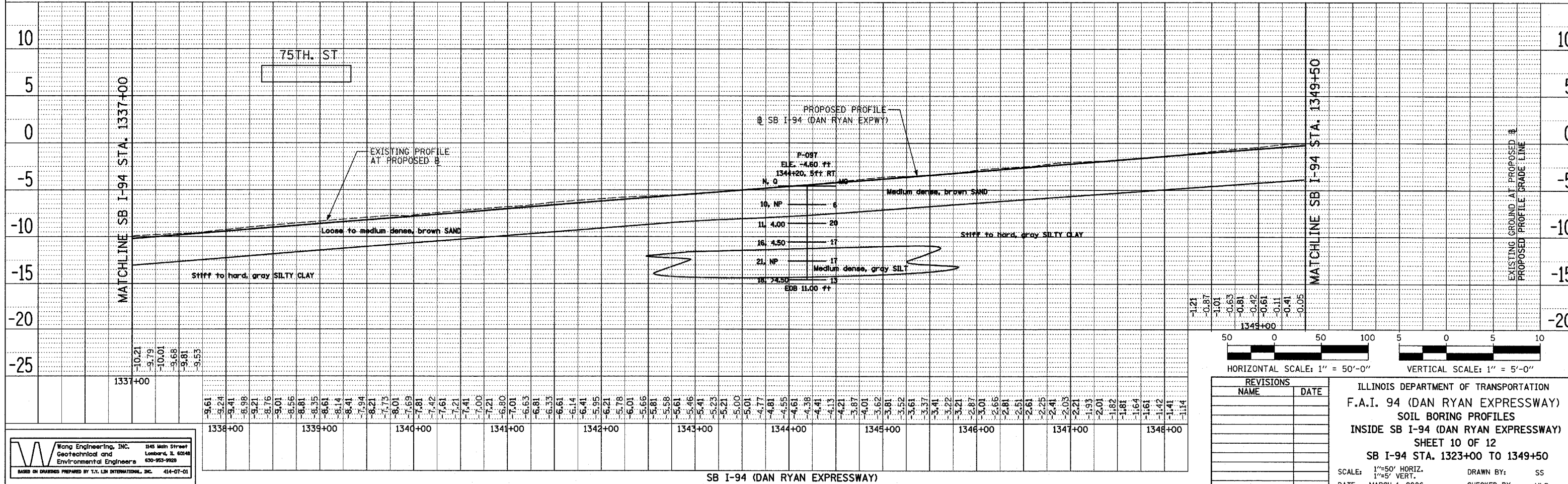
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 INSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 8 OF 12
 SB I-94 STA. 1295+00 TO 1323+00
 SCALE: 1"=50' HORIZ.
 1"=5' VERT. DATE: MARCH 1, 2006 DRAWN BY: SS CHECKED BY: MLS

W Wang Engineering, Inc.
 Geotechnical and Environmental Engineers
 1145 Main Street
 Lombard, IL 60148
 630-953-9928
BASED ON DRAWINGS PREPARED BY T.Y. LIN INTERNATIONAL, INC. (4-4-07-01)

