

**INDEX OF SHEETS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF CHICAGO

DAN RYAN EXPRESSWAY:	ADT (2010)	DESIGN SPEED	POSTED SPEED
NB I-94 (DAN RYAN)	151,800	60 MPH	55 MPH
NB 79TH STREET C-D ENTRANCE RAMP	9,200	45 MPH	40 MPH
NB 76TH STREET C-D EXIT RAMP	7,200	45 MPH	40 MPH
NB 75TH STREET C-D ENTRANCE RAMP	11,300	45 MPH	40 MPH
NB 71ST STREET C-D EXIT RAMP	6,600	45 MPH	40 MPH

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

# PROPOSED HIGHWAY PLANS

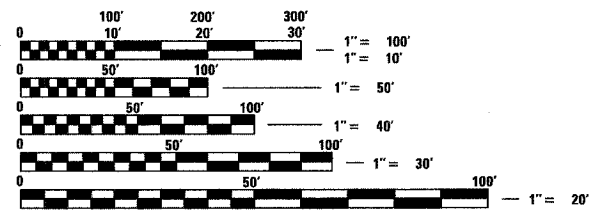
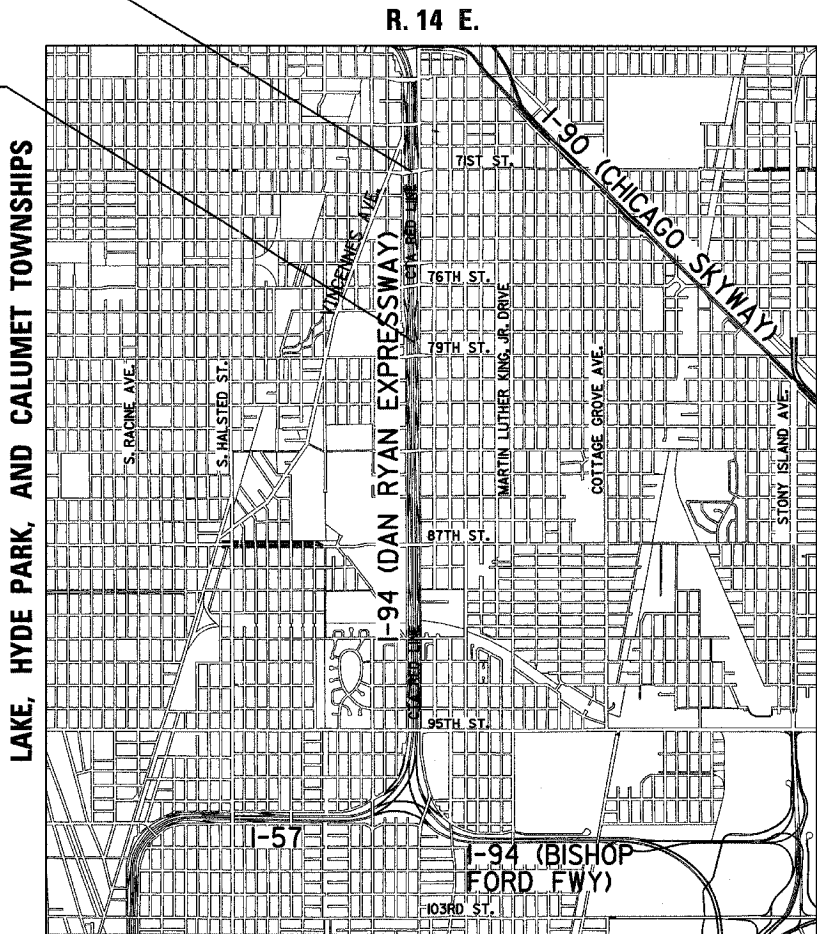
F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)  
SECTION 1818 R-3  
PROJECT NO.: IM-094-3(403)060  
79TH STREET TO 71ST STREET  
NB LANES 1 - 5, SHOULDERS & CTA BARRIER WALL  
COOK COUNTY  
C-91-292-06

**PROJECT DESCRIPTION**

THE PROPOSED IMPROVEMENT CONSISTS OF PAVEMENT AND CTA BARRIER WALL RECONSTRUCTION, WIDENING, RAMP TERMINALS, SHOULDERS, AND DRAINAGE MODIFICATIONS ALONG NB I-94 (DAN RYAN EXPRESSWAY).

F.A.I. 94 PROJECT LIMIT  
STA. 2367+00.00 (NB I-94)

F.A.I. 94 PROJECT LIMIT  
STA. 2316+00.00 (NB I-94)



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

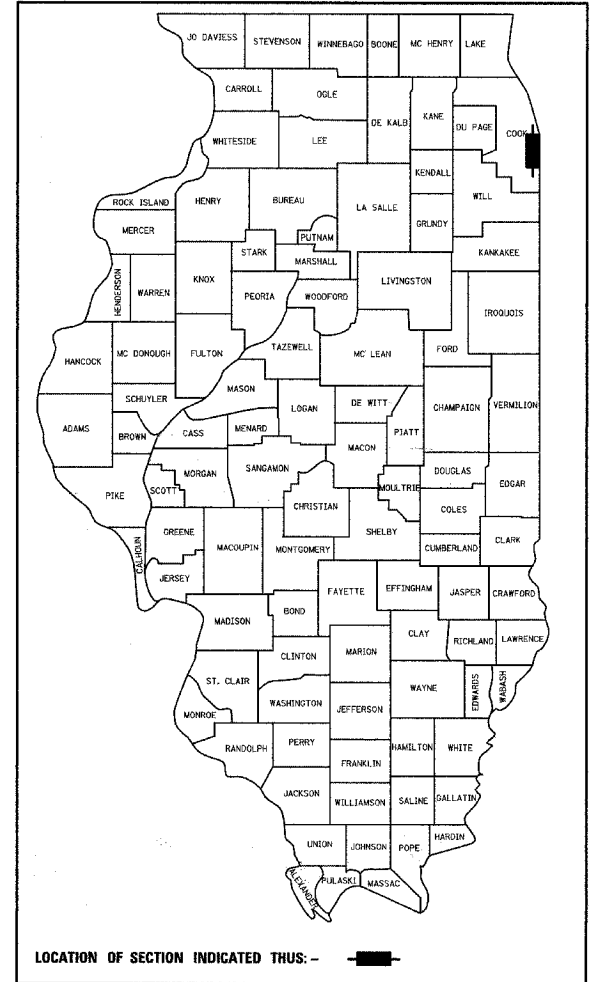
DIGGER:  
CHICAGO UTILITY ALERT NETWORK  
(312) 744-7000

CTA CONTACT:  
MARVIN A. WATSON,  
GENERAL MANAGER, CONSTRUCTION  
(312) 681-3860

CONTRACT NO. 60B17

MAP SCALE: 1" = 1/2 MILE  
GROSS LENGTH OF PROJECT = 5100.0 FT. = 0.966 MI.  
NET LENGTH OF PROJECT = 5100.0 FT. = 0.966 MI.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
D-91-421-01			60B17	



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED March 8 20 06

Diane M. O'Keefe/CAL  
DISTRICT ENGINEER

March 24, 2006  
Mike Sine/ED  
ENGINEER OF DESIGN AND ENVIRONMENT

March 24, 2006  
Milton R. Sees, P.E./ED  
DIRECTOR, DIVISION OF HIGHWAYS

CONTRACT 20C

Signed Dean A. Kiesling  
Dean A. Kiesling, P.E., Il. Lic. No. 32957  
Expires 11-30-2007.  
Date March 7, 2006

Signed Phillip D. Frey  
Phillip D. Frey, B.E., Il. Lic. No. 081-004826  
Expires 11-30-2006.  
Date 3/7/06  
For Structural Drawings 187-190

Signed Thomas Mikolajewski  
Thomas Mikolajewski, P.E., Il. Lic. No. 062-056151  
Expires 11-30-2007.  
Date March 7, 2006  
For Electrical Drawings 162-180

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

**TYLIN INTERNATIONAL**  
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**GENERAL NOTES:**

1. UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL THE CHICAGO UTILITY ALERT NETWORK AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT PERMIT SECTION AT (312) 747-7893 FOR WATER AND SEWER LOCATIONS.
2. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
3. THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON IDOT PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ADJUTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
5. NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AS WELL AS THE ADJOINING RESIDENTIAL AREAS.
6. 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)
7. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS AND CATCH BASINS. HE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. HE SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET, AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. COORDINATION WITH IDOT CONTRACT 60B18 REQUIRED.
8. ON STATE STANDARD 483001, SUB-BASE GRANULAR MATERIAL, TYPE B 24" SHALL BE USED AS THE IMPROVED SUBGRADE.
9. ALL STORM SEWER CONNECTIONS WITH PIPES 27 INCH DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. FOR PROPOSED STORM SEWER PIPES LARGER THAN 27 INCH DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER SHALL BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST FOR THE STORM SEWERS.
10. 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS TO EXISTING CURBS & GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR "COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24" UNLESS OTHERWISE SHOWN.
11. NO PAYMENT WILL BE MADE FOR RESTORATION BEYOND THE LIMITS SHOWN ON THE PLANS.
12. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
13. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 V:H.
14. SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 AND SPECIAL PROVISIONS ENTITLED "RAILROAD PROTECTIVE LIABILITY INSURANCE" AND "CTA COORDINATION" REGARDING FLAGGERS AND WORK PERFORMED ADJACENT TO THE CTA PASSENGER TRAIN RAIL FACILITIES.
15. A PAINT STRIPE SHALL BE APPLIED TO THE FACE OF BARRIER WALL ADJACENT TO ALL DRAINAGE STRUCTURES. THE STRIPE SHALL BE 4" WIDE BY 12" LONG, AND EXTEND VERTICALLY AT 90 DEGREES FROM THE TOP EDGE OF THE BARRIER. THE PAINT WILL BE SPECIFIED AS ORANGE PAINT AND SHALL BE ZINC OXIDE. COST OF THE STRIPE IS TO BE INCLUDED IN THE COST OF THE CONCRETE BARRIER.
16. STORM SEWERS TO BE REMOVED SHALL NOT BE SALVAGED.
17. THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LB/SQ YD/IN.
18. ANY WASTE GENERATED AS A SPECIAL WASTE OR A WASTE NOT CERTIFIED AS A NON-SPECIAL WASTE FROM THIS PROJECT SHOULD BE MANIFESTED OFF-SITE USING THE GENERATOR NUMBER ASSOCIATED WITH COOK COUNTY, WHICH IS 0318995023.

**GENERAL NOTES (CONT.):**

19. THE CONTRACTOR SHALL BE AWARE THAT MANY CITY OF CHICAGO SEWERS ARE LOCATED IN THE PROPOSED SUB-BASE OR A SHORT DISTANCE BELOW THE SUBGRADE. THE CONTRACTOR SHALL PROTECT THESE FACILITIES FROM DAMAGE DURING CONSTRUCTION OPERATIONS AND SHALL BE RESPONSIBLE FOR ANY DAMAGE AND REPAIR DURING CONSTRUCTION. GAS, ELECTRIC AND TELEPHONE FACILITIES ARE ALSO LOCATED BELOW THE AREA OF PROPOSED CONSTRUCTION. DURING CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE WITH THE PRIVATE UTILITIES (GAS, ELECTRIC AND TELEPHONE) SO THAT THESE UTILITIES MAY PROVIDE APPROPRIATE PROTECTION FOR THEIR FACILITIES. ANY DAMAGE DONE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
20. THE LOCATIONS OF VARIOUS ITEMS SUCH AS PAVEMENT, BARRIER WALLS AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION DURING THE PREPARATION OF THESE PLANS ARE BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR MUST FIELD VERIFY LIMITS, LOCATIONS AND ELEVATIONS OF THESE PREVIOUSLY CONSTRUCTED ITEMS.
21. LOCATIONS OF ACCESS CONTROL FENCING AS SHOWN ON THE PLANS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO BETTER FIT FIELD CONDITIONS.
22. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED FENCING OR WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
23. TEMPORARY CONCRETE BARRIER: THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS SHALL BE SECURED TO THE PAVEMENT OR SHOULDER USING THREE (3) ANCHORING PINS FOR F SHAPE OR THREE (3) DOWEL BARS FOR NEW JERSEY SHAPE.
24. HAMMER DRIVING OF PILES WILL NOT BE ALLOWED.
25. CRUSHING PLANT AND CONCRETE PLANT LOCATIONS REQUIRE CITY OF CHICAGO APPROVAL.
26. ALL PROPOSED HIGH MAST LIGHT TOWER FOUNDATIONS CONSTRUCTED BY OTHERS ARE SHOWN AS EXISTING IN THIS CONTRACT. HOWEVER, DUE TO THE VARYING PROJECT SCHEDULES ALL HIGH MAST LIGHT TOWER FOUNDATIONS MAY NOT BE CONSTRUCTED AT THE START OF THIS CONTRACT.
27. ALL PAVEMENT SHALL BE CONSTRUCTED USING THE SPECIAL PROVISION "EXTENDED LIFE CONCRETE PAVEMENT (30 YEAR)".

**GENERAL NOTES - LANDSCAPE REQUIREMENTS:**

1. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD.
2. AREAS TO BE SEEDED BETWEEN NOVEMBER 1 AND APRIL 1 SHALL REQUIRE DORMANT SEEDING, WHICH SHALL BE INCLUDED IN THE COST OF SEEDING, CLASS 2A.

**GENERAL NOTES - SEDIMENT AND EROSION CONTROL REQUIREMENTS:**

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
2. THE EROSION CONTROL MEASURE SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURE. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURE PRIOR TO STRIPPING EXISTING VEGETATION.

**PROJECT COMMITMENTS:**

IDOT HAS MADE THE FOLLOWING COMMITMENTS FOR THE PROJECT:

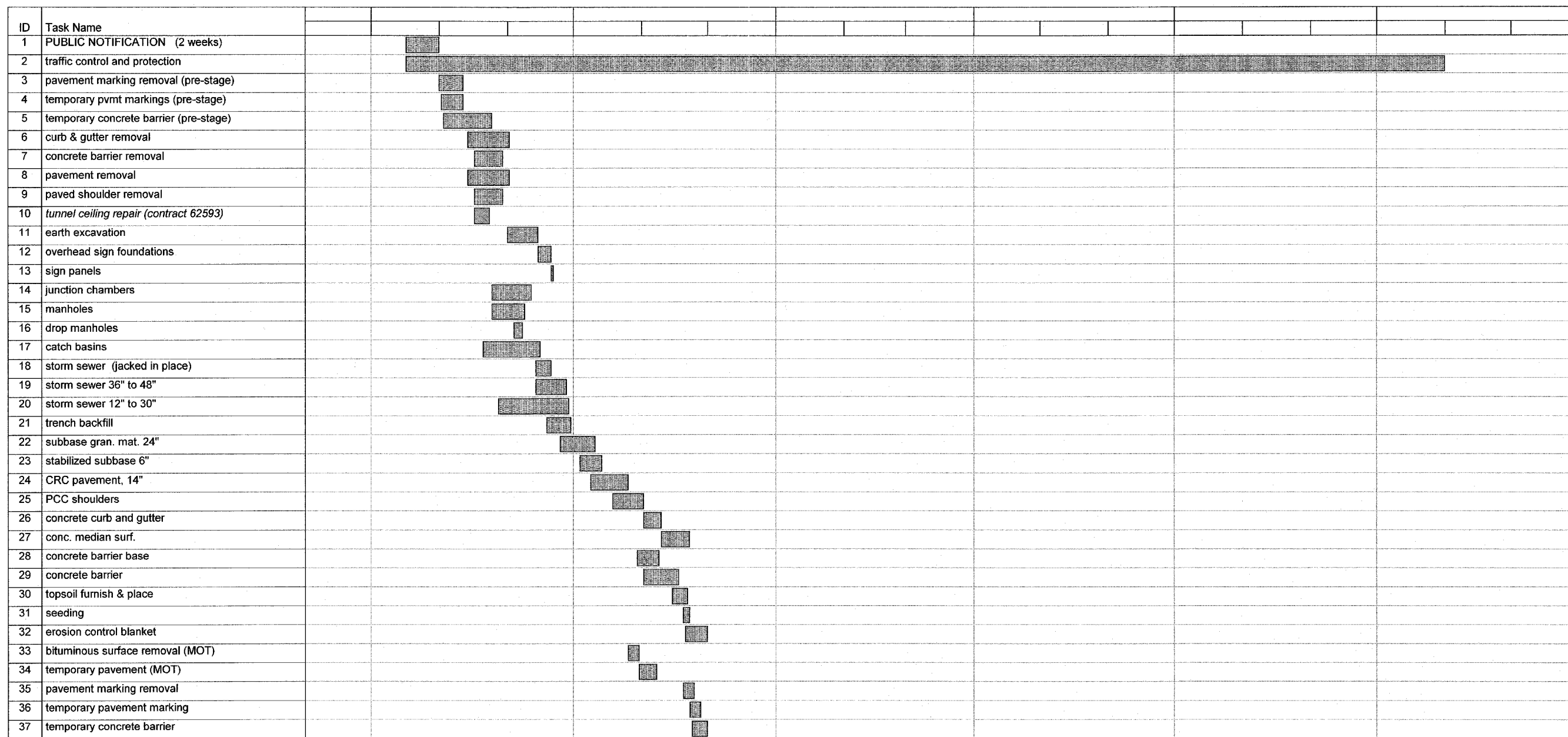
IDOT HAS COMMITTED TO ADDRESS CONSTRUCTION RELATED AIR QUALITY CONCERNS. THESE STRATEGIES INCLUDE REQUIRING DETAILED DUST CONTROL PLANS, REQUIRING THE USE OF CLEANER BURNING DIESEL FUELS ON CERTAIN DIESEL POWERED CONSTRUCTION EQUIPMENT AND/OR THE INSTALLATION OF EXHAUST EMISSION SCRUBBERS, AND THE REDUCTION OF CONSTRUCTION EQUIPMENT IDLING TIMES. THESE STRATEGIES ARE ADDRESSED IN SPECIAL PROVISIONS INCLUDED IN THIS CONTRACT AND DEVELOPED FOR THE DAN RYAN RECONSTRUCTION PROJECT.

IDOT HAS COMMITTED TO REDUCE TIRE-PAVEMENT HIGHWAY TRAFFIC NOISE FOR THE FINISHED PROJECT BY INCLUDING A SPECIAL PROVISION TO INCORPORATE VARIABLE WIDTH AND SKEWED "TINING" OF THE NEW CONCRETE PAVEMENT.

**GENERAL NOTES - CITY OF CHICAGO:**

1. ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT'S STANDARDS.
2. SEWER SIZES 21" DIAMETER OR SMALLER MUST BE EXTRA STRENGTH VITRIFIED CLAY PIPE C-700 OR DUCTILE IRON PIPE WITH PUSH-ON OR MECHANICAL JOINTS. SEWER SIZES 24" DIAMETER OR LARGER MUST BE REINFORCED CONCRETE PIPE TYPE C-76, CLASS III, WALL "B" WITH "O-RING" JOINTS.
3. PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY AND COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT'S PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/ SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUANCE OF THE SEWER PERMIT TO BUREAU OF ENGINEERING SERVICES-SEWER SECTION, JARDINE PURIFICATION PLANT, EL+51, ROOM 313, 1000 E. OHIO ST., CHICAGO, IL 60611. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
4. IF THE SEWER PIPE COVER IS REDUCED TO LESS THAN 3 FT., CONCRETE ENCASMENT OF THE SEWER OR REPLACEMENT OF THE SEWER WITH CLASS 52 DUCTILE IRON PIPE WILL BE REQUIRED.
5. IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 744-0409 OR (312) 744-0408.
6. PERFORATED LIDS SHALL BE PLACED ON ALL SEWER MANHOLES AND CATCH BASINS.
7. SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.
8. CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.
9. CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM CURB HEIGHT OF 3".
10. BACKFILL MATERIAL UNDER SIDEWALKS SHALL BE FA-2.
11. PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, SHALL BE WITH CLASS SI CONCRETE.
12. ALL PAVEMENT PATCHING ALONG FRONTAGE ROADS SHALL BE CLASS C.
13. PRE-CONSTRUCTION VIDEO TAPED INSPECTION REQUIRED PRIOR TO ISSUANCE OF SEWER PERMIT. POST-CONSTRUCTION VIDEO TAPED INSPECTION REQUIRED PRIOR TO ACCEPTANCE OF SEWER BY THE DEPARTMENT OF WATER MANAGEMENT.
14. THE CONTRACTOR IS RESPONSIBLE FOR THE ADEQUATE PROTECTION OF THE EXISTING SEWERS, DRAIN CONNECTIONS, SEWER STRUCTURES AND BENCH MONUMENTS DURING CONSTRUCTION OPERATIONS AND USE OF HEAVY EQUIPMENT IN THE LIMITS OF THE PROJECT.
15. THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT MUST BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION, WITH THE NAME AND TELEPHONE NUMBER OF THE RESIDENT ENGINEER WHO COULD BE CONTACTED FOR ANY SEWER EMERGENCY.
16. MANHOLES, CATCH BASINS AND INLETS MUST BE PROTECTED FROM THE ENTRY OF ASPHALT/DEBRIS INTO THE SEWER SYSTEM DURING CONSTRUCTION. THE CONTRACTOR MUST MARK LOCATIONS OF ALL SEWER STRUCTURES ON THE SIDEWALK BEFORE STARTING PAVEMENT REMOVAL/REPLACEMENT. ADJUSTMENT OF FRAMES AND LIDS OF SEWER STRUCTURES MUST BE COMPLETED PRIOR TO STREET RESURFACING.
17. THE CONTRACTOR MUST LOCATE AND PROMPTLY CONNECT TO THE NEW SEWERS ALL LIVE HOUSE DRAINS, CATCH BASIN DRAINS AND OTHER EXISTING LATERALS, DRAINS AND SEWERS, OF WHATEVER NATURE, WHICH ARE CONNECTED TO THE EXISTING SEWERS BEING REPAIRED OR REPLACED.
18. EXISTING CATCH BASIN LATERALS TO BE REUSED MUST BE RODDED AND FLUSHED IN THE PRESENCE OF THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT INSPECTOR. A NEW CONNECTION TO THE MAIN SEWER IS REQUIRED IF THE EXISTING CATCH BASIN LATERAL IS NOT APPROVED BY THE SEWER INSPECTOR.
19. THE FRAMES AND LIDS OF SEWER STRUCTURES TO BE ABANDONED, REMOVED, OR FILLED MUST BE SALVAGED AND THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT NOTIFIED FOR PICKUP.
20. WHEN A SEWER STRUCTURE IS ABANDONED, ALL PIPE OPENINGS MUST BE PLUGGED, STRUCTURES FILLED WITH TRENCH BACKFILL, LIDS AND FRAMES REMOVED AND SURFACE RESTORED AS PER THE SEWER UNIT OF THE DEPARTMENT OF WATER MANAGEMENT STANDARDS AND SPECIFICATIONS.