DATE: _____ BY: _____
 PLAN REVISIONS: _____
 CHECKED: _____
 NO. _____



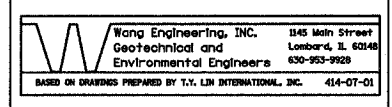
DATE: _____ BY: _____
 PLAN REVISIONS: _____
 CHECKED: _____
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| REVISIONS | |
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| NAME | DATE |
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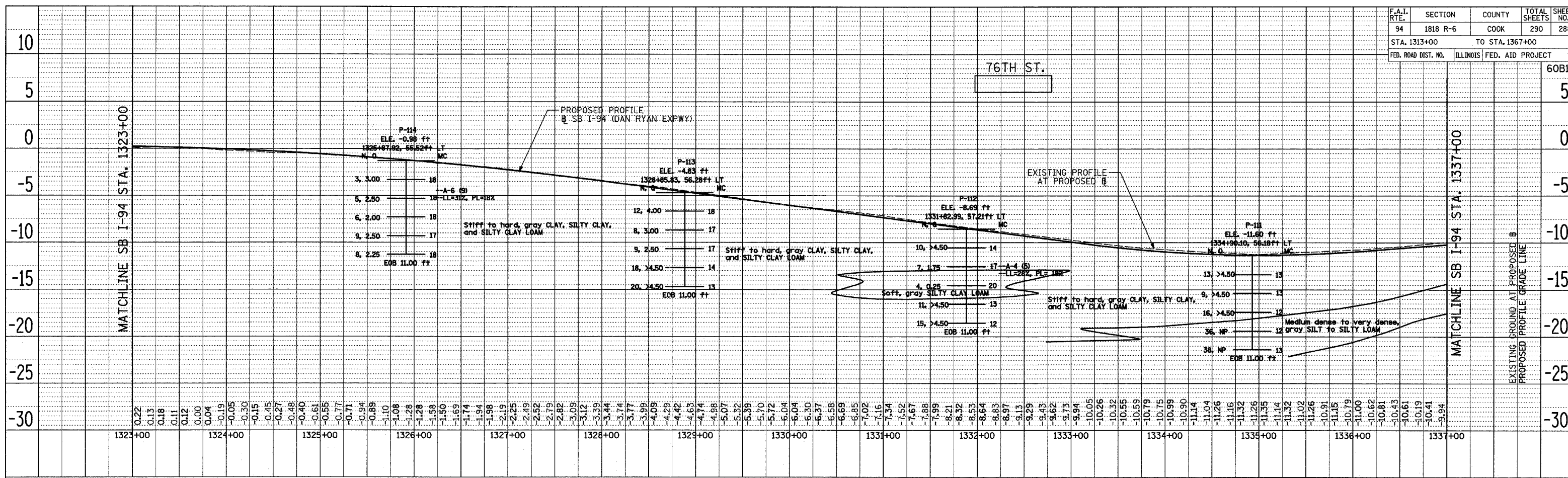
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 INSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 10 OF 12
 SB I-94 STA. 1323+00 TO 1349+50

SCALE: 1"=50' HORIZ.
 1"=5' VERT.
 DATE: MARCH 1, 2006
 DRAWN BY: SS
 CHECKED BY: MLS



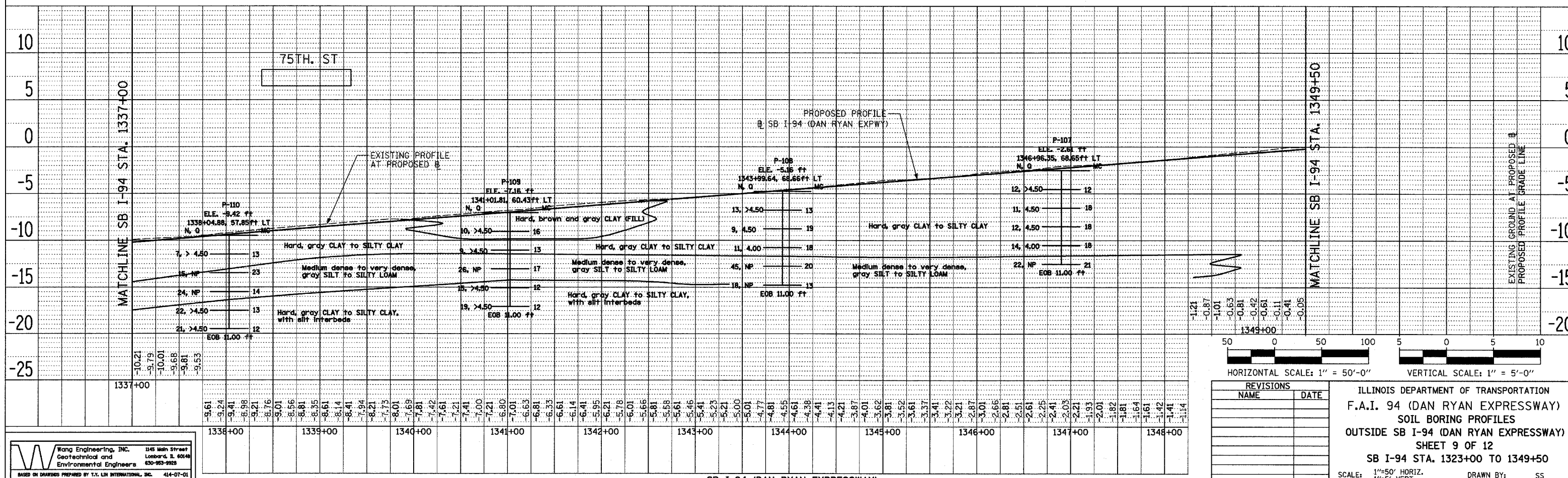
SB I-94 (DAN RYAN EXPRESSWAY)

DATE
 BY
 CHECKED
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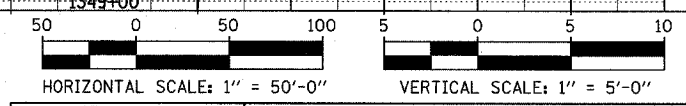


SB I-94 (DAN RYAN EXPRESSWAY)

DATE
 BY
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 NO.



SB I-94 (DAN RYAN EXPRESSWAY)



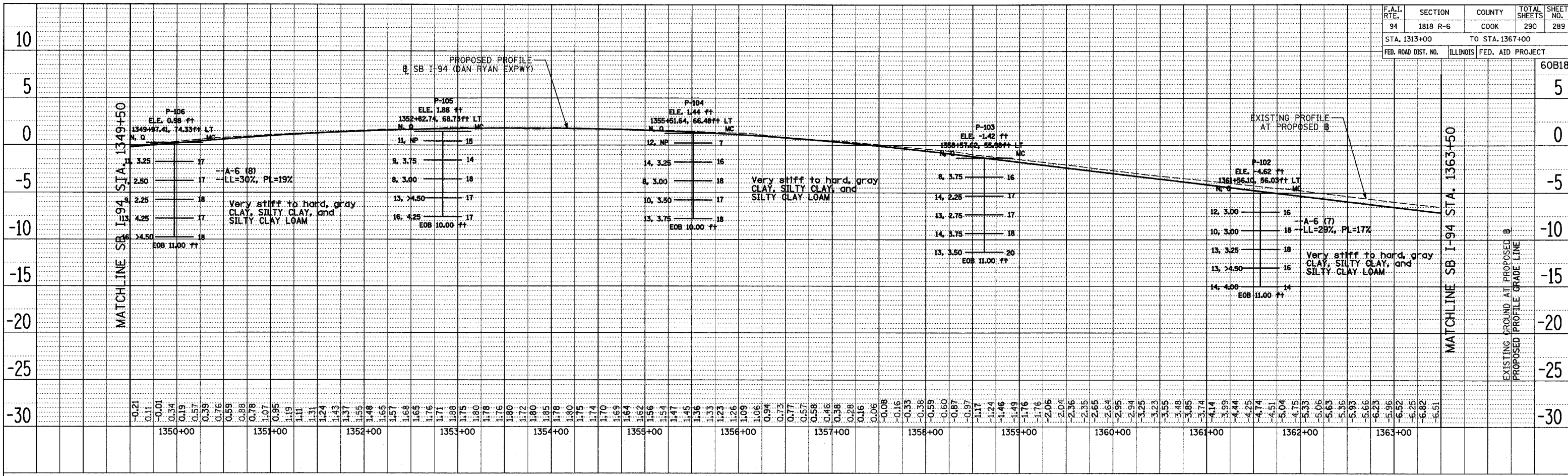
| REVISIONS | |
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 OUTSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 9 OF 12
 SB I-94 STA. 1323+00 TO 1349+00