REVISIONS	
NAME	DATE



Suggested Sequence of Work  
Date: Thu 3/2/06

Task		Milestone		Rolled Up Task		Rolled Up Progress		External Tasks		Group By Summary	
Progress		Summary		Rolled Up Milestone		Split		Project Summary			

**INCLUDED FOR INFORMATION ONLY.  
SCHEDULE FROM CONTRACT 62304.**

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

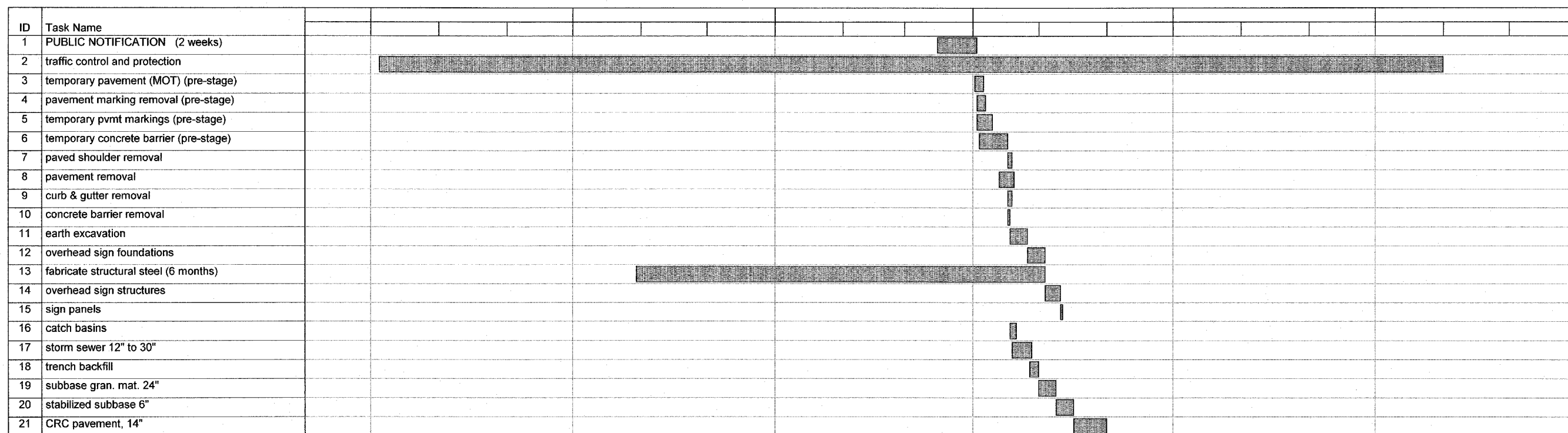
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SUGGESTED SEQUENCE OF WORK  
STAGE 1

SCALE: NONE  
DATE: MARCH 7, 2006

DRAWN BY: JJS  
CHECKED BY: TGB





Suggested Sequence of Work  
Date: Thu 3/2/06

Task		Milestone		Rolled Up Task		Rolled Up Progress		External Tasks		Group By Summary	
Progress		Summary		Rolled Up Milestone		Split		Project Summary			

**INCLUDED FOR INFORMATION ONLY.  
SCHEDULE FROM CONTRACT 62304.**

TYLIN INTERNATIONAL

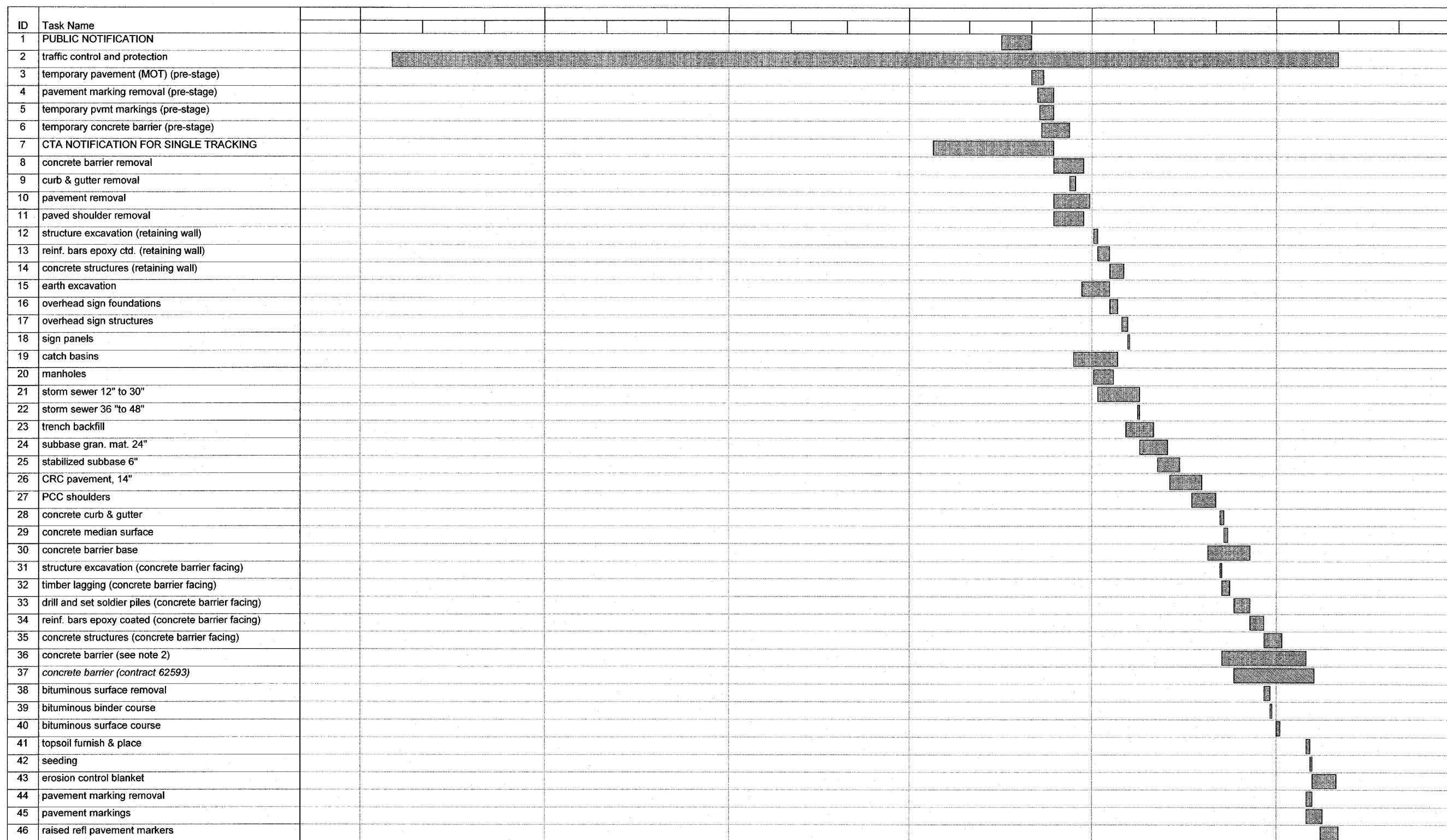
REVISIONS	
NAME	DATE

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

SUGGESTED SEQUENCE OF WORK  
STAGE 2

SCALE: NONE  
DATE: MARCH 7, 2006

DRAWN BY: JJS  
CHECKED BY: TGB



Suggested Sequence of Work  
Date: Thu 3/2/06

Task		Milestone		Rolled Up Task		Rolled Up Progress		External Tasks		Group By Summary	
Progress		Summary		Rolled Up Milestone		Split		Project Summary			

**INCLUDED FOR INFORMATION ONLY.  
SCHEDULE FROM CONTRACT 62304.**

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUGGESTED SEQUENCE OF WORK  
STAGE 3

SCALE: NONE      DRAWN BY: JJS  
DATE: MARCH 7, 2006      CHECKED BY: TGB

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
20100110	TREE REMOVAL (6-15 UNIT DIAMETER)	UNIT	110	110				
20100210	TREE REMOVAL (>15 UNIT DIAMETER)	UNIT	36	36				
20101000	TEMPORARY FENCE	FOOT	821	821				
20200100	EARTH EXCAVATION	CU YD	38220	38220				
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1565	1565				
20800150	TRENCH BACKFILL	CU YD	1889	1889				
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	49519	49519				
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	6428	6428				
* 21101630	TOPSOIL FURNISH AND PLACE, 8"	SQ YD	576	576				
* 21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	2740	2740				
* 21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	2847	2847				
* 25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50				
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	146	146				
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	145	145				
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	145	145				
* 25000750	MOWING	ACRE	6.00	6.00				
* 25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.75	0.75				
25100630	EROSION CONTROL BLANKET	SQ YD	9637	9637				
* 25200200	SUPPLEMENTAL WATERING	UNIT	510	510				
* 28000250	TEMPORARY EROSION CONTROL SEEDINGS	POUND	200	200				
28000300	TEMPORARY DITCH CHECKS	EACH	10	10				
* 28000510	INLET FILTERS	EACH	13	13				
31101860	SUB-BASE GRANULAR MATERIAL, TYPE B 24"	SQ YD	50653	50653				
42001300	PROTECTIVE COAT	SQ YD	52734	52734				
42100380	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	SQ YD	37837	37837				
44000004	BITUMINOUS SURFACE REMOVAL 1"	SQ YD	6800	6800				
44000006	BITUMINOUS SURFACE REMOVAL 1 1/2"	SQ YD	155	155				

- \* - SPECIALTY ITEM
- - IDOT PAY CODE SFTY-3N
- △ - IDOT PAY CODE Y080
- ⊙ - NON-PARTICIPATING

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 1 OF 6

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
44000100	PAVEMENT REMOVAL	SQ YD	36828	36828				
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3446	3446				
44001980	CONCRETE BARRIER REMOVAL	FOOT	491	491				
44004250	PAVED SHOULDER REMOVAL	SQ YD	7809	7809				
44004260	PAVED SHOULDER REMOVAL (SPECIAL)	SQ YD	172	172				
44004400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	1024	1024				
50200100	STRUCTURE EXCAVATION	CU YD	234					234
50300225	CONCRETE STRUCTURES	CU YD	135					135
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	29970					29970
550A0340	STORM SEWERS, CLASS A, TYPE 2, 12"	FOOT	54	54				
550A0360	STORM SEWERS, CLASS A, TYPE 2, 15"	FOOT	2403	2403				
550A0380	STORM SEWERS, CLASS A, TYPE 2, 18"	FOOT	407	407				
550A0660	STORM SEWERS, CLASS A, TYPE 3, 15"	FOOT	3	3				
550A0710	STORM SEWERS, CLASS A, TYPE 3, 24"	FOOT	177	177				
55100400	STORM SEWER REMOVAL 10"	FOOT	462	462				
55100500	STORM SEWER REMOVAL 12"	FOOT	2006	2006				
55100700	STORM SEWER REMOVAL 15"	FOOT	629	629				
55100900	STORM SEWER REMOVAL 18"	FOOT	494	494				
55101200	STORM SEWER REMOVAL 24"	FOOT	183	183				
60107700	PIPE UNDERDRAINS 6"	FOOT	9336	9336				
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	214	214				
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2	2				
60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	54	54				
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	3	3				
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4				
60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				
60223700	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1				

- \* - SPECIALTY ITEM
- - IDOT PAY CODE SFTY-3N
- △ - IDOT PAY CODE Y080
- ⊙ - NON-PARTICIPATING

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 2 OF 6

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
60250200	CATCH BASINS TO BE ADJUSTED	EACH	24	24				
60255500	MANHOLES TO BE ADJUSTED	EACH	23	23				
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	3	3				
60500040	REMOVING MANHOLES	EACH	32	32				
60500050	REMOVING CATCH BASINS	EACH	60	60				
60500060	REMOVING INLETS	EACH	3	3				
60608521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24	FOOT	56.5	56.5				
60618324	CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)	SQ FT	1121	1121				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	2	2				
63700805	CONCRETE BARRIER TRANSITION	FOOT	196	196				
64200105	SHOULDER RUMBLE STRIPS	FOOT	8643	8643				
* 66400560	CHAIN LINK FENCE, 6' (SPECIAL)	FOOT	5100	5100				
* 66402900	CHAIN LINK GATE, 6' x 6' SINGLE	EACH	6	6				
66410300	CHAIN LINK FENCE REMOVAL	FOOT	62	62				
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	25665	25665				
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1				
67100100	MOBILIZATION	L SUM	1	1				
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	11000	11000				
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	13845	13845				
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	2552	2552				
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	2330	2330				
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	35	35				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	20293	20293				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5900	5900				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	12940	12940				

- \* - SPECIALTY ITEM
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 3 OF 6

SCALE: NONE      DRAWN BY: RTM  
DATE: MARCH 7, 2006      CHECKED BY: MPG



## SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
* 72000100	SIGN PANEL - TYPE 1	SQ FT	4				4	
* 72000200	SIGN PANEL - TYPE 2	SQ FT	32				32	
* 72000300	SIGN PANEL - TYPE 3	SQ FT	75				75	
* 72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	12				12	
* 72400720	RELOCATE SIGN PANEL - TYPE 2	SQ FT	12				12	
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	14				14	
* 73000100	WOOD SIGN SUPPORT	FOOT	104				104	
* 73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	2				2	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	17444	17444				
* 78005120	EPOXY PAVEMENT MARKING - LINE 5"	FOOT	3925	3925				
* 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	6645	6645				
* 78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	1146	1146				
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	7224	7224				
* 78008220	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 5"	FOOT	5100	5100				
* 78008240	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 8"	FOOT	5488	5488				
* 78008250	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	FOOT	844	844				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	542	542				
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	842	842				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8				
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	49	49				
* 78201000	TERMINAL MARKERS, DIRECT APPLIED	EACH	2	2				
* 78300100	PAVEMENT MARKING REMOVAL	SQ FT	6615	6615				
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	155		155			
* 81023750	CONDUIT ENCASED IN CONCRETE, 3" DIA., PVC	FOOT	151			151		
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4			4		
* 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	396		396			
* 84200705	LIGHTING FOUNDATION REMOVAL, PARTIAL	EACH	24		24			

- \* - SPECIALTY ITEM  
□ - IDOT PAY CODE SFTY-3N  
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⊙ - NON-PARTICIPATING

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 4 OF 6

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
* X0325328	CONDUIT IN TRENCH, 2" DIA., CNC	FOOT	17		17			
* X2500322	SEEDING, CLASS 5A (MODIFIED)	ACRE	0.75	0.75				
E20200G1	VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT	EACH	161	161				
⊙ X0320333	ROADWAY CLEANING (SPECIAL)	EACH	28	28				
* X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	823				823	
X0322671	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	1050	1050				
* X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	3	3				
* X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	26	26				
* X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	3158	3158				
* X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	790	790				
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2640	2640				
X0324112	BARRIER BASE	FOOT	5319	5319				
X0324646	CONDUIT ENCASED, REINFORCED CONCRETE, 6 - 4" DIA., CNC	FOOT	224		224			
X0324697	SOIL STABILIZERS	POUND	36000	36000				
X0324698	APPLYING DUST SUPPRESSION AGENT	UNIT	32	32				
X0325082	CTA BARRIER REMOVAL	FOOT	4705	4705				
* X0325083	CTA FENCE	FOOT	4725	4725				
* X0325084	CTA GATES	EACH	5	5				
X0712400	TEMPORARY PAVEMENT	SQ YD	2267	2267				
X4834090	PORTLAND CEMENT CONCRETE SHOULDERS 14"	SQ YD	9286	9286				
X6061001	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48	FOOT	834.5	834.5				
X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	2009.0	2009.0				
X6370910	CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT	FOOT	546	546				
X6370925	CONCRETE BARRIER, SINGLE FACE, 42" (SPECIAL)	FOOT	4577	4577				
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	13	13				
X6640210	TEMPORARY CHAIN LINK FENCE (PORTABLE)	FOOT	896	896				
* X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1				

- \* - SPECIALTY ITEM
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- △ - IDOT PAY CODE Y080
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 5 OF 6

SCALE: NONE  
DATE: MARCH 7, 2006

DRAWN BY: RTM  
CHECKED BY: MPG

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL	URBAN - 90% FEDERAL, 10% STATE				
				DAN RYAN J000-2A	LIGHTING Y030-1E	I.T.S. Y032-1F	SIGNING Y002-1C	STRUCT Y007 PROTECTION SLAB
* X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	457	457				
* X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	64	64				
XX001854	STABILIZED SUB-BASE, 6"	SQ YD	50190	50190				
XX004201	PAVEMENT REINFORCEMENT, 14"	SQ YD	37837	37837				
Z0002400	BALLAST	TON	1095	1095				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
Z0013825	CONTROLLED LOW STRENGTH MATERIAL	CU YD	195	195				
* □ Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	4				
* □ Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	8	8				
* Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				
△ Z0076600	TRAINEES	HOUR	2000	2000				

- \* - SPECIALTY ITEM
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES  
SHEET 6 OF 6

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

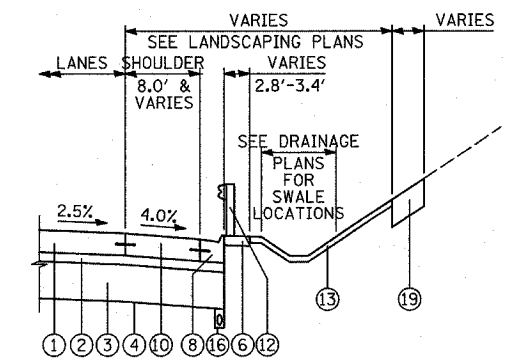
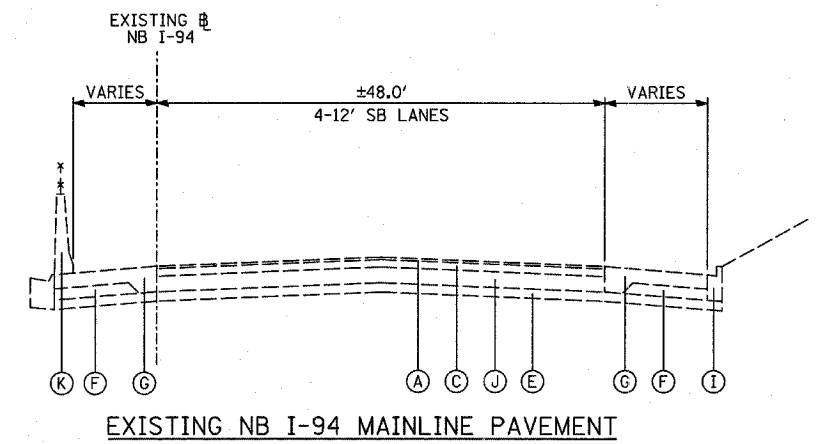
Rev.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	13
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

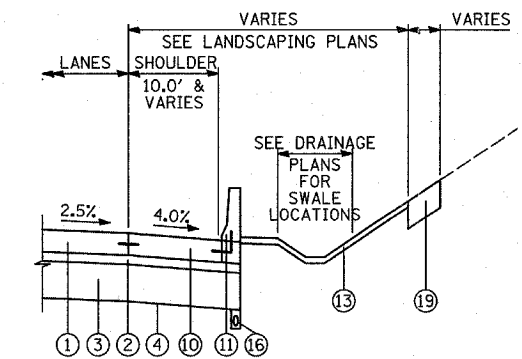
PROPOSED LEGEND 60B17

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"; & PAVEMENT REINFORCEMENT, 14"
- 2 STABILIZED SUB-BASE, 6" (BITUMINOUS AGGREGATE MIXTURE)
- 3 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 4 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 5 CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)
- 6 CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) (WITHOUT STAMPED PATTERN)
- 7 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- 8 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 9 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48
- 10 PORTLAND CEMENT CONCRETE SHOULDERS 14"
- 11 CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT; BARRIER BASE; BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
- 12 TRAFFIC BARRIER TERMINAL, TYPE VARIES
- 13 TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 2A; EROSION CONTROL BLANKET
- 14 AGGREGATE FILL (INCLUDED IN THE COST OF "CONCRETE MEDIAN SURFACE, 6" (SPECIAL)") (MATCH DEPTH TO ADJACENT CURB & GUTTER)
- 15 POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "F", N105, 1 1/4"
- 16 PIPE UNDERDRAIN, 6" (SEE DETAILS)
- 17 POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105, 2 1/4"
- 18 ELECTRICAL DUCTBANK (SEE ELECTRICAL INFRASTRUCTURE PLANS)
- 19 TOPSOIL FURNISH AND PLACE, 12"; COMPOST FURNISH AND PLACE 6"; EROSION CONTROL BLANKET; SEEDING (SEE PLAN FOR CLASS)
- 20 CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL); BARRIER BASE; CTA FENCE (SEE DETAILS); BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
- 21 PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- 22 SUB-BASE GRANULAR MATERIAL, TYPE B 12"
- 23 SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- 24 PORTLAND CEMENT CONCRETE SHOULDERS 9"
- 25 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N70, 1 1/2"
- 26 PORTLAND CEMENT CONCRETE BASE COURSE 13"
- 27 PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)

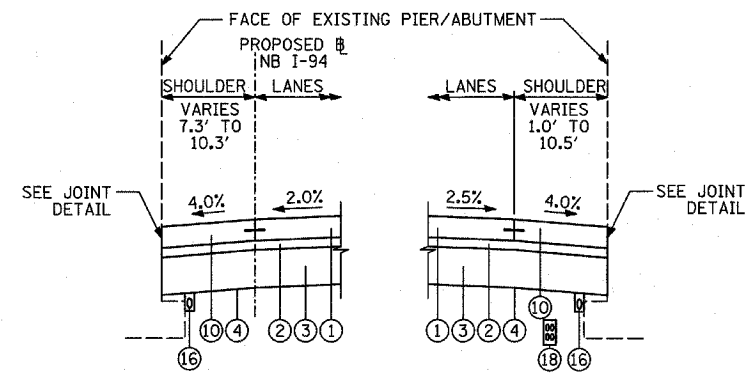
- EXISTING LEGEND
- ALL EXISTING PAVEMENT DEPTHS ARE FROM AS-BUILT PLANS AND ARE SUBJECT TO CHANGE
- A BIT CONC SURFACE COURSE, 1 1/2"±
  - B BIT CONC BINDER COURSE, 1 1/2"±
  - C BIT CONC BINDER COURSE, 4 3/4"±
  - D SUB-BASE GRANULAR MATERIAL, 4"±
  - E SUB-BASE GRANULAR MATERIAL, 6"±
  - F CRUSHED STONE, 5"±
  - G PCC SHOULDERS, 9"±
  - H PCC BASE COURSE, 9"±
  - I COMB CONC CURB & GUTTER
  - J PCC PAVEMENT, 10"± (W/ PAVEMENT FABRIC, 80 LBS±/100 SF)
  - K CONCRETE BARRIER WALL
  - L CTA BALLAST STONE; REGRADE AS NECESSARY (INCLUDE REGRADE IN THE COST OF "CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)")
  - M BITUMINOUS SURFACE, 7"±
  - N STABILIZED SUB-BASE, 4"±
  - O SUB-BASE GRANULAR MATERIAL, 12"±
  - P EXISTING PIPE UNDERDRAIN
  - Q EXISTING FIBER OPTIC DUCT



PROPOSED NB I-94 (DAN RYAN EXPWY)  
ALTERNATE EAST PAVEMENT EDGE  
TREATMENTS: GUARDRAIL  
LOCATIONS VARY - SEE EXISTING/PROPOSED PLANS



PROPOSED NB I-94 (DAN RYAN EXPWY)  
ALTERNATE EAST PAVEMENT EDGE  
TREATMENTS: CONCRETE BARRIER  
LOCATIONS VARY - SEE EXISTING/PROPOSED PLANS



PROPOSED NB I-94 (DAN RYAN EXPWY)  
ALTERNATE PAVEMENT EDGE  
TREATMENTS: EXISTING PIER/ABUTMENT  
LOCATIONS VARY AT BRIDGES - SEE EXISTING/PROPOSED PLANS FOR LOCATIONS AND CROSS-STREET OVERPASS FOOTING DETAILS FOR ADDITIONAL DETAIL

**BITUMINOUS MIXTURE REQUIREMENT**

ITEM	AC TYPE	VOIDS	RAP %
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4%±70 Gyr.	10
STABILIZED SUBBASE, 6"	PG 58-22	3%±50 Gyr.	25

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LB/SQ YD/IN.

**NOTES:**

1. REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.

\* PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B 24"

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94 (DAN RYAN EXPRESSWAY) EXISTING & PROPOSED TYPICAL SECTIONS NB I-94 (DAN RYAN EXPRESSWAY) (SHEET 1 OF 3)
NAME	DATE	

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	14
STA. 2316+00	TO STA. 2367+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

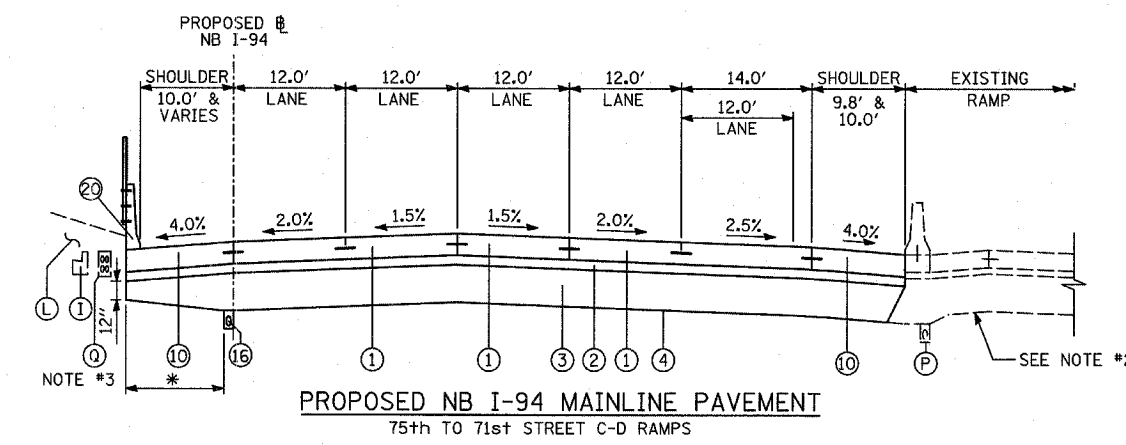
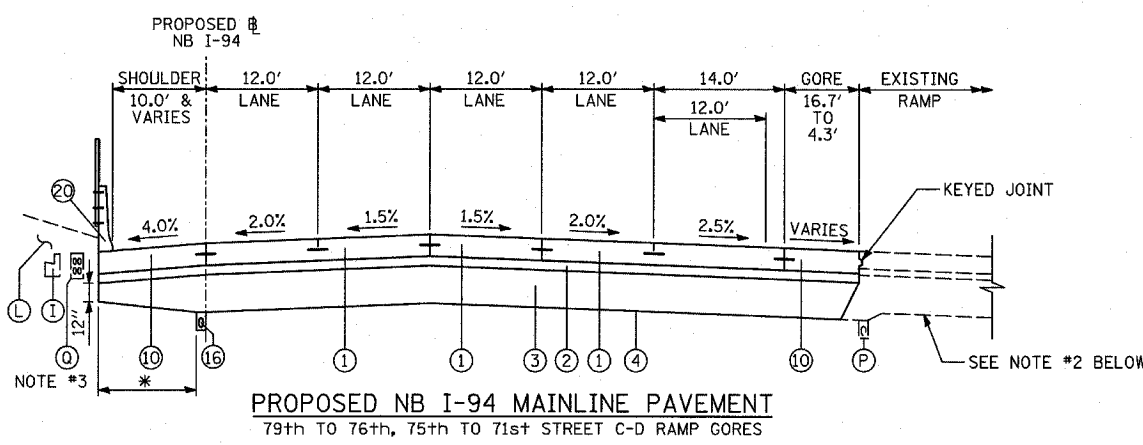
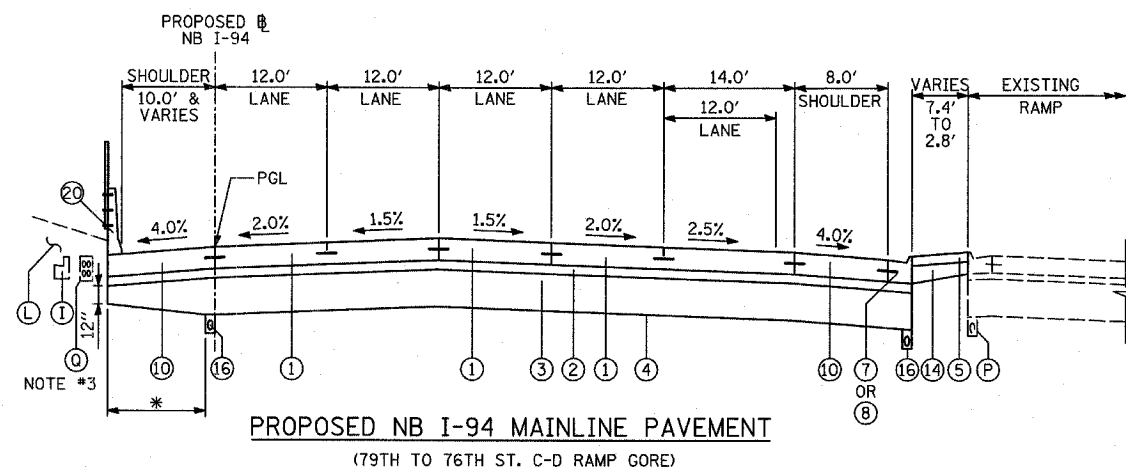
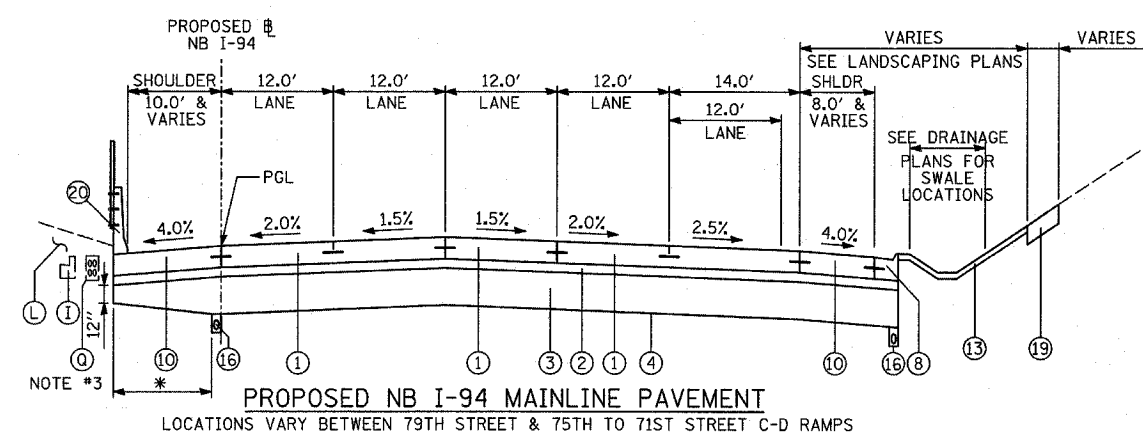
60B17

**PROPOSED LEGEND**

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" & PAVEMENT REINFORCEMENT, 14"
- ② STABILIZED SUB-BASE, 6" (BITUMINOUS AGGREGATE MIXTURE)
- ③ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑤ CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)
- ⑥ CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) (WITHOUT STAMPED PATTERN)
- ⑦ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48
- ⑩ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑪ CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT; BARRIER BASE; BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
- ⑫ TRAFFIC BARRIER TERMINAL, TYPE VARIES
- ⑬ TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 2A; EROSION CONTROL BLANKET
- ⑭ AGGREGATE FILL (INCLUDED IN THE COST OF "CONCRETE MEDIAN SURFACE, 6" (SPECIAL)") (MATCH DEPTH TO ADJACENT CURB & GUTTER)
- ⑮ POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "F", N105, 1 1/4"
- ⑯ PIPE UNDERDRAIN, 6" (SEE DETAILS)
- ⑰ POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105, 2 1/4"
- ⑱ ELECTRICAL DUCTBANK (SEE ELECTRICAL INFRASTRUCTURE PLANS)
- ⑲ TOPSOIL FURNISH AND PLACE, 12"; COMPOST FURNISH AND PLACE 6"; EROSION CONTROL BLANKET; SEEDING (SEE PLAN FOR CLASS)
- ⑳ CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL); BARRIER BASE; CTA FENCE (SEE DETAILS); BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
- ㉑ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ㉒ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
- ㉓ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- ㉔ PORTLAND CEMENT CONCRETE SHOULDERS 9"
- ㉕ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N70, 1 1/2"
- ㉖ PORTLAND CEMENT CONCRETE BASE COURSE 13"
- ㉗ PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)

**EXISTING LEGEND**

- ALL EXISTING PAVEMENT DEPTHS ARE FROM AS-BUILT PLANS AND ARE SUBJECT TO CHANGE
- (A) BIT CONC SURFACE COURSE, 1 1/2"±
  - (B) BIT CONC BINDER COURSE, 1 1/2"±
  - (C) BIT CONC BINDER COURSE, 4 3/4"±
  - (D) SUB-BASE GRANULAR MATERIAL, 4"±
  - (E) SUB-BASE GRANULAR MATERIAL, 6"±
  - (F) CRUSHED STONE, 5"±
  - (G) PCC SHOULDERS, 9"±
  - (H) PCC BASE COURSE, 9"±
  - (I) COMB CONC CURB & GUTTER
  - (J) PCC PAVEMENT, 10"± (W/ PAVEMENT FABRIC, 80 LBS±/100 SF)
  - (K) CONCRETE BARRIER WALL
  - (L) CTA BALLAST STONE; REGRADE AS NECESSARY (INCLUDE REGRADING IN THE COST OF "CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)")
  - (M) BITUMINOUS SURFACE, 7"±
  - (N) STABILIZED SUB-BASE, 4"±
  - (O) SUB-BASE GRANULAR MATERIAL, 12"±
  - (P) EXISTING PIPE UNDERDRAIN
  - (Q) EXISTING FIBER OPTIC DUCT



**NOTES:**

1. REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.
2. EXACT LOCATION OF EXISTING FIBER OPTIC DUCT IS UNKNOWN. CONTRACTOR MUST NOTIFY THE CTA TO LOCATE THE DUCT PRIOR TO THE START OF WORK.
3. ANY REQUIRED REGRADING OF EXISTING ADJACENT SUB-BASE GRANULAR MATERIAL SHALL BE INCLUDED IN THE COST OF "SUB-BASE GRANULAR MATERIAL, TYPE B 24"."

\* PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B 24"

**TYLIN**INTERNATIONAL

REVISIONS	
NAME	DATE

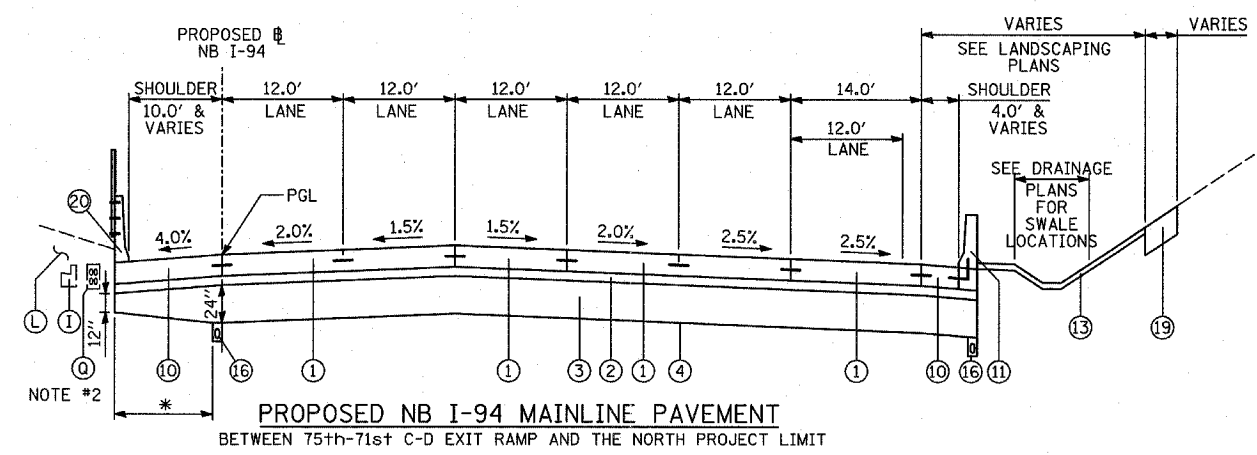
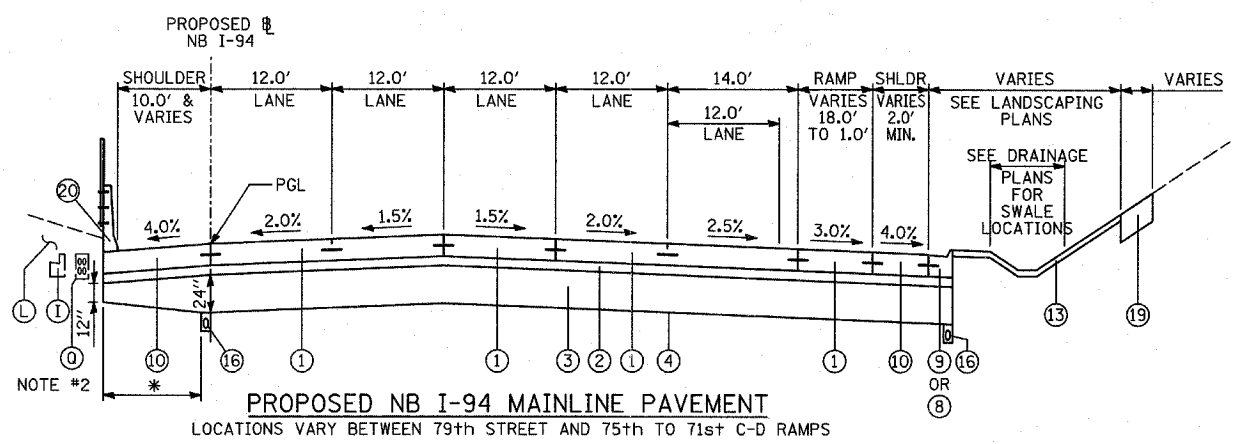
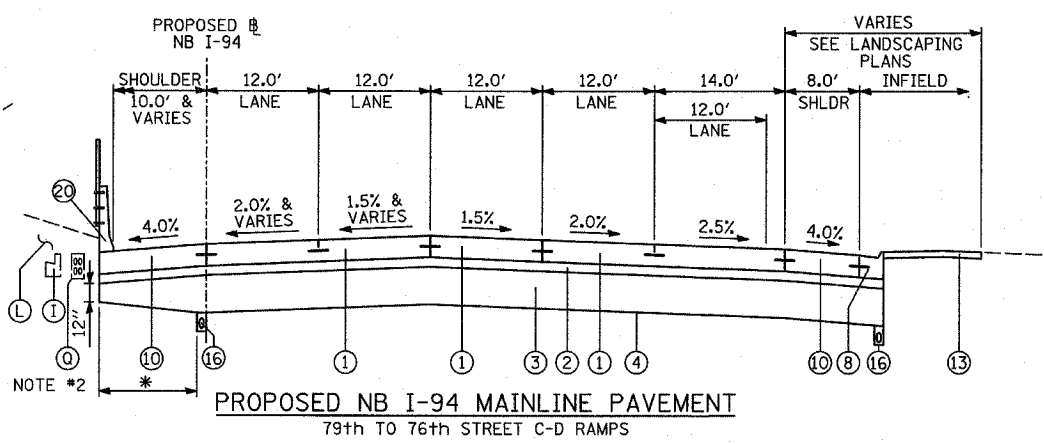
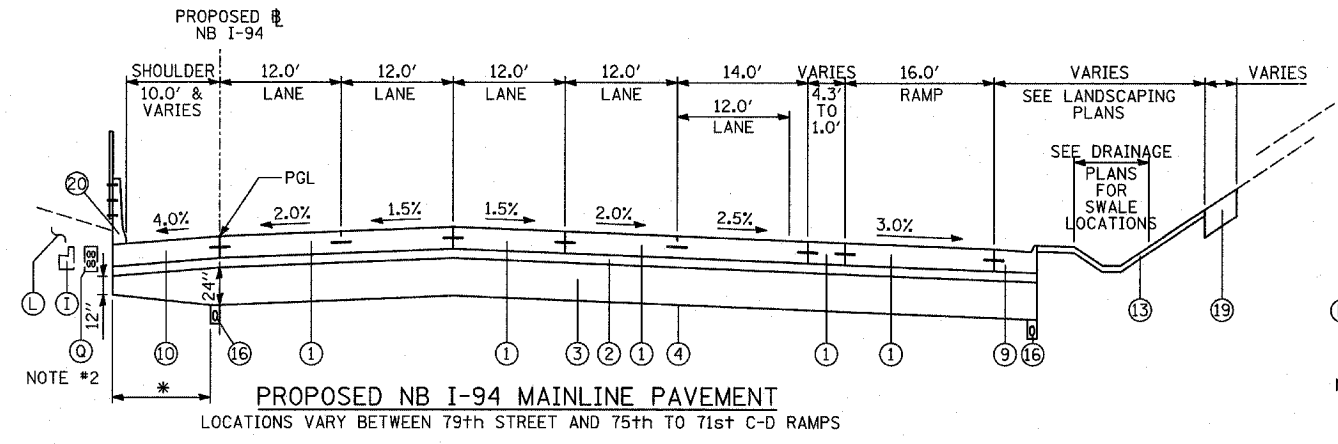
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING & PROPOSED TYPICAL SECTIONS  
NB I-94 (DAN RYAN EXPRESSWAY)  
(SHEET 2 OF 3)