SCALE: 1"=50' HORIZ.
 1"=5' VERT.
 DATE: MARCH 1, 2006
 DRAWN BY: SS
 CHECKED BY: MLS

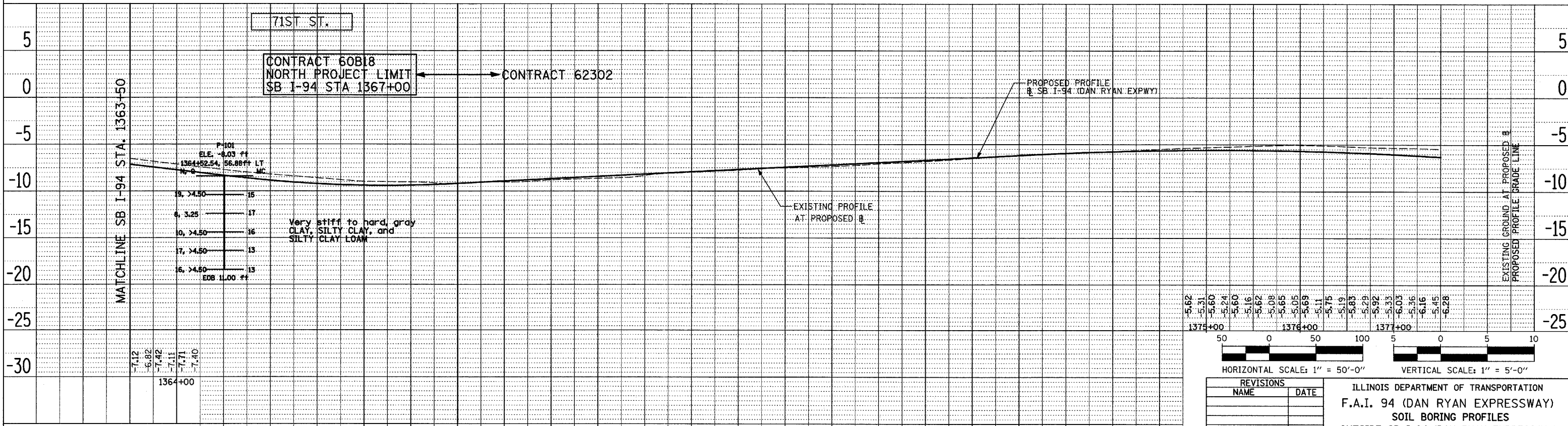
Wang Engineering, Inc. 145 Main Street
 Geotechnical and Environmental Engineers Lombard, IL 60148
 630-953-9928
 BASED ON DRAWINGS PREPARED BY T.Y. LIN INTERNATIONAL, INC. 414-07-01

DATE: _____
 BY: _____
 PLAN SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK NO. _____
 DATE FILE NAME: _____



SB I-94 (DAN RYAN EXPRESSWAY)

DATE: _____
 BY: _____
 PLAN SURVEYED: _____
 PLOTTED: _____
 NOTE BOOK NO. _____
 DATE FILE NAME: _____



SB I-94 (DAN RYAN EXPRESSWAY)

W Wang Engineering, Inc.
 Geotechnical and Environmental Engineers
 1145 Main Street
 Lombard, IL 60148
 630-953-9928
 BASED ON DRAWINGS PREPARED BY T.Y. LIN INTERNATIONAL, INC. 414-07-01

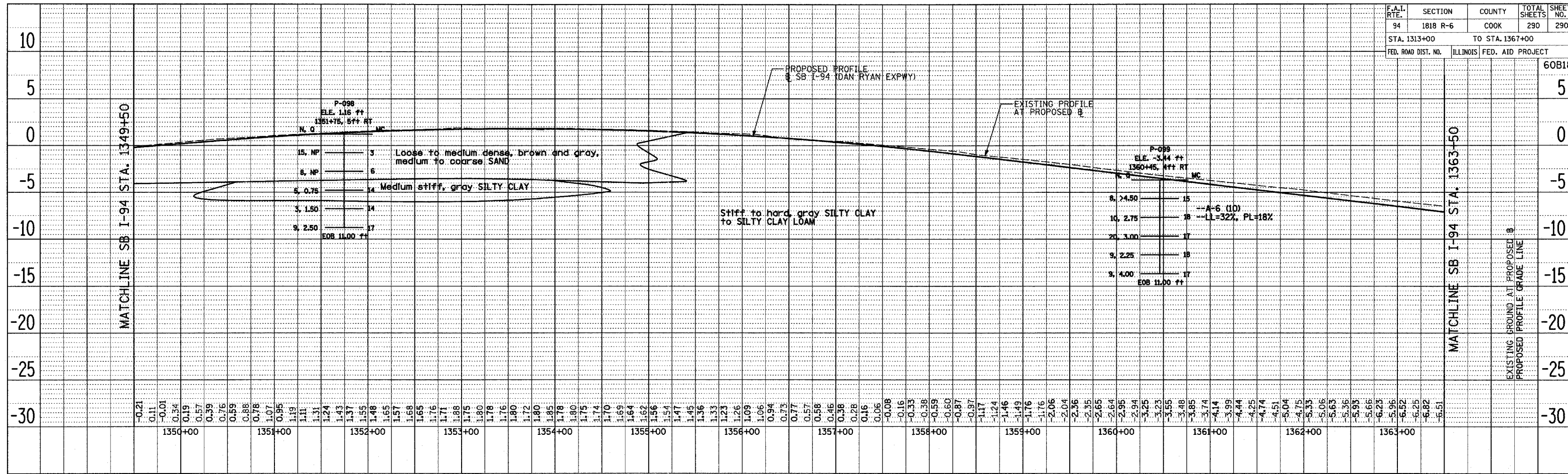
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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 OUTSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 11 OF 12
 SB I-94 STA. 1349+50 TO 1367+00