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	15
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B17



- PROPOSED LEGEND**
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"; & PAVEMENT REINFORCEMENT, 14"
  - ② STABILIZED SUB-BASE, 6" (BITUMINOUS AGGREGATE MIXTURE)
  - ③ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
  - ④ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
  - ⑤ CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)
  - ⑥ CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) (WITHOUT STAMPED PATTERN)
  - ⑦ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
  - ⑧ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
  - ⑨ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48
  - ⑩ PORTLAND CEMENT CONCRETE SHOULDERS 14"
  - ⑪ CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT; BARRIER BASE; BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
  - ⑫ TRAFFIC BARRIER TERMINAL, TYPE VARIES
  - ⑬ TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 2A; EROSION CONTROL BLANKET
  - ⑭ AGGREGATE FILL (INCLUDED IN THE COST OF "CONCRETE MEDIAN SURFACE, 6" (SPECIAL)") (MATCH DEPTH TO ADJACENT CURB & GUTTER)
  - ⑮ POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "F", N105, 1 1/4"
  - ⑯ PIPE UNDERDRAIN, 6" (SEE DETAILS)
  - ⑰ POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105, 2 1/4"
  - ⑱ ELECTRICAL DUCTBANK (SEE ELECTRICAL INFRASTRUCTURE PLANS)
  - ⑲ TOPSOIL FURNISH AND PLACE, 12"; COMPOST FURNISH AND PLACE 6"; EROSION CONTROL BLANKET; SEEDING (SEE PLAN FOR CLASS)
  - ⑳ CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL); BARRIER BASE; CTA FENCE (SEE DETAILS); BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
  - ㉑ PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
  - ㉒ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
  - ㉓ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
  - ㉔ PORTLAND CEMENT CONCRETE SHOULDERS 9"
  - ㉕ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N70, 1 1/2"
  - ㉖ PORTLAND CEMENT CONCRETE BASE COURSE 13"
  - ㉗ PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)

- EXISTING LEGEND**
- ALL EXISTING PAVEMENT DEPTHS ARE FROM AS-BUILT PLANS AND ARE SUBJECT TO CHANGE
- A BIT CONC SURFACE COURSE, 1 1/2"±
  - B BIT CONC BINDER COURSE, 1 1/2"±
  - C BIT CONC BINDER COURSE, 4 3/4"±
  - D SUB-BASE GRANULAR MATERIAL, 4"±
  - E SUB-BASE GRANULAR MATERIAL, 6"±
  - F CRUSHED STONE, 5"±
  - G PCC SHOULDERS, 9"±
  - H PCC BASE COURSE, 9"±
  - I COMB CONC CURB & GUTTER
  - J PCC PAVEMENT, 10"± (W/ PAVEMENT FABRIC, 80 LBS±/100 SF)
  - K CONCRETE BARRIER WALL
  - L CTA BALLAST STONE; REGRADE AS NECESSARY (INCLUDE REGRADING IN THE COST OF "CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)")
  - M BITUMINOUS SURFACE, 7"±
  - N STABILIZED SUB-BASE, 4"±
  - O SUB-BASE GRANULAR MATERIAL, 12"±
  - P EXISTING PIPE UNDERDRAIN
  - Q EXISTING FIBER OPTIC DUCT

**NOTES:**

1. REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.
2. EXACT LOCATION OF EXISTING FIBER OPTIC DUCT IS UNKNOWN. CONTRACTOR MUST NOTIFY THE CTA TO LOCATE THE DUCT PRIOR TO THE START OF WORK.

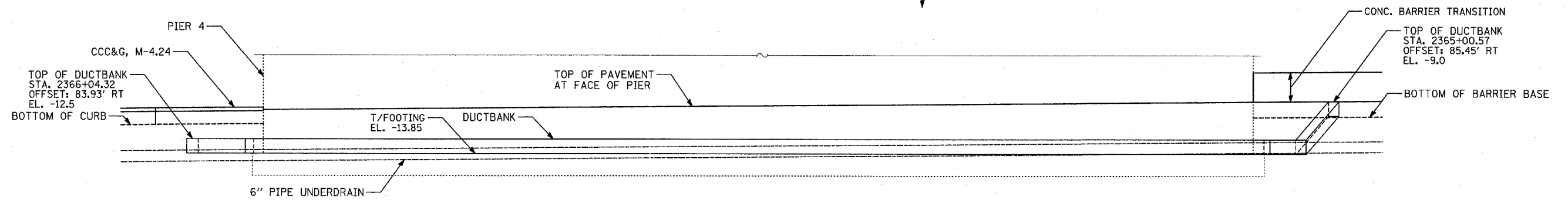
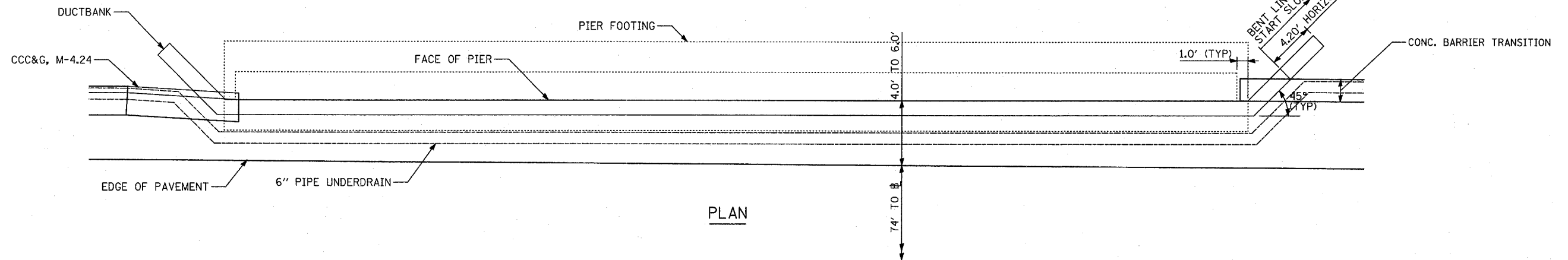
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING & PROPOSED TYPICAL SECTIONS  
NB I-94 (DAN RYAN EXPRESSWAY)  
(SHEET 3 OF 3)

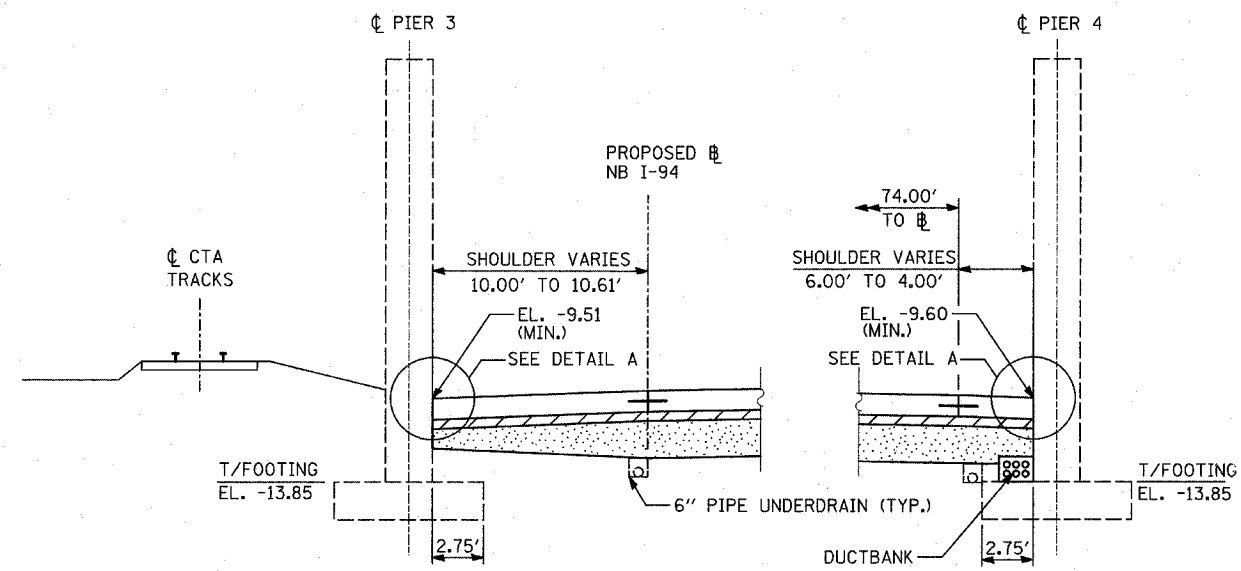
SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: MPG

TYLIN INTERNATIONAL

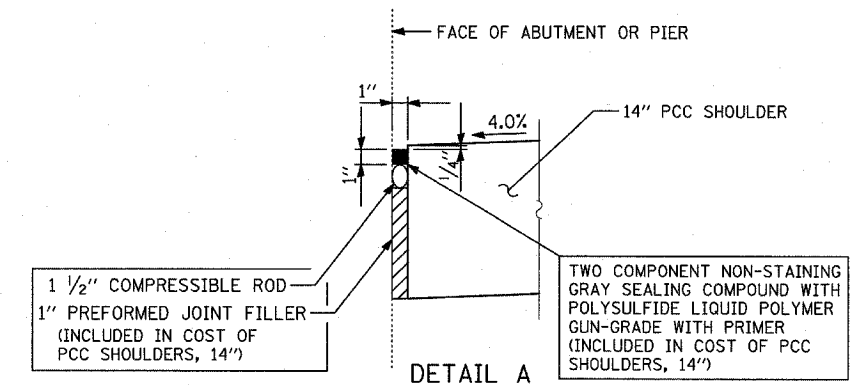
\* - PAID FOR AS SUB-BASE GRANULAR MATERIAL, TYPE B 24"



ELEVATION



SHOULDER DETAIL AT 71st STREET



SAME DETAIL APPEARS ON "MISCELLANEOUS DETAILS: PLAN AND TYPICAL SECTION DETAILS"

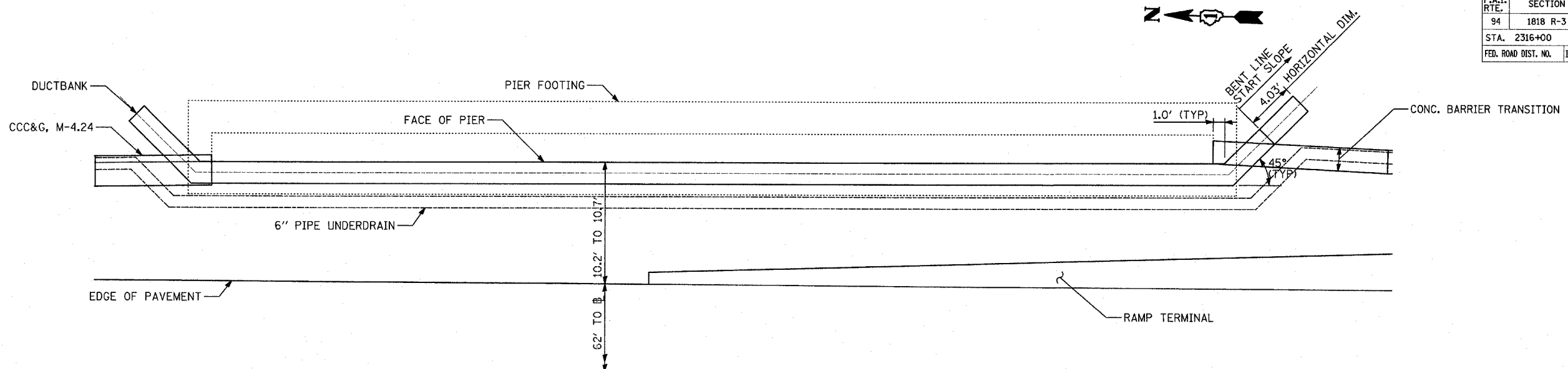
NOTES

1. SEE TYPICAL SECTIONS FOR COMPOSITION OF EXISTING AND PROPOSED PAVEMENT.
2. ALL VIEWS LOOKING UPSTATION.
3. CONTRACTOR SHALL USE CAUTION DURING PAVEMENT REMOVAL AND EXCAVATION OPERATIONS AROUND EXISTING BRIDGE FOUNDATIONS.
4. ALL DIMENSIONS AT RIGHT ANGLES TO EXPRESSWAY.
5. THE TOP OF FOOTING ELEVATIONS ARE TAKEN FROM EXISTING PLANS. IF THE TOP OF FOOTING ELEVATION VARIES SUCH THAT THE PROPOSED PCC PAVEMENT WOULD NEED TO BE POURED DIRECTLY ONTO THE TOP OF FOOTING, THE CONTRACTOR SHALL PROVIDE A 10 MIL POLYETHYLENE BOND BREAKER ON TOP OF THE EXISTING FOOTING PRIOR TO PLACING THE PAVEMENT. THIS WORK SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14"
6. REFER TO PROPOSED ELECTRICAL SHEETS FOR DUCTBANK PAY ITEM.
7. MAINTAIN 3" MIN. STABILIZED SUBBASE (BAM) OVER DUCTBANK. CONTRACTOR SHALL ADJUST DUCTBANK AS NECESSARY TO MEET THIS REQUIREMENT.

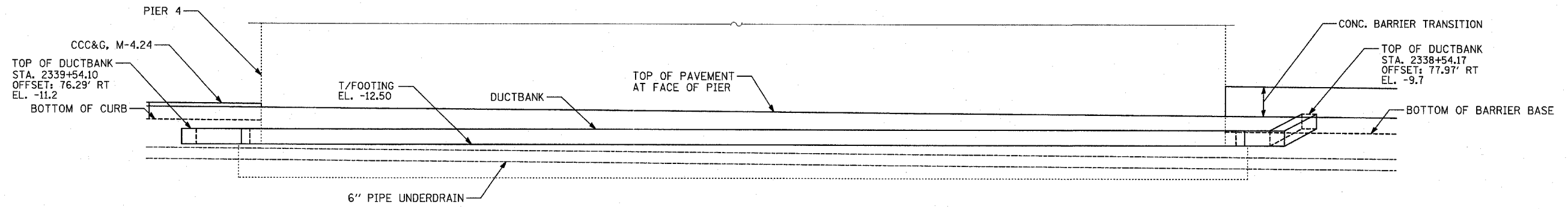
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 TYPICAL SECTIONS AND DETAILS:  
 71ST. STREET OVERPASS FOOTINGS,  
 DUCTBANK & UNDERDRAIN DETAILS

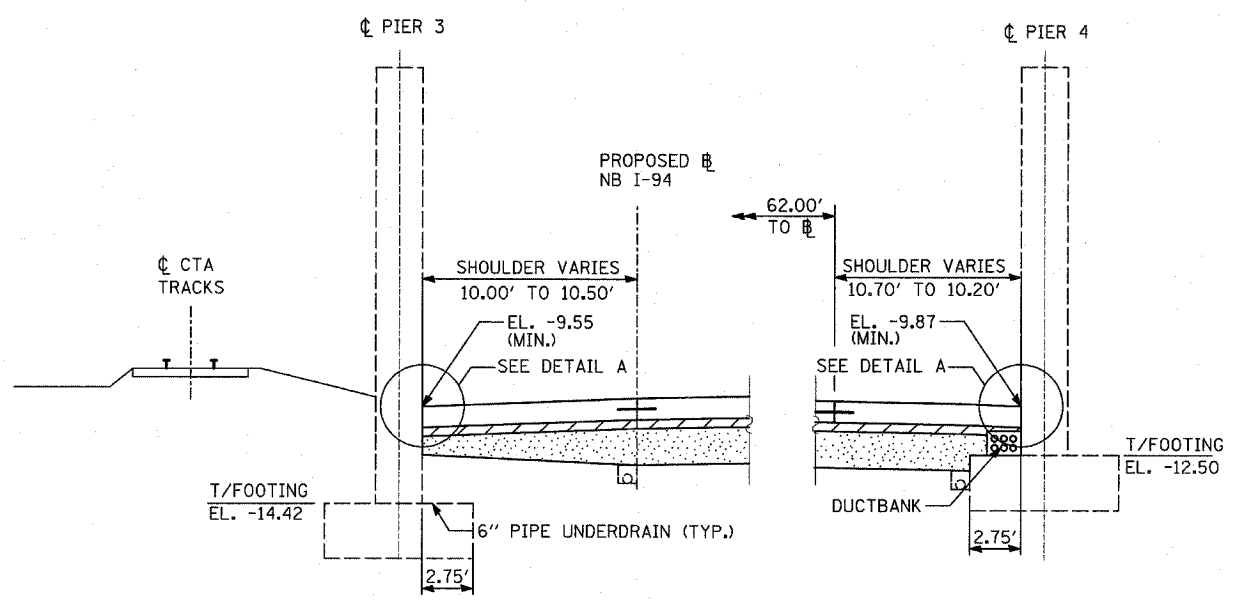
SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: TB  
 CHECKED BY: TGB



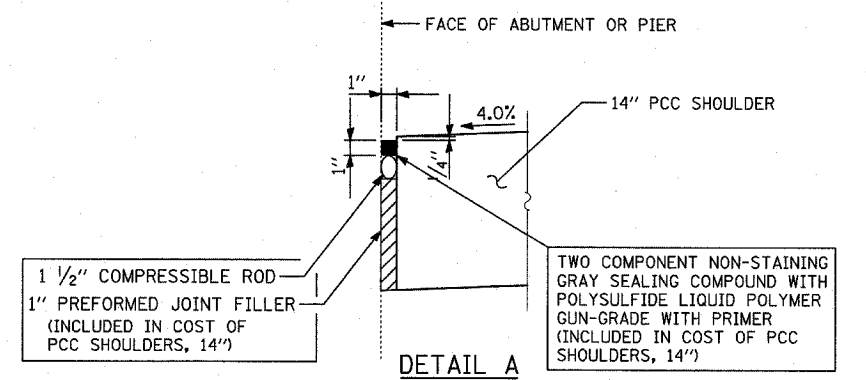
PLAN



ELEVATION



SHOULDER DETAIL AT 75th STREET



DETAIL A  
SAME DETAIL APPEARS ON "MISCELLANEOUS DETAILS: PLAN AND TYPICAL SECTION DETAILS"

NOTES

- SEE TYPICAL SECTIONS FOR COMPOSITION OF EXISTING AND PROPOSED PAVEMENT.
- ALL VIEWS LOOKING UPSTATION.
- CONTRACTOR SHALL USE CAUTION DURING PAVEMENT REMOVAL AND EXCAVATION OPERATIONS AROUND EXISTING BRIDGE FOUNDATIONS.
- ALL DIMENSIONS AT RIGHT ANGLES TO EXPRESSWAY.
- THE TOP OF FOOTING ELEVATIONS ARE TAKEN FROM EXISTING PLANS. IF THE TOP OF FOOTING ELEVATION VARIES SUCH THAT THE PROPOSED PCC PAVEMENT WOULD NEED TO BE POURED DIRECTLY ONTO THE TOP OF FOOTING, THE CONTRACTOR SHALL PROVIDE A 10 MIL POLYETHYLENE BOND BREAKER ON TOP OF THE EXISTING FOOTING PRIOR TO PLACING THE PAVEMENT. THIS WORK SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14"
- REFER TO PROPOSED ELECTRICAL SHEETS FOR DUCTBANK PAY ITEM.
- MAINTAIN 3" MIN. STABILIZED SUBBASE (BAM) OVER DUCTBANK. CONTRACTOR SHALL ADJUST DUCTBANK AS NECESSARY TO MEET THIS REQUIREMENT.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 TYPICAL SECTIONS AND DETAILS:  
 75TH. STREET OVERPASS FOOTINGS,  
 DUCTBANK & UNDERDRAIN DETAILS

SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: TB  
 CHECKED BY: TGB

## PAVED SHOULDER REMOVAL

DESCRIPTION OF EXISTING LOCATION	OFFSET DIRECTION	FROM		TO		PAVED SHLD REMOVAL (SQ YD)	PAVED SHLD REM SPL (SQ YD)
		ALIGNMENT	STATION	ALIGNMENT	STATION		
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2325+69.6	927	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2318+50.0	190	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2318+59.8	NB I-94(RYAN)	2318+95.5	18	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2325+69.2	NB I-94(RYAN)	2326+27.8		56
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2326+27.5	NB I-94(RYAN)	2345+73.5	1924	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2330+79.3	NB I-94(RYAN)	2345+73.6	1553	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2332+16.8	NB I-94(RYAN)	2333+33.0	93	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2345+73.4	NB I-94(RYAN)	2346+03.5		29
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2345+73.6	NB I-94(RYAN)	2346+03.6		39
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2346+03.4	NB I-94(RYAN)	2358+87.0	1220	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2346+03.6	NB I-94(RYAN)	2348+23.4	283	
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2358+87.0	NB I-94(RYAN)	2359+37.0		48
NB I-94 (DAN RYAN) SHOULDER	LT	NB I-94(RYAN)	2359+37.0	NB I-94(RYAN)	2367+00.0	772	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2360+57.5	NB I-94(RYAN)	2366+47.6	814	
NB I-94 (DAN RYAN) SHOULDER	RT	NB I-94(RYAN)	2366+18.0	NB I-94(RYAN)	2366+50.0	15	
I000-2A TOTAL							
J000-2A TOTAL						7809	172
TOTAL						7809	172