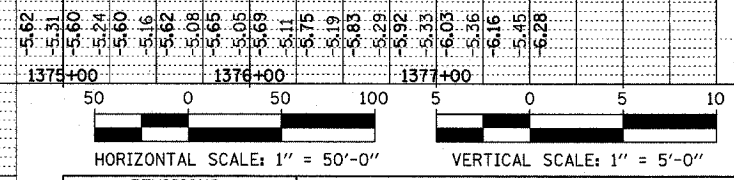
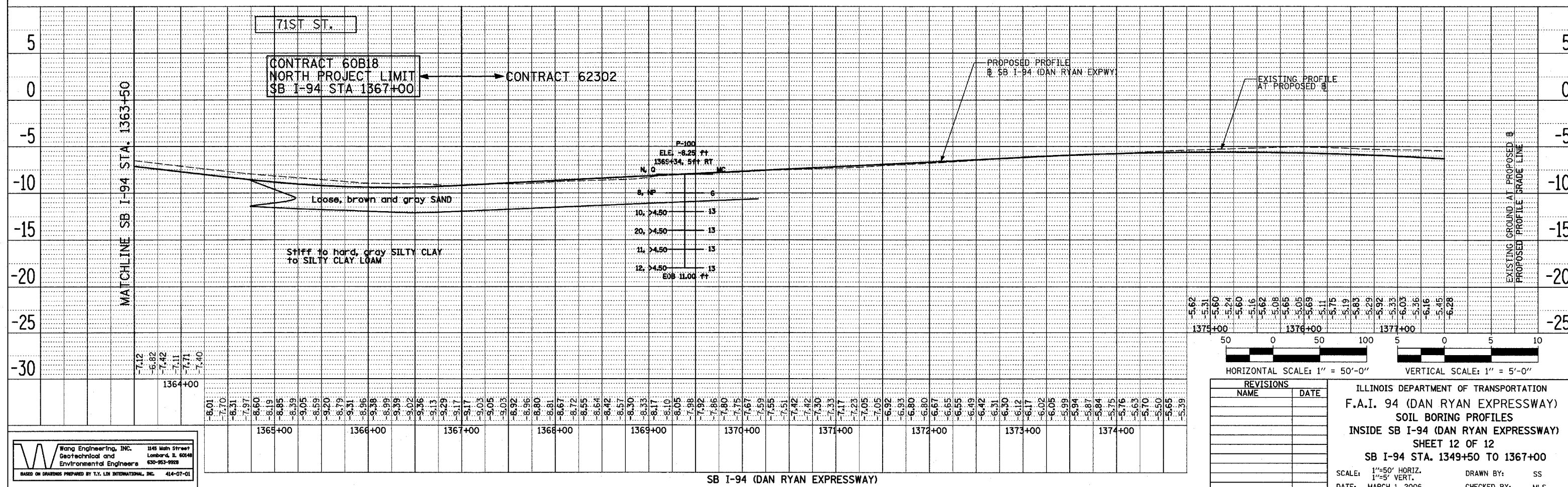
SCALE: 1"=50' HORIZ.
 1"=5' VERT.
 DATE: MARCH 1, 2006

DRAWN BY: SS
 CHECKED BY: MLS

DATE: _____ BY: _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 NO. _____



DATE: _____ BY: _____
 SURVEYED _____
 PLAN _____
 NOTE BOOK _____
 NO. _____



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| NAME | DATE |
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ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SOIL BORING PROFILES
 INSIDE SB I-94 (DAN RYAN EXPRESSWAY)
 SHEET 12 OF 12
 SB I-94 STA. 1349+50 TO 1367+00
 SCALE: 1"=50' HORIZ.
 1"=5' VERT.
 DATE: MARCH 1, 2006
 DRAWN BY: SS
 CHECKED BY: MLS

Wang Engineering, Inc. 1146 Main Street
 Geotechnical and Environmental Engineers Lombard, IL 60148
 630-953-9928
 BASED ON DRAWINGS PREPARED BY T.Y. LIN INTERNATIONAL, INC. 414-07-01

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