## PAVEMENT REMOVAL

DESCRIPTION OF EXISTING LOCATION	FROM		TO		PAVEMENT REM (SQ YD)	PAVT REMOVAL SPL (SQ YD)
	ALIGNMENT	STATION	ALIGNMENT	STATION		
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2325+69.2	6789	
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2325+66.3	NB I-94(RYAN)	2326+27.5		398
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2326+25.1	NB I-94(RYAN)	2345+73.6	12074	
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2341+34.9	NB I-94(RYAN)	2345+73.7	632	
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2345+73.5	NB I-94(RYAN)	2346+03.6		161
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2345+73.6	NB I-94(RYAN)	2346+03.7		39
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2346+03.5	NB I-94(RYAN)	2358+87.0	10156	
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2358+87.0	NB I-94(RYAN)	2359+37.0		426
NB I-94 (DAN RYAN) MAINLINE	NB I-94(RYAN)	2359+37.0	NB I-94(RYAN)	2367+00.0	4910	
REMOVAL OF TEMPORARY PAVEMENT	-	-	-	-	2267	
I000-2A TOTAL						
J000-2A TOTAL					36828	1024
TOTAL					36828	1024

## COMBINATION CONCRETE CURB AND GUTTER REMOVAL

DESCRIPTION OF EXISTING LOCATION	FROM			TO			COMB CURB GUTTER REM (FOOT)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2316+00.0	66.0 RT	NB I-94(RYAN)	2318+28.0	86.3 RT	231
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2318+57.9	64.9 RT	NB I-94(RYAN)	2319+60.8	76.0 RT	106
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2318+57.9	64.9 RT	NB I-94(RYAN)	2333+34.9	64.9 RT	1477
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2332+16.8	76.0 RT	NB I-94(RYAN)	2333+34.9	64.9 RT	120
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2333+77.0	86.3 RT	NB I-94(RYAN)	2336+95.6	60.3 RT	320
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2339+51.9	61.6 RT	NB I-94(RYAN)	2345+80.7	86.3 RT	630
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2357+00.0	86.3 RT	NB I-94(RYAN)	2362+17.7	71.7 RT	518
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2366+06.7	61.3 RT	NB I-94(RYAN)	2366+18.0	61.2 RT	12
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2366+18.0	80.0 RT	NB I-94(RYAN)	2366+50.0	80.0 RT	32
I000-2A TOTAL							
J000-2A TOTAL							3446
TOTAL							3446

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## NOTES:

"ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)SCHEDULE OF QUANTITIES  
REMOVAL QUANTITIES - SHEET 1SCALE: NONE  
DATE: MARCH 7, 2006DRAWN BY: MPG  
CHECKED BY: RTM

## CONCRETE BARRIER REMOVAL

DESCRIPTION OF EXISTING LOCATION	BARRIER TYPE	FROM			TO			CONC BARRIER REMOV (FOOT)
		ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	
NB I-94 (DAN RYAN EXPRESSWAY)	PERMANENT	NB I-94(RYAN)	2336+95.6	61.0 RT	NB I-94(RYAN)	2338+54.4	63.4 RT	159
NB I-94 (DAN RYAN EXPRESSWAY)	TEMPORARY	NB I-94(RYAN)	2344+24.0	9.1 LT	NB I-94(RYAN)	2344+74.0	9.2 LT	50
NB I-94 (DAN RYAN EXPRESSWAY)	PERMANENT	NB I-94(RYAN)	2362+17.6	72.7 RT	NB I-94(RYAN)	2364+98.9	63.6 RT	282
							I000-2A TOTAL	
							J000-2A TOTAL	491
							TOTAL	491

## TREE REMOVAL (6 TO 15 UNITS)

ALIGNMENT	STATION	OFFSET	LOCATION		TREE REMOV 6-15 (UNIT)
			NORTHING	EASTING	
NB I-94(RYAN)	2338+39.5	105.9 RT	1855200.9	1177493.4	14
NB I-94(RYAN)	2364+30.3	136.3 RT	1857791.6	1177463.5	6
NB I-94(RYAN)	2364+59.0	114.1 RT	1857819.8	1177440.6	6
NB I-94(RYAN)	2364+59.0	114.1 RT	1857819.8	1177440.6	6
NB I-94(RYAN)	2364+95.5	134.6 RT	1857856.7	1177460.3	7
NB I-94(RYAN)	2364+96.0	131.5 RT	1857857.1	1177457.2	8
NB I-94(RYAN)	2364+96.9	124.4 RT	1857857.9	1177450.1	7
NB I-94(RYAN)	2366+10.7	87.2 RT	1857970.7	1177410.2	11
NB I-94(RYAN)	2366+40.0	94.7 RT	1858000.2	1177417.0	13
NB I-94(RYAN)	2366+64.3	121.8 RT	1858025.2	1177443.6	8
NB I-94(RYAN)	2366+64.3	121.8 RT	1858025.2	1177443.6	8
NB I-94(RYAN)	2366+64.3	121.8 RT	1858025.2	1177443.6	8
NB I-94(RYAN)	2366+64.3	121.8 RT	1858025.2	1177443.6	8
TOTAL (6-15 UNITS)					110

## CTA BARRIER REMOVAL

DESCRIPTION OF EXISTING LOCATION	FROM			TO			CTA BARRIER REMOV (FOOT)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2316+00.0	8.8 LT	NB I-94(RYAN)	2320+24.0	9.2 LT	424	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2320+85.0	9.0 LT	NB I-94(RYAN)	2332+18.0	10.6 LT	1134	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2332+99.9	10.8 LT	NB I-94(RYAN)	2338+55.3	10.4 LT	556	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2339+53.6	11.2 LT	NB I-94(RYAN)	2344+24.0	8.6 LT	471	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2344+74.0	8.6 LT	NB I-94(RYAN)	2364+98.4	11.2 LT	2025	
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2366+06.0	11.3 LT	NB I-94(RYAN)	2367+00.0	9.2 LT	95	
							I000-2A TOTAL	
							J000-2A TOTAL	4705
							TOTAL	4705

## TREE REMOVAL (OVER 15 UNITS)

ALIGNMENT	STATION	OFFSET	LOCATION		TREE REMOV 6-15 (UNIT)
			NORTHING	EASTING	
NB I-94(RYAN)	2366+07.9	123.5 RT	1857968.8	1177446.6	36
TOTAL (>15 UNITS)					36

## CHAIN LINK FENCE REMOVAL

DESCRIPTION OF EXISTING LOCATION	FROM			TO			CH LK FENCE REMOV (FOOT)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
NB I-94 (DAN RYAN EXPRESSWAY)	NB I-94(RYAN)	2344+19.0	9.6 LT	NB I-94(RYAN)	2344+79.0	8.9 LT	62	
							I000-2A TOTAL	
							J000-2A TOTAL	62
							TOTAL	62

TYLIN INTERNATIONAL

## NOTES:

"ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)SCHEDULE OF QUANTITIES  
REMOVAL QUANTITIES - SHEET 2SCALE: NONE  
DATE: MARCH 7, 2006DRAWN BY: MPG  
CHECKED BY: RTM



**PROPOSED RECONSTRUCTED MAINLINE PAVEMENT**

LOCATION DESCRIPTION	FROM		TO		CONT REINF PCC PVT 14 (SQ YD)	PAVT REINFORCEMENT 14 (SQ YD)	SUB GRAN MAT B 24 (SQ YD)	GEOTECH FAB F/GR STAB (SQ YD)	STAB SUB-BASE 6 (SQ YD)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	ALIGNMENT	STATION						
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2330+00.0	9903	9903	13079	13079	13148	9903
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2330+00.0	NB I-94(RYAN)	2350+00.0	14789	14789	18891	18891	19169	14789
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2350+00.0	NB I-94(RYAN)	2367+00.0	13145	13145	16416	16416	16740	13145
ADDITIONAL QUANTITY FOR STAGING OVERDIG							2267	1133	1133	
					I000-2A TOTAL					
					J000-2A TOTAL					
					TOTAL					

**CONCRETE BARRIER**

LOCATION DESCRIPTION	FROM			TO			CONC BAR SIN FACE 32 (FOOT)	CONC BAR SIN FACE 42 SPL (FOOT)	CONC BAR TRANS (FOOT)	BARRIER BASE (FOOT)	BAR WALL MKR TYPE C (EACH)	PROTECTIVE COAT (SQ YD)
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET						
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+00.0	8.0 LT	NB I-94(RYAN)	2319+86.5	10.0 LT		387		387	5	336
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2319+86.5	10.0 LT	NB I-94(RYAN)	2320+24.0	8.3 LT			38	38		30
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2320+85.0	8.3 LT	NB I-94(RYAN)	2321+22.5	10.0 LT			38	38		30
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2321+22.5	10.0 LT	NB I-94(RYAN)	2332+02.6	10.0 LT		1081		1081	7	940
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2332+02.6	10.0 LT	NB I-94(RYAN)	2332+17.6	10.2 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2332+99.6	10.3 LT	NB I-94(RYAN)	2333+14.6	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2333+14.6	10.0 LT	NB I-94(RYAN)	2338+40.1	10.0 LT		526		526	6	457
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2338+40.1	10.0 LT	NB I-94(RYAN)	2338+55.1	9.8 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2339+53.1	10.4 LT	NB I-94(RYAN)	2339+68.1	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2339+68.1	10.0 LT	NB I-94(RYAN)	2344+38.6	10.0 LT		471		471	6	410
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2344+49.4	10.0 LT	NB I-94(RYAN)	2364+81.8	10.0 LT		2033		2033	10	1768
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2364+81.8	10.0 LT	NB I-94(RYAN)	2364+96.8	9.9 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2366+06.8	10.6 LT	NB I-94(RYAN)	2366+21.8	10.0 LT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2366+21.8	10.0 LT	NB I-94(RYAN)	2367+00.0	10.0 LT		79		79	5	69
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2334+87.0	81.1 RT	NB I-94(RYAN)	2338+46.7	72.0 RT	360			360	5	274
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2338+46.7	72.0 RT	NB I-94(RYAN)	2338+61.6	72.7 RT			15	15		12
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2363+07.4	80.0 RT	NB I-94(RYAN)	2364+92.6	80.0 RT	186			186	5	142
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2364+92.6	80.0 RT	NB I-94(RYAN)	2365+07.6	80.0 RT			15	15		12
					I000-2A TOTAL							
					J000-2A TOTAL							
					TOTAL							

**PROPOSED GUARDRAIL**

LOCATION DESCRIPTION	ALIGNMENT	END OF TYPE 6 TERMINAL		JOINT BETWEEN TERMINALS		END OF TYPE 1 TERMINAL		TR BAR TRM T1 SPL TAN (EACH)	TRAF BAR TERM T6 (EACH)	GUARDRAIL MKR TYPE A (EACH)	TERMINAL MARKER - DA (EACH)
		STATION	OFFSET	STATION	OFFSET	STATION	OFFSET				
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2334+06.4	85.7 RT	2334+56.3	82.3 RT	2334+87.0	81.1 RT	1	1	4	1
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2362+26.7	81.0 RT	2362+76.7	80.0 RT	2363+07.4	80.0 RT	1	1	4	1
								I000-2A TOTAL			
								J000-2A TOTAL			
								TOTAL			

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NAME	DATE

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

SCHEDULE OF QUANTITIES  
PROPOSED QUANTITIES - SHEET 1

SCALE: NONE      DRAWN BY: MPG  
DATE: MARCH 7, 2006      CHECKED BY: RTM

## COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM2.24 (FOOT)	PROTECTIVE COAT (SQ YD)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET			
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2319+60.8	76.0 RT	NB I-94(RYAN)	2320+10.9	72.0 RT	56.5	16	
							I000-2A TOTAL		
							J000-2A TOTAL	56.5	16
							TOTAL	56.5	16

## COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM4.24 (FOOT)	PROTECTIVE COAT (SQ YD)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET			
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+00.0	72.0 RT	NB I-94(RYAN)	2316+67.4	72.0 RT	68.0	21	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2320+10.9	72.0 RT	NB I-94(RYAN)	2332+16.8	76.0 RT	1208.0	366	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2339+47.6	72.2 RT	NB I-94(RYAN)	2343+18.3	72.0 RT	371.0	112	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2359+98.2	80.0 RT	NB I-94(RYAN)	2363+07.4	80.0 RT	309.5	94	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2365+97.6	79.5 RT	NB I-94(RYAN)	2366+50.0	80.0 RT	52.5	16	
							I000-2A TOTAL		
							J000-2A TOTAL	2009.0	608
							TOTAL	2009.0	608

## COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48

LOCATION DESCRIPTION	FROM			TO			COMB CC&G TM4.48 (FOOT)	PROTECTIVE COAT (SQ YD)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET			
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2316+67.4	72.0 RT	NB I-94(RYAN)	2318+28.0	86.3 RT	162.5	85	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2333+77.0	86.3 RT	NB I-94(RYAN)	2334+87.0	81.1 RT	110.5	58	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2343+18.3	72.0 RT	NB I-94(RYAN)	2345+80.7	86.3 RT	263.0	138	
NB I-94 (DAN RYAN)	NB I-94(RYAN)	2357+00.0	86.3 RT	NB I-94(RYAN)	2359+98.2	80.0 RT	298.5	157	
							I000-2A TOTAL		
							J000-2A TOTAL	834.5	438
							TOTAL	834.5	438

## CONCRETE MEDIAN SURFACE, 6" (SPECIAL)

LOCATION DESCRIPTION	OFFSET DIRECTION	FROM		TO		CONC MEDIAN SURF 6 SP (SQ FT)	
		ALIGNMENT	STATION	ALIGNMENT	STATION		
NB I-94 (RYAN) - 76TH EXIT RAMP GORE	RT	NB I-94(RYAN)	2319+60.9	NB I-94(RYAN)	2320+10.9	260	
NB I-94 (RYAN) - 79TH ENT RAMP GORE	RT	NB I-94(RYAN)	2331+66.5	NB I-94(RYAN)	2332+16.8	249	
NB I-94 (RYAN) - GUARDRAIL	RT	NB I-94(RYAN)	2333+82.1	NB I-94(RYAN)	2334+87.1	307	
NB I-94 (RYAN) - GUARDRAIL	RT	NB I-94(RYAN)	2362+02.3	NB I-94(RYAN)	2363+07.4	305	
						I000-2A TOTAL	
						J000-2A TOTAL	1121
						TOTAL	1121

## EARTHWORK SCHEDULE

RAMP/WALL	STATION		EARTH EXCAVATION (CU YD)	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL (CU YD)	TOPSOIL (CU YD)	EMBANKMENT (CU YD)
	FROM	TO				
78TH TO 75TH	2316+00	2339+00	16920	640	615	10
75TH TO 71ST	2339+50	2367+00	21300	925	1000	70
TOTAL			38220	1565	1615	80

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## CTA GATES

LOCATION DESCRIPTION	LOCATION			CTA GATES (EACH)	
	ALIGNMENT	STATION	OFFSET		
NB I-94 (DAN RYAN) MEDIAN	NB I-94(RYAN)	2316+04.4	9.8 LT	1	
NB I-94 (DAN RYAN) MEDIAN	NB I-94(RYAN)	2322+19.6	11.8 LT	1	
NB I-94 (DAN RYAN) MEDIAN	NB I-94(RYAN)	2342+22.2	11.8 LT	1	
NB I-94 (DAN RYAN) MEDIAN	NB I-94(RYAN)	2351+90.6	11.8 LT	1	
NB I-94 (DAN RYAN) MEDIAN	NB I-94(RYAN)	2362+02.0	11.8 LT	1	
				I000-2A TOTAL	
				J000-2A TOTAL	5
				TOTAL	5

## CTA FENCE

LOCATION DESCRIPTION	FROM			TO			CTA FENCE (FOOT)	
	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET		
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2316+04.4	9.8 LT	NB I-94(RYAN)	2320+24.0	10.6 LT	420	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2320+85.0	10.6 LT	NB I-94(RYAN)	2322+13.6	11.8 LT	129	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2322+19.6	11.8 LT	NB I-94(RYAN)	2332+17.8	11.9 LT	999	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2332+99.5	12.0 LT	NB I-94(RYAN)	2338+55.2	11.5 LT	556	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2339+53.1	12.1 LT	NB I-94(RYAN)	2342+16.2	11.8 LT	263	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2342+22.2	11.8 LT	NB I-94(RYAN)	2351+84.6	11.8 LT	963	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2351+90.6	11.8 LT	NB I-94(RYAN)	2361+96.0	11.8 LT	1006	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2362+02.0	11.8 LT	NB I-94(RYAN)	2364+96.8	11.7 LT	295	
NB I-94 (DAN RYAN) - MEDIAN	NB I-94(RYAN)	2366+06.7	12.3 LT	NB I-94(RYAN)	2367+00.0	11.8 LT	94	
							I000-2A TOTAL	
							J000-2A TOTAL	4725
							TOTAL	4725

## PORTLAND CEMENT CONCRETE SHOULDERS 14"

LOCATION DESCRIPTION	OFFSET DIRECTION	FROM		TO		PCC SHOULDERS 14 (SQ YD)	PROTECTIVE COAT (SQ YD)
		ALIGNMENT	STATION	ALIGNMENT	STATION		
NB I-94 (RYAN) - 83RD ENT TO 76TH EXIT	RT	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2316+67.8	39	39
NB I-94 (RYAN) - 76TH EXIT TO 79TH ENT	RT	NB I-94(RYAN)	2318+29.7	NB I-94(RYAN)	2333+75.8	1429	1429
NB I-94 (RYAN) - 79TH ENT TO 71ST EXIT	RT	NB I-94(RYAN)	2334+86.8	NB I-94(RYAN)	2343+18.5	571	571
NB I-94 (RYAN) - 71ST EXIT TO 75TH ENT	RT	NB I-94(RYAN)	2345+81.7	NB I-94(RYAN)	2356+99.3	1272	1272
NB I-94 (RYAN) - 75TH ENT TO NORTH LIMIT	RT	NB I-94(RYAN)	2359+98.1	NB I-94(RYAN)	2366+50.0	341	341
NB I-94 (DAN RYAN) MEDIAN	LT	NB I-94(RYAN)	2316+00.0	NB I-94(RYAN)	2330+00.0	1515	1515
NB I-94 (DAN RYAN) MEDIAN	LT	NB I-94(RYAN)	2330+00.0	NB I-94(RYAN)	2350+00.0	2226	2226
NB I-94 (DAN RYAN) MEDIAN	LT	NB I-94(RYAN)	2350+00.0	NB I-94(RYAN)	2367+00.0	1893	1893
						I000-2A TOTAL	
						J000-2A TOTAL	9286
						TOTAL	9286

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)SCHEDULE OF QUANTITIES  
PROPOSED QUANTITIES - SHEET 2SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: MPG  
CHECKED BY: RTM

TEMPORARY CONCRETE BARRIER

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	22
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B17

FROM		TO		TOTAL BARRIER REQUIRED (FOOT)	STAGE #	REMAINS THROUGH STAGE #	TEMPORARY CONCRETE BARRIER (FOOT)†	RELOCATE TEMPORARY CONC BARR (FOOT)†	BARRIER REMAIN FROM STAGE-STAGE (FOOT)	BARRIER RELOCATED @ END STAGE (FOOT)	BARRIER REMOVED @ END STAGE (FOOT)	
ALIGNMENT	STATION	ALIGNMENT	STATION									
NB I-94(RYAN)	2318+50	NB I-94(RYAN)	2333+76	1530	1	1C	1530		1530			
NB I-94(RYAN)	2337+82	NB I-94(RYAN)	2342+35	460	1	1C	460		460			
NB I-94(RYAN)	2345+20	NB I-94(RYAN)	2356+99	1180	1	1C	1180		1180			
NB I-94(RYAN)	2363+51	NB I-94(RYAN)	2367+00	350	1	1C	350		350			
STAGE 1 RAMP TERMINALS				800	1	1	800			800		
NB I-94(RYAN)	2318+50	NB I-94(RYAN)	2333+76	1530	1A	1A				1530		
NB I-94(RYAN)	2337+82	NB I-94(RYAN)	2342+35	460	1A	1A				460		
NB I-94(RYAN)	2345+20	NB I-94(RYAN)	2356+99	1180	1A	1A				1180		
NB I-94(RYAN)	2363+51	NB I-94(RYAN)	2367+00	350	1A	1A				350		
STAGE 1 RAMP TERMINALS				800	1A	1A		800				800
NB I-94(RYAN)	2318+50	NB I-94(RYAN)	2333+76	1530	W	1C		1530		1530		
NB I-94(RYAN)	2337+82	NB I-94(RYAN)	2342+35	460	W	1C		460		460		
NB I-94(RYAN)	2345+20	NB I-94(RYAN)	2356+99	1180	W	1C		1180		1180		
NB I-94(RYAN)	2363+51	NB I-94(RYAN)	2367+00	350	W	1C		350		350		
NB I-94(RYAN)	2316+00	NB I-94(RYAN)	2351+20	3520	2	2		3520		3520		
NB I-94(RYAN)	2351+20	NB I-94(RYAN)	2367+00	1580	2	2	1580			1580		
NB I-94(RYAN)	2316+00	NB I-94(RYAN)	2367+00	5100	3	3		5100			5100	
STAGE 1 TOTALS:				4320			4320		3520	800		
STAGE 1A TOTALS:				4320				800		3520	800	
WINTER TOTALS:				3520				3520		3520		
STAGE 2 TOTALS:				5100			1580	3520		5100		
STAGE 3 TOTALS:				5100				5100			5100	
FINAL TOTALS:				22360			5900	12940	3520	12940	5900	

† - DENOTES IDOT PAY ITEMS

TEMPORARY IMPACT ATTENUATORS

LOCATION		IMPACT ATTENUATORS REQUIRED (EACH)	STAGE #	REMAINS THROUGH STAGE #	TEMPORARY IMPACT ATTENUATOR (EACH)†	RELOCATE IMPACT ATTENUATOR (EACH)†	ATTENUATOR REMAIN FROM STAGE-STAGE (EACH)	ATTENUATOR RELOCATED @ END STAGE (EACH)	ATTENUATOR REMOVED @ END STAGE (EACH)
ALIGNMENT	STATION								
NB I-94(RYAN)	2318+19	1	1	1	1			1	
NB I-94(RYAN)	2337+56	1	1	1	1			1	
NB I-94(RYAN)	2344+90	1	1	1	1			1	
NB I-94(RYAN)	2363+25	1	1	1	1			1	
NB I-94(RYAN)	2318+22	1	W	W		1			1
NB I-94(RYAN)	2337+58	1	W	W		1			1
NB I-94(RYAN)	2344+97	1	W	3		1		1	
NB I-94(RYAN)	2363+25	1	W	3		1		1	
STAGE 2 WORK ZONES		2	2	3		2		2	
STAGE 3 WORK ZONES		2	3	3		2			2
STAGE 1 TOTALS:		4			4			4	
WINTER TOTALS:		4				4		2	2
STAGE 2 TOTALS:		2				2		2	
STAGE 3 TOTALS:		2				2			2
FINAL TOTALS:		12			4	8		8	4

† - DENOTES IDOT PAY ITEMS

NOTES:

- "ALIGNMENT" REFERS TO PROPOSED ALIGNMENTS
- STAGE 1A REFERS ONLY TO THE RELOCATION OF TEMPORARY CONCRETE BARRIER REQUIRED FOR RAMP TERMINAL CONSTRUCTION.

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 SCHEDULE OF QUANTITIES  
 TEMPORARY CONCRETE BARRIER AND  
 TEMPORARY IMPACT ATTENUATOR  
 QUANTITIES - SHEET 1  
 SCALE: NONE DRAWN BY: RTM  
 DATE: MARCH 7, 2006 CHECKED BY: MPG

**CONTRACT 62304**  
**WEST PROJECT LIMIT**  
 NB I-57 @  
 STA. 190+65.00

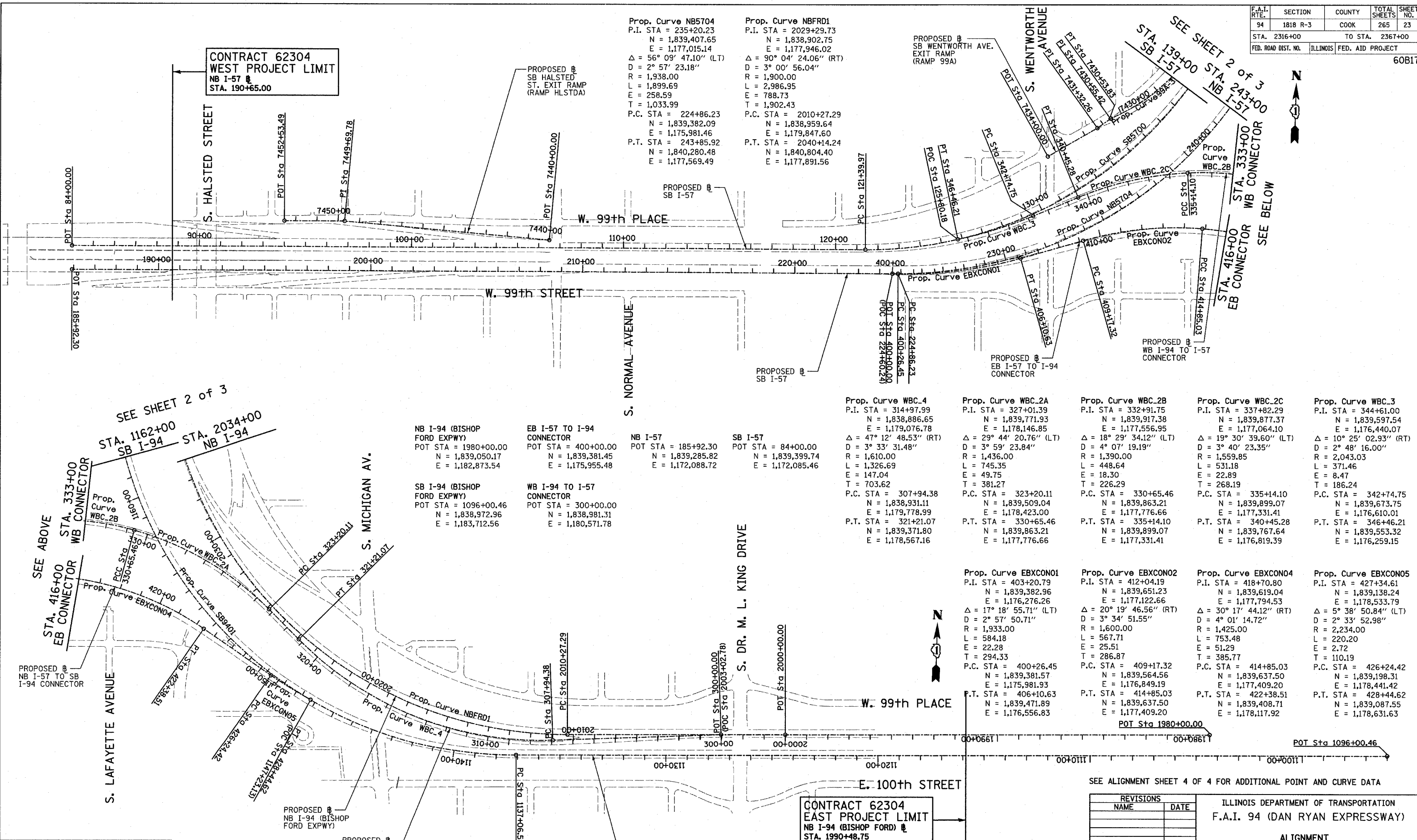
**Prop. Curve NB5704**  
 P.I. STA = 235+20.23  
 N = 1,839,407.65  
 E = 1,177,015.14  
 $\Delta = 56^\circ 09' 47.10''$  (LT)  
 D =  $2^\circ 57' 23.18''$   
 R = 1,938.00  
 L = 1,899.69  
 E = 258.59  
 T = 1,033.99  
 P.C. STA = 224+86.23  
 N = 1,839,382.09  
 E = 1,175,981.46  
 P.T. STA = 243+85.92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

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

PROPOSED @  
 SB WENTWORTH AVE.  
 EXIT RAMP  
 (RAMP 99A)

SEE SHEET 2 OF 3  
 STA. 139+00  
 STA. 243+00  
 NB I-57

SEE BELOW  
 STA. 416+00  
 EB CONNECTOR  
 WB CONNECTOR



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

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

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

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

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

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

**Prop. Curve WBC.4**  
 P.I. STA = 314+97.99  
 N = 1,838,886.65  
 E = 1,179,076.78  
 $\Delta = 47^\circ 12' 48.53''$  (RT)  
 D =  $3^\circ 33' 31.48''$   
 R = 1,610.00  
 L = 1,326.69  
 E = 147.04  
 T = 703.62  
 P.C. STA = 307+94.38  
 N = 1,838,931.11  
 E = 1,179,778.99  
 P.T. STA = 321+21.07  
 N = 1,839,371.80  
 E = 1,178,567.16

**Prop. Curve WBC.2A**  
 P.I. STA = 327+01.39  
 N = 1,839,771.93  
 E = 1,178,146.85  
 $\Delta = 29^\circ 44' 20.76''$  (LT)  
 D =  $3^\circ 59' 23.84''$   
 R = 1,436.00  
 L = 745.35  
 E = 49.75  
 T = 381.27  
 P.C. STA = 323+20.11  
 N = 1,839,509.04  
 E = 1,178,423.00  
 P.T. STA = 330+65.46  
 N = 1,839,863.21  
 E = 1,177,776.66

**Prop. Curve WBC.2B**  
 P.I. STA = 332+91.75  
 N = 1,839,917.38  
 E = 1,177,556.95  
 $\Delta = 18^\circ 29' 34.12''$  (LT)  
 D =  $4^\circ 07' 19.19''$   
 R = 1,390.00  
 L = 448.64  
 E = 18.30  
 T = 226.29  
 P.C. STA = 330+65.46  
 N = 1,839,863.21  
 E = 1,177,776.66  
 P.T. STA = 335+14.10  
 N = 1,839,899.07  
 E = 1,177,331.41

**Prop. Curve WBC.2C**  
 P.I. STA = 337+82.29  
 N = 1,839,877.37  
 E = 1,177,064.10  
 $\Delta = 19^\circ 30' 39.60''$  (LT)  
 D =  $3^\circ 40' 23.35''$   
 R = 1,559.85  
 L = 531.18  
 E = 22.89  
 T = 268.19  
 P.C. STA = 335+14.10  
 N = 1,839,899.07  
 E = 1,177,331.41  
 P.T. STA = 340+45.28  
 N = 1,839,767.64  
 E = 1,176,819.39

**Prop. Curve WBC.3**  
 P.I. STA = 344+61.00  
 N = 1,839,597.54  
 E = 1,176,440.07  
 $\Delta = 10^\circ 25' 02.93''$  (RT)  
 D =  $2^\circ 48' 16.00''$   
 R = 2,043.03  
 L = 371.46  
 E = 8.47  
 T = 186.24  
 P.C. STA = 342+74.75  
 N = 1,839,673.75  
 E = 1,176,610.01  
 P.T. STA = 346+46.21  
 N = 1,839,553.32  
 E = 1,176,259.15

**Prop. Curve EBXCON01**  
 P.I. STA = 403+20.79  
 N = 1,839,382.96  
 E = 1,176,276.26  
 $\Delta = 17^\circ 18' 55.71''$  (LT)  
 D =  $2^\circ 57' 50.71''$   
 R = 1,933.00  
 L = 584.18  
 E = 22.28  
 T = 294.33  
 P.C. STA = 400+26.45  
 N = 1,839,381.57  
 E = 1,175,981.93  
 P.T. STA = 406+10.63  
 N = 1,839,471.89  
 E = 1,176,556.83

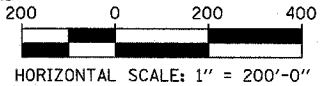
**Prop. Curve EBXCON02**  
 P.I. STA = 412+04.19  
 N = 1,839,651.23  
 E = 1,177,122.66  
 $\Delta = 20^\circ 19' 46.56''$  (RT)  
 D =  $3^\circ 34' 51.55''$   
 R = 1,600.00  
 L = 567.71  
 E = 25.51  
 T = 286.87  
 P.C. STA = 409+17.32  
 N = 1,839,564.56  
 E = 1,176,849.19  
 P.T. STA = 414+85.03  
 N = 1,839,637.50  
 E = 1,177,409.20

**Prop. Curve EBXCON04**  
 P.I. STA = 418+70.80  
 N = 1,839,619.04  
 E = 1,177,794.53  
 $\Delta = 30^\circ 17' 44.12''$  (RT)  
 D =  $4^\circ 01' 14.72''$   
 R = 1,425.00  
 L = 753.48  
 E = 51.29  
 T = 385.77  
 P.C. STA = 414+85.03  
 N = 1,839,637.50  
 E = 1,177,409.20  
 P.T. STA = 422+38.51  
 N = 1,839,408.71  
 E = 1,178,117.92

**Prop. Curve EBXCON05**  
 P.I. STA = 427+34.61  
 N = 1,839,138.24  
 E = 1,175,533.79  
 $\Delta = 5^\circ 38' 50.84''$  (LT)  
 D =  $2^\circ 33' 52.98''$   
 R = 2,234.00  
 L = 220.20  
 E = 2.72  
 T = 110.19  
 P.C. STA = 426+24.42  
 N = 1,839,198.31  
 E = 1,178,441.42  
 P.T. STA = 428+44.62  
 N = 1,839,087.55  
 E = 1,178,631.63

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

**CONTRACT 62304**  
**EAST PROJECT LIMIT**  
 NB I-94 (BISHOP FORD) @  
 STA. 1990+48.75



REVISIONS	
NAME	DATE

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

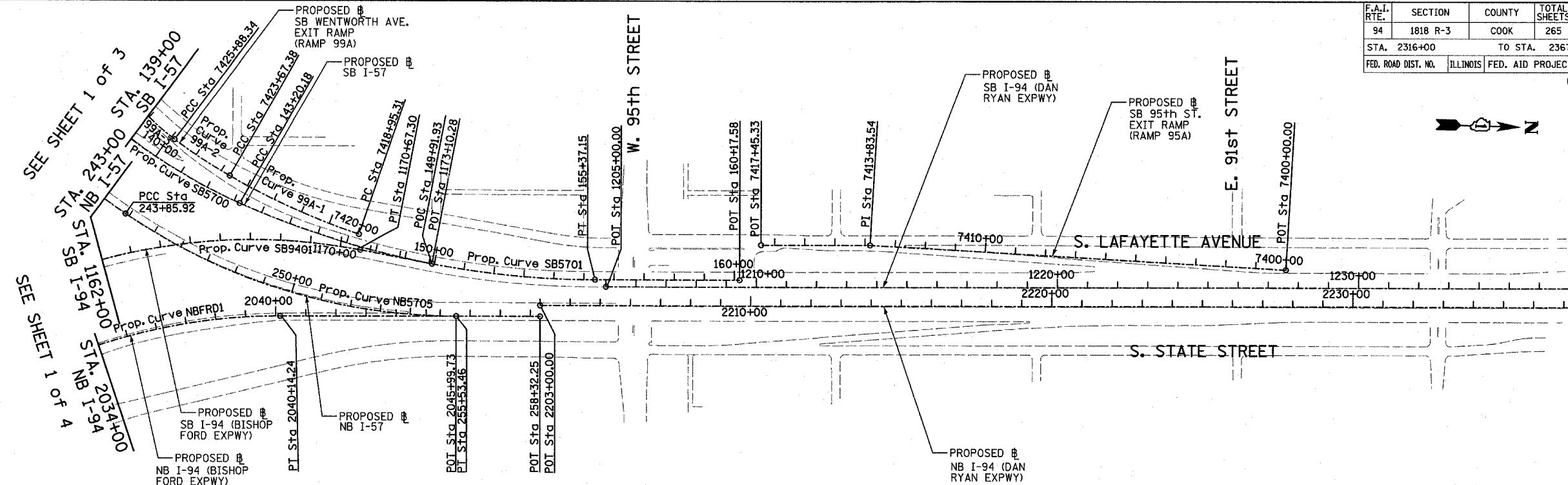
**ALIGNMENT**  
**SHEET 1 OF 4**

SCALE: 1"=200'-0"  
 DATE: MARCH 7, 2006

DRAWN BY: JPM  
 CHECKED BY: DAK

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	24
STA. 2316+00 TO STA. 2367+00				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B17



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

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

Prop. Curve NBS705  
 P.I. STA = 249+87.51  
 N = 1,840,788.31  
 E = 1,177,892.02  
 $\Delta = 34^\circ 03' 37.98''$  (LT)  
 $D = 2^\circ 55' 02.28''$   
 R = 1,964.00  
 L = 1,167.54  
 E = 90.07  
 T = 601.59  
 P.C. STA = 243+85.92  
 N = 1,840,280.48  
 E = 1,177,569.49  
 P.T. STA = 255+53.46  
 N = 1,841,389.65  
 E = 1,177,874.80

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

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

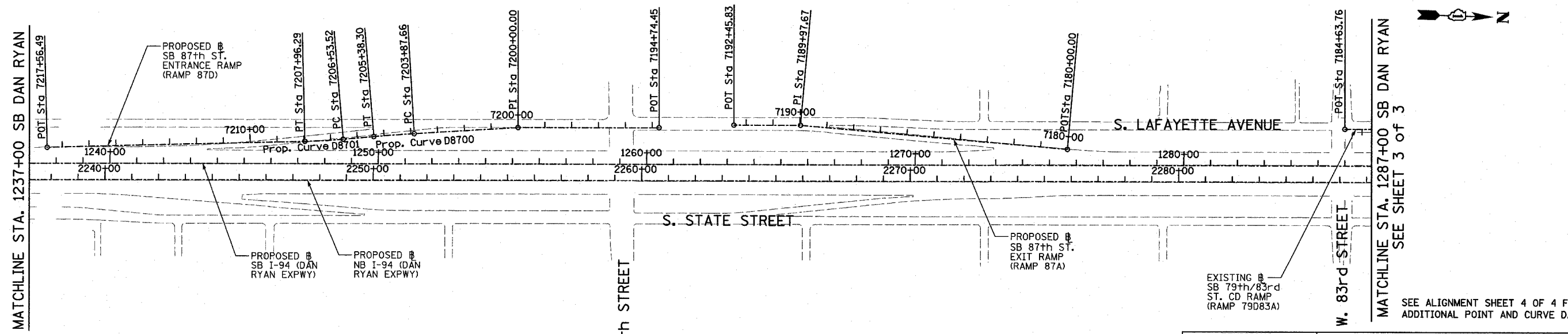
SB I-57  
 POT STA = 160+17.58  
 N = 1,842,327.55  
 E = 1,177,726.54

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

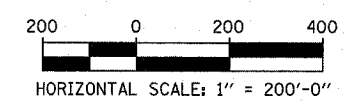
NB I-57  
 POT STA = 258+32.25  
 N = 1,841,668.33  
 E = 1,177,866.82

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

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



TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 ALIGNMENT  
 SHEET 2 OF 4

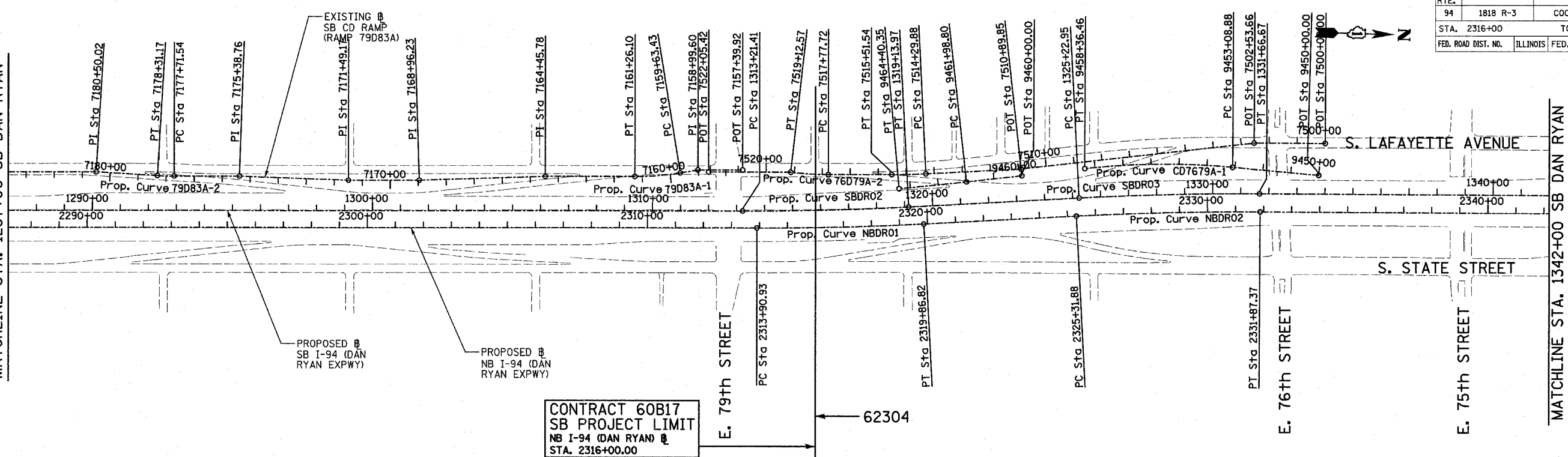
SCALE: 1"=200'  
 DATE: MARCH 7, 2006

DRAWN BY: JPM  
 CHECKED BY: DAK

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



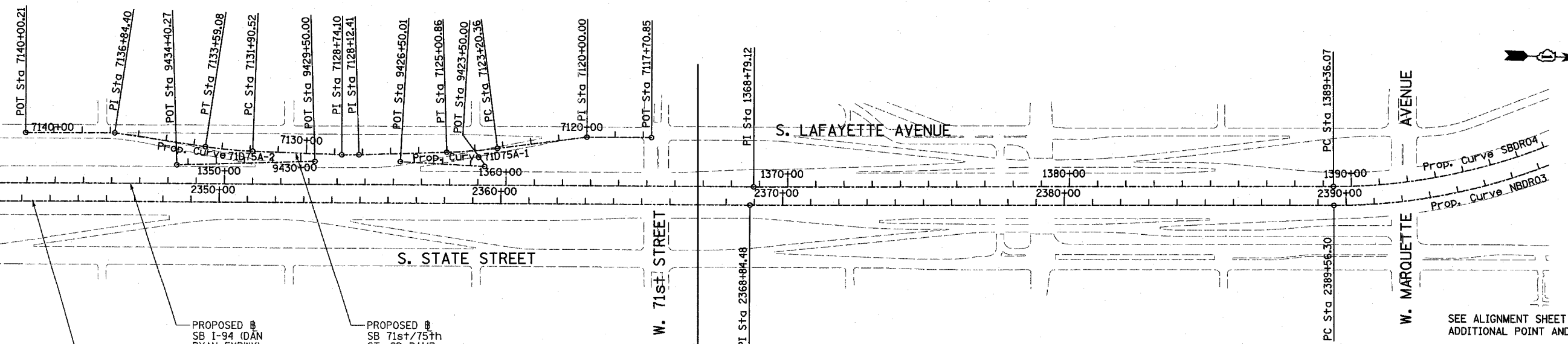
SEE SHEET 2 of 3  
MATCHLINE STA. 1287+00 SB DAN RYAN



**CONTRACT 60B17**  
SB PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2316+00.00

Prop. Curve NBDRO1	Prop. Curve NBDRO2	Prop. Curve NBDRO3	Prop. Curve SBDRO2	Prop. Curve SBDRO3	Prop. Curve SBDRO4
P.I. STA = 2316+88.94	P.I. STA = 2328+59.71	P.I. STA = 2398+13.58	P.I. STA = 1316+17.76	P.I. STA = 1328+44.90	P.I. STA = 1397+75.78
N = 1,853,051.58	N = 1,854,218.69	N = 1,861,170.38	N = 1,852,997.25	N = 1,854,220.54	N = 1,861,149.16
E = 1,177,504.84	E = 1,177,410.58	E = 1,177,231.19	E = 1,177,445.02	E = 1,177,346.22	E = 1,177,163.97
$\Delta = 2^\circ 58' 38.60''$ (LT)	$\Delta = 3^\circ 16' 48.34''$ (RT)	$\Delta = 44^\circ 36' 17.12''$ (LT)	$\Delta = 2^\circ 58' 38.60''$ (LT)	$\Delta = 3^\circ 16' 11.04''$ (RT)	$\Delta = 44^\circ 32' 58.56''$ (LT)
D = $0^\circ 29' 58.77''$	D = $0^\circ 30' 01.44''$	D = $2^\circ 44' 29.13''$	D = $0^\circ 30' 08.86''$	D = $0^\circ 30' 28.59''$	D = $2^\circ 47' 41.70''$
R = 11,467.00	R = 11,450.00	R = 2,090.00	R = 11,403.00	R = 11,280.00	R = 2,050.00
L = 595.89	L = 655.49	L = 1,627.06	L = 592.56	L = 643.72	L = 1,593.95
E = 3.87	E = 4.69	E = 168.99	E = 3.85	E = 4.59	E = 165.31
T = 298.01	T = 327.84	T = 857.27	T = 296.35	T = 321.95	T = 839.71
P.C. STA = 2313+90.93	P.C. STA = 2325+31.88	P.C. STA = 2389+56.30	P.C. STA = 1313+21.41	P.C. STA = 1325+22.95	P.C. STA = 1389+36.07
N = 1,852,753.69	N = 1,853,891.91	N = 1,860,313.48	N = 1,852,701.02	N = 1,853,899.63	N = 1,860,309.83
E = 1,177,513.37	E = 1,177,436.97	E = 1,177,256.19	E = 1,177,453.50	E = 1,177,372.14	E = 1,177,189.29
P.T. STA = 2319+86.82	P.T. STA = 2331+87.37	P.T. STA = 2405+83.37	P.T. STA = 1319+13.97	P.T. STA = 1331+66.67	P.T. STA = 1405+30.02
N = 1,853,348.62	N = 1,854,546.43	N = 1,861,762.92	N = 1,853,292.63	N = 1,854,542.40	N = 1,861,729.54
E = 1,177,480.85	E = 1,177,402.92	E = 1,176,611.65	E = 1,177,421.16	E = 1,177,338.64	E = 1,176,557.11

MATCHLINE STA. 1342+00 SB DAN RYAN



**CONTRACT 60B17**  
NB PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2367+00.00

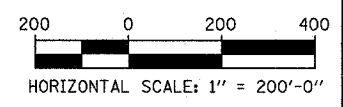
REVISIONS	
NAME	DATE

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

**ALIGNMENT**  
SHEET 3 OF 4

SCALE: 1"=200'  
DATE: MARCH 7, 2006

DRAWN BY: JPM  
CHECKED BY: DAK



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	26
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B17

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

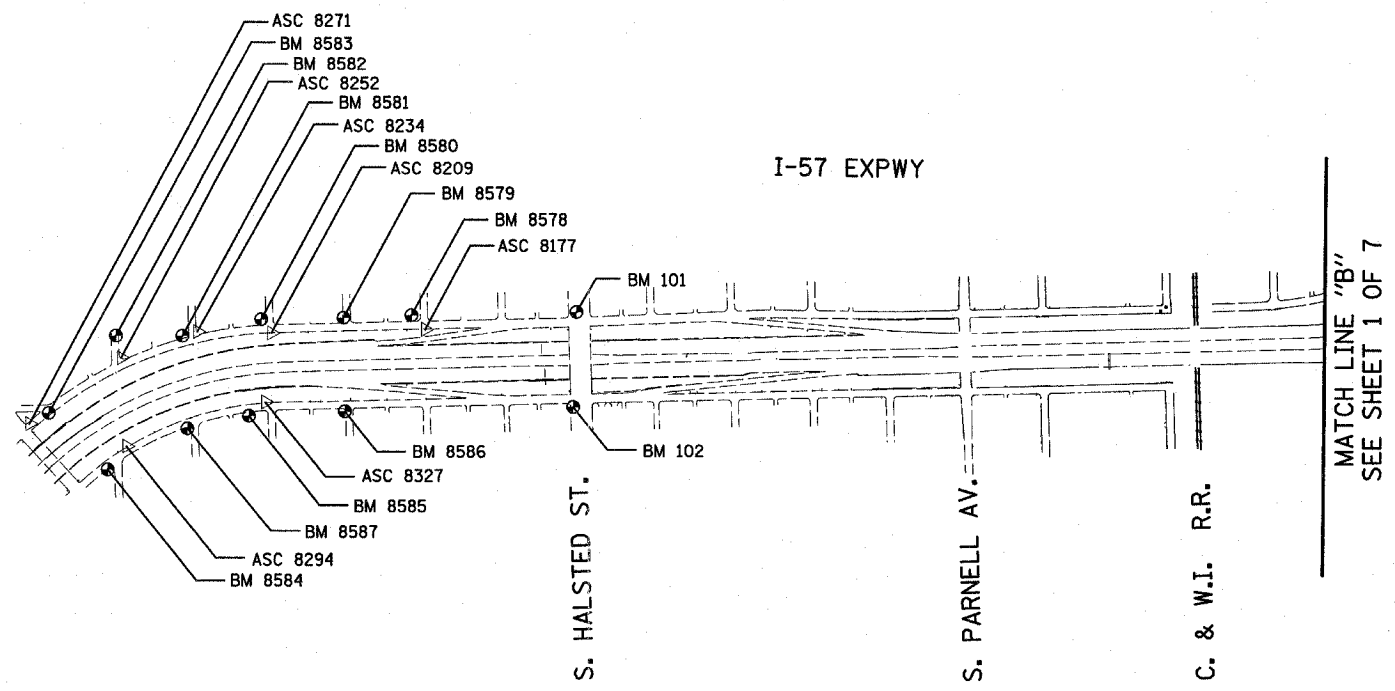
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P.I. STA = 7132+74.89  
N = 1,856,387.85  
E = 1,177,175.17  
 $\Delta = 6^\circ 30' 28.18''$  (RT)  
D = 3° 51' 39.25"  
R = 1,484.00  
L = 168.56  
E = 2.40  
T = 84.37  
P.C. STA = 7131+90.52  
N = 1,856,472.22  
E = 1,177,176.00  
P.T. STA = 7133+59.08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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
  
ALIGNMENT  
SHEET 4 OF 4  
  
SCALE: NO SCALE  
DATE: MARCH 7, 2006  
DRAWN BY: JPA  
CHECKED BY: JPM

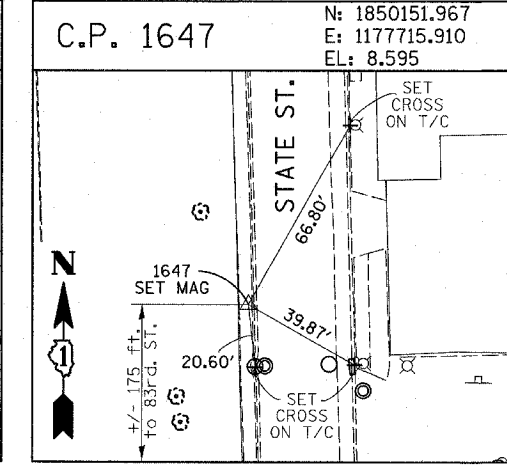
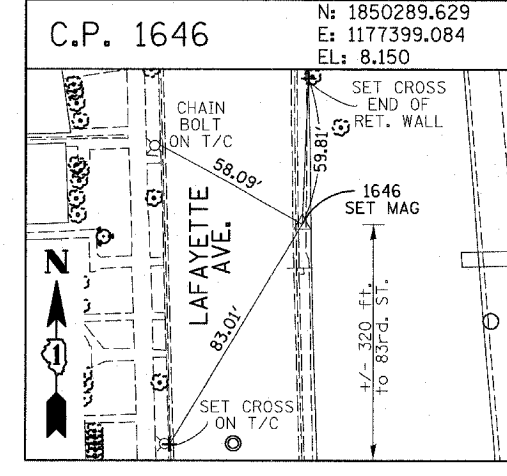
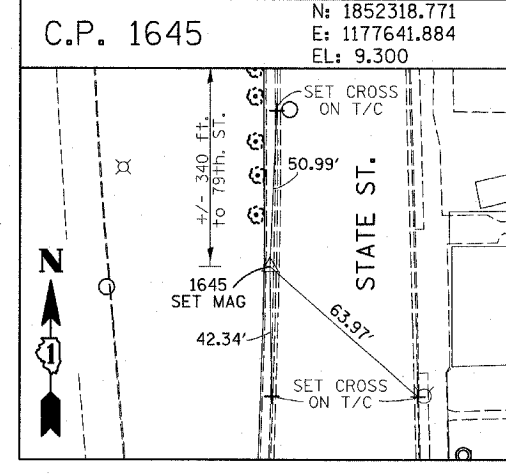
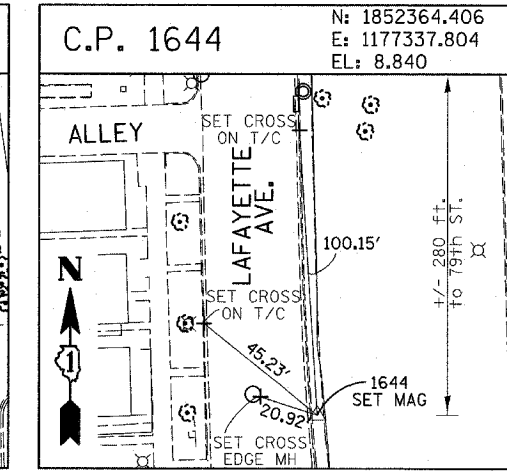
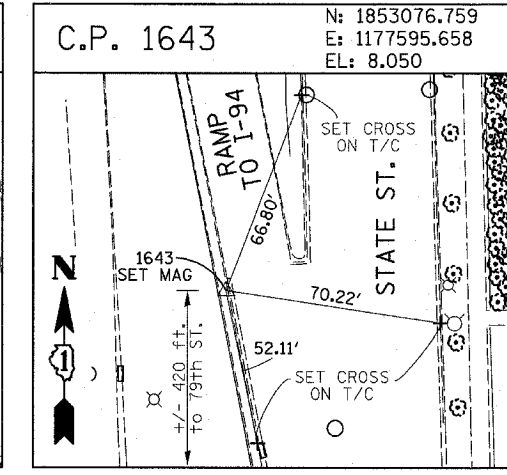
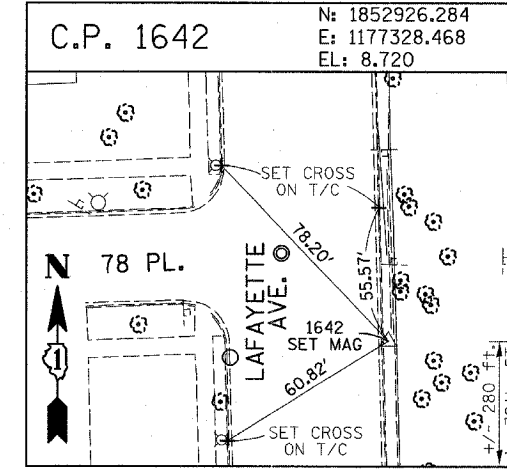
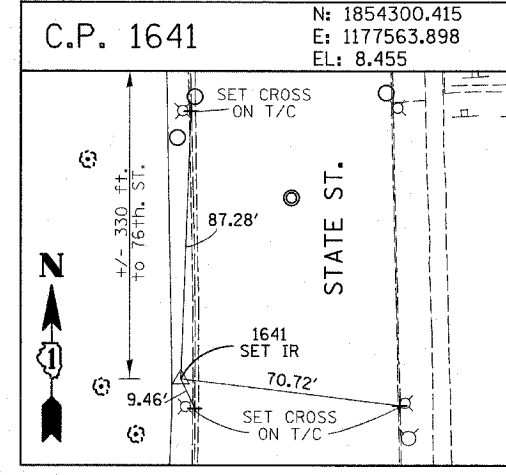
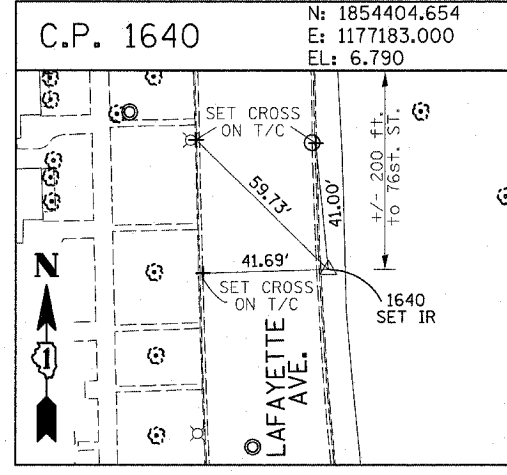
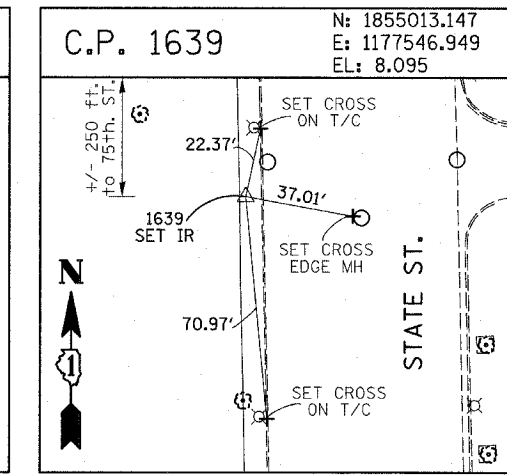
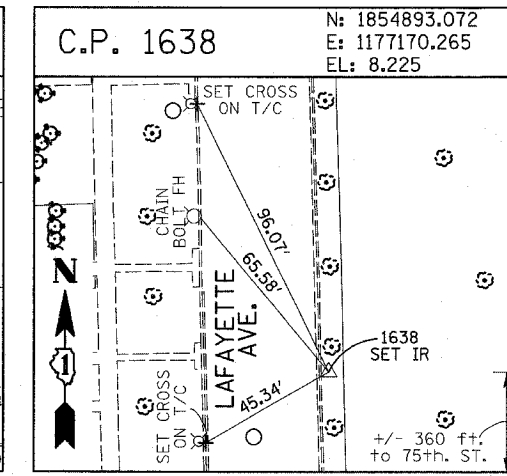
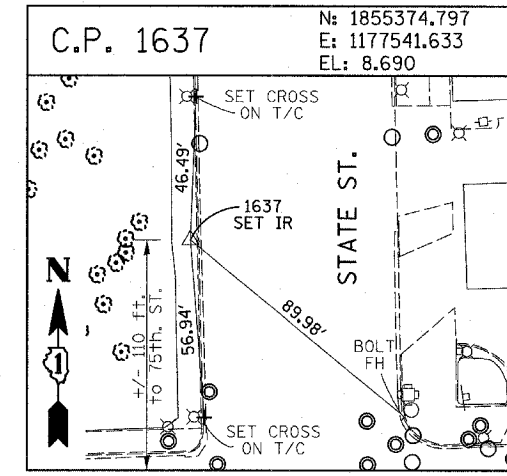
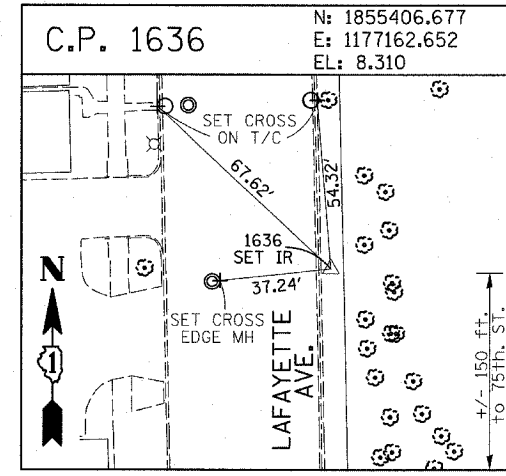
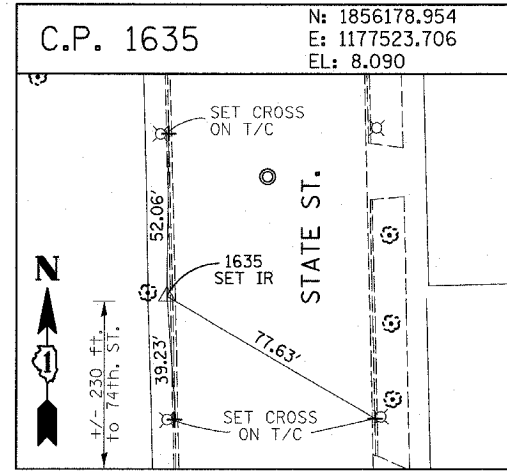
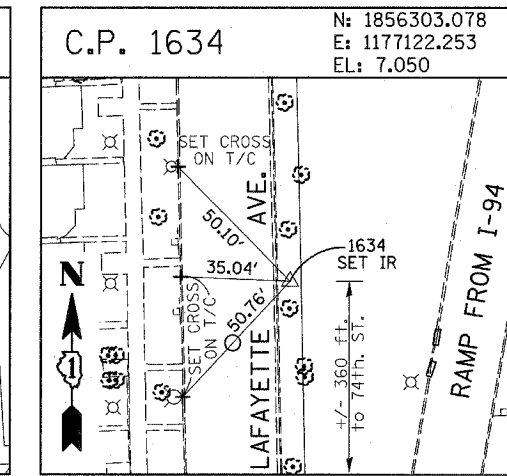
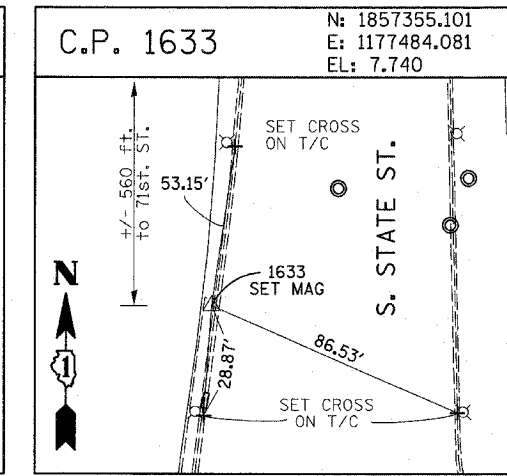
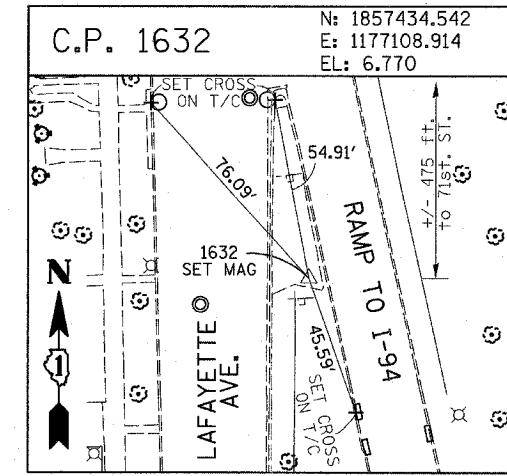
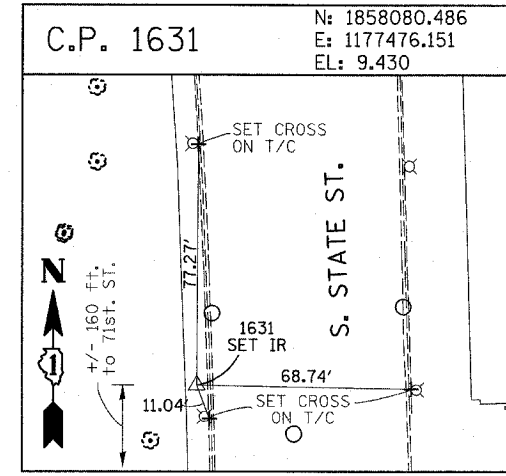
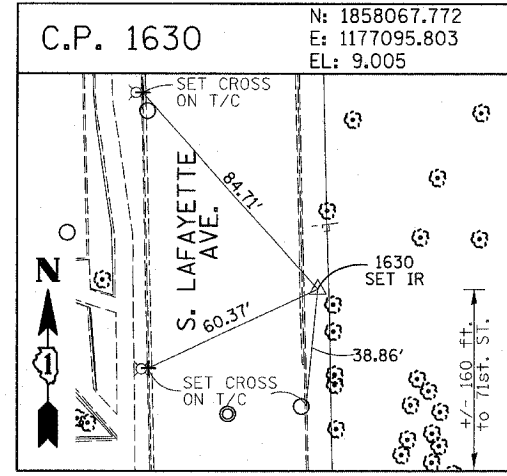




REVISIONS	
NAME	DATE

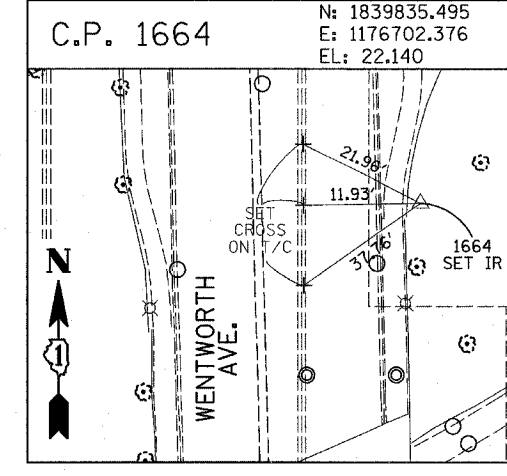
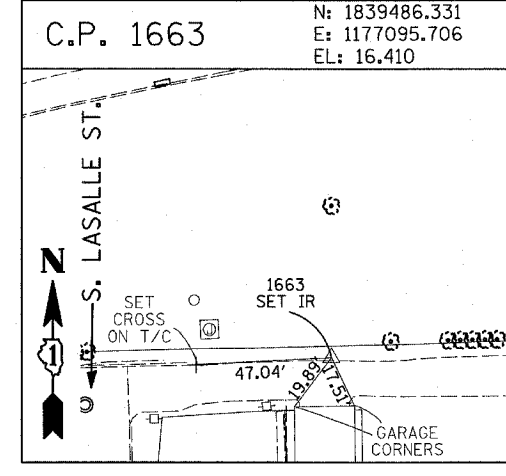
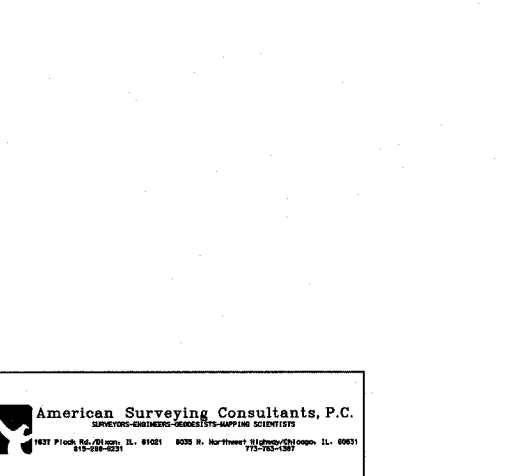
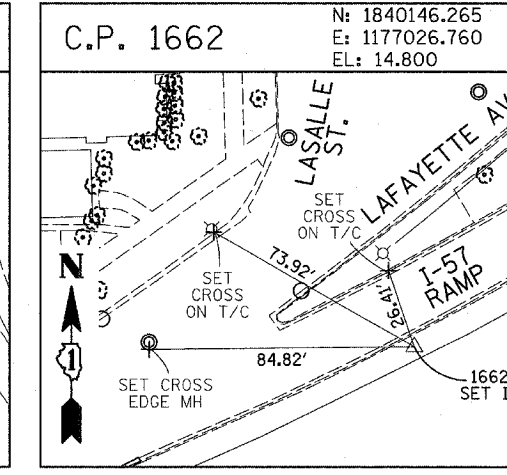
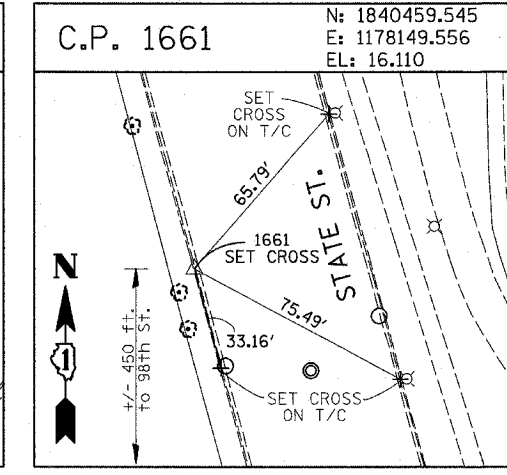
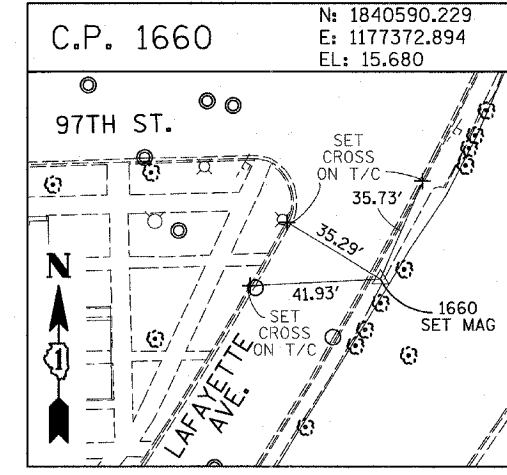
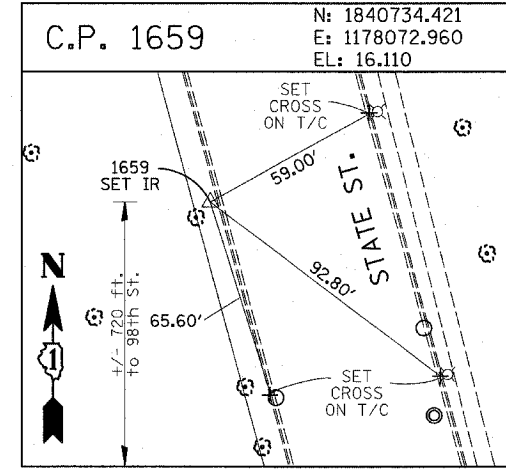
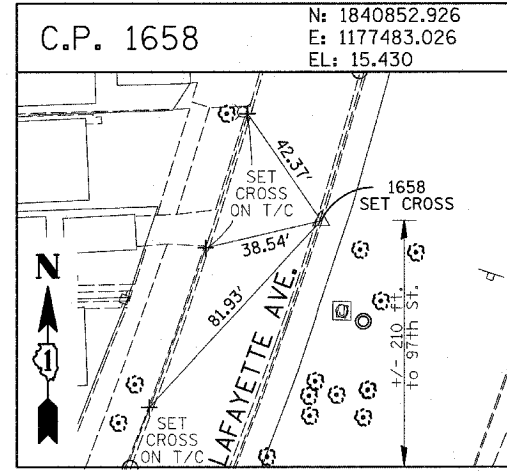
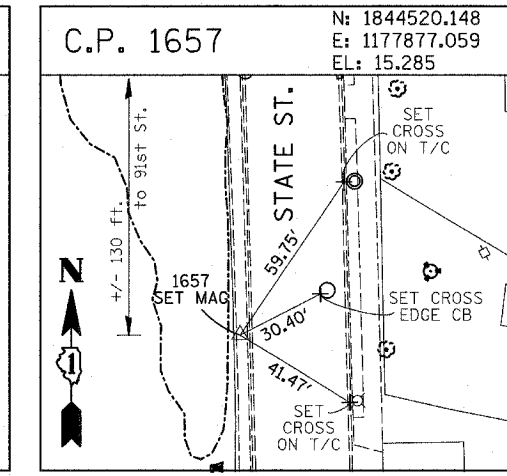
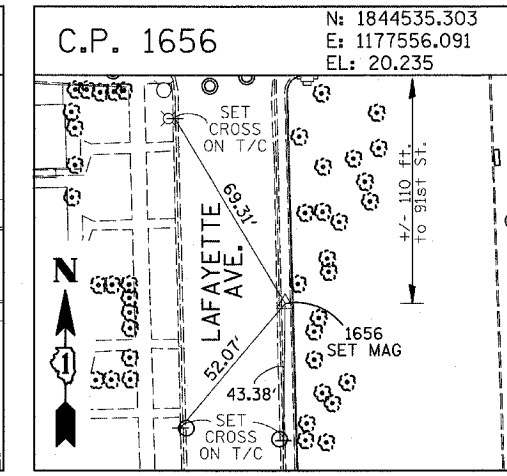
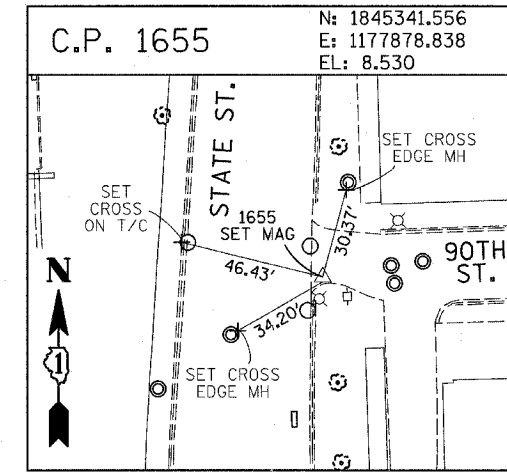
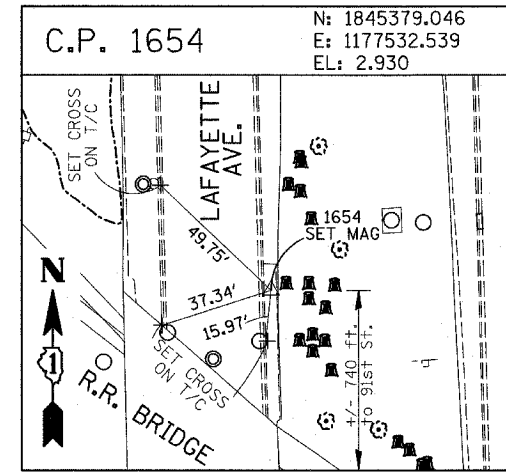
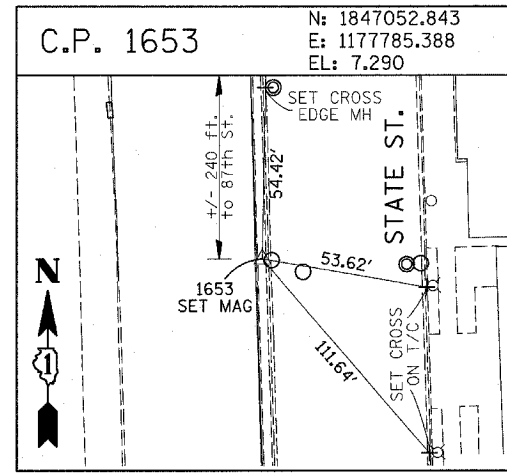
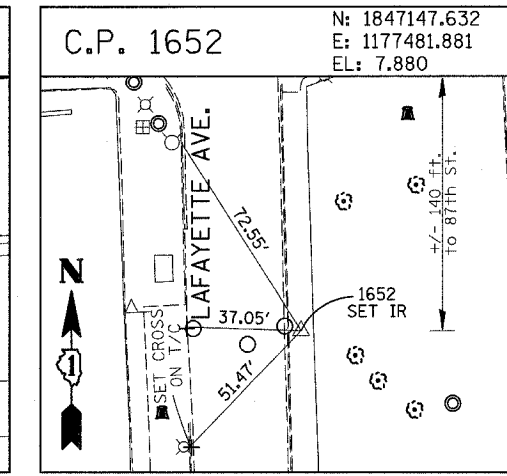
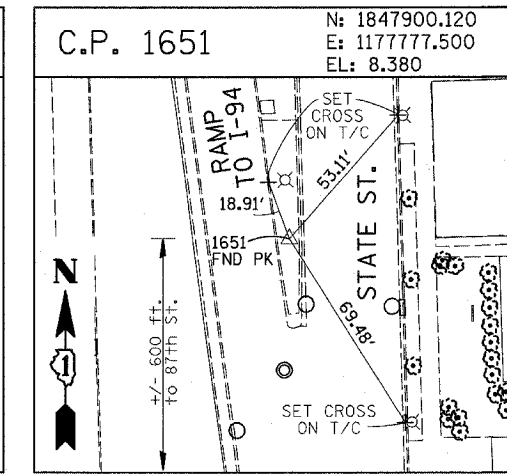
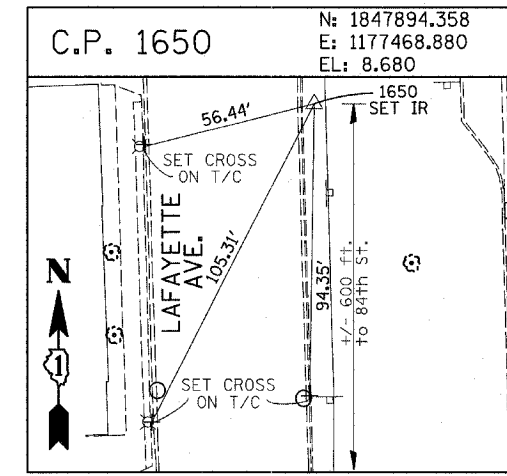
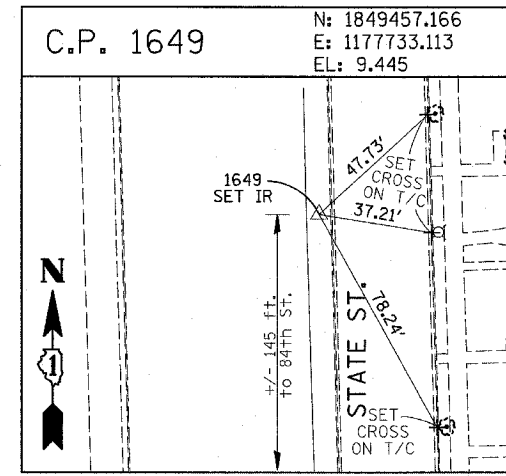
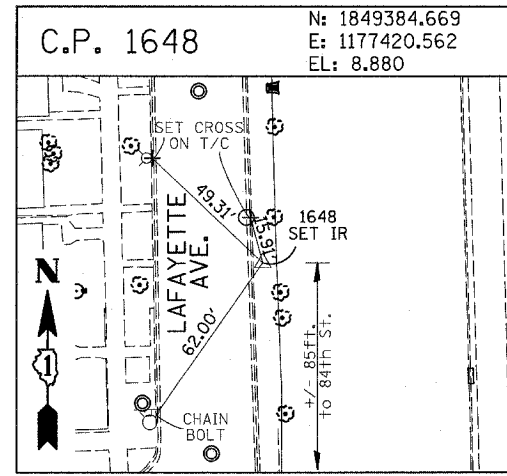
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 SURVEY TIES FOR CONTROL POINTS  
 SHEET 2 OF 7

SCALE: 1"=400'  
 DATE: MARCH 7, 2006  
 DRAWN BY: GSP  
 CHECKED BY: MMW



REVISIONS	
NAME	DATE

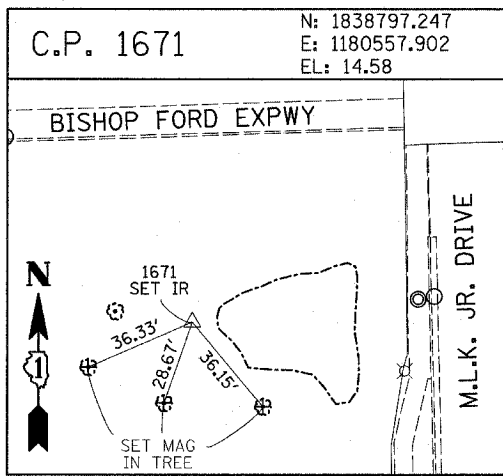
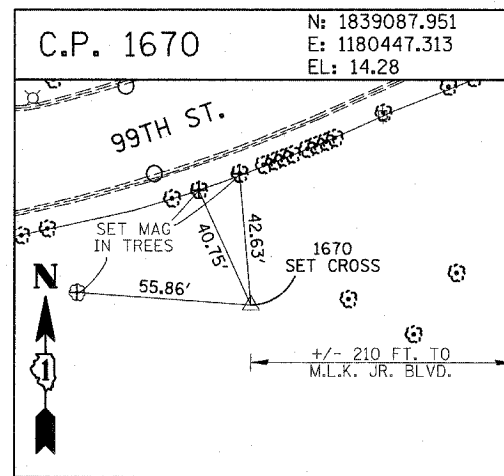
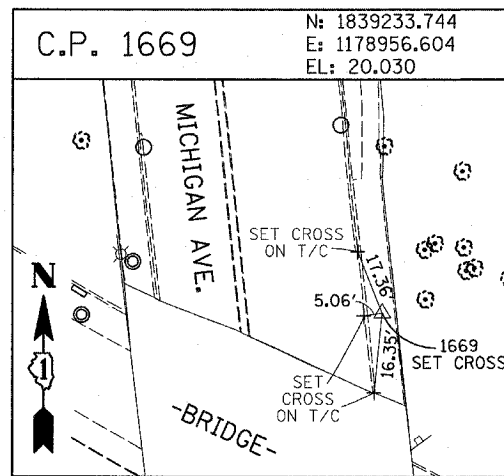
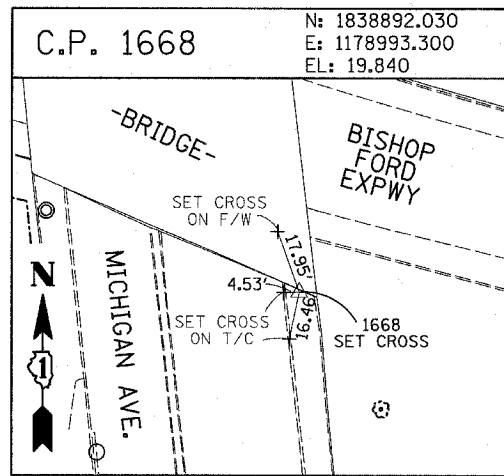
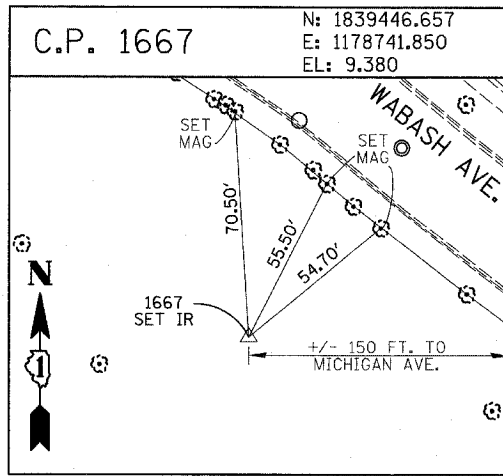
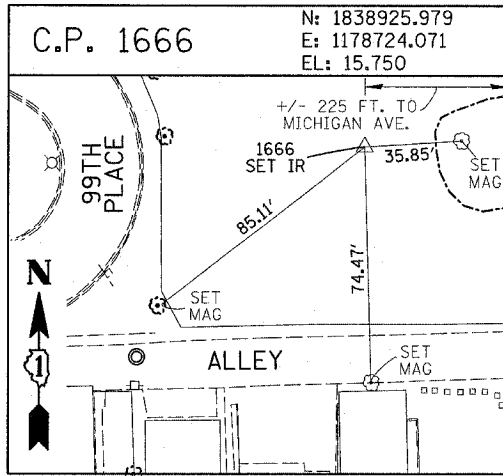
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	30
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			60B17	



American Surveying Consultants, P.C.  
 1437 Pine Bluff Rd., Suite 111, Chicago, IL 60641  
 312-552-2231

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 SURVEY TIES FOR CONTROL POINTS  
 SHEET 4 OF 7  
 SCALE: 1"=30'  
 DATE: MARCH 7, 2006  
 DRAWN BY: GSP  
 CHECKED BY: MMW



**PROJECT BENCHMARKS**

- BM 2231 ELEVATION= 10.24 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.
- BM 2232 ELEVATION= 8.46 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2233 ELEVATION= 9.90 FEET  
SET CROSS ON NORTHWEST BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 75TH STREET AND LAFAYETTE AVENUE.
- BM 2234 ELEVATION= 9.56 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 75TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 320 FEET SOUTH OF 75TH STREET.
- BM 2235 ELEVATION= 7.50 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 76TH STREET ON THE WEST SIDE OF LAFAYETTE. APPROXIMATELY 330 FEET SOUTH OF 76TH STREET.
- BM 2236 ELEVATION= 10.41 FEET  
SET CROSS ON WEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 79TH STREET AND LAFAYETTE AVENUE.
- BM 2237 ELEVATION= 9.20 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF 83RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 350 FEET NORTH OF 83RD STREET.
- BM 2238 ELEVATION= 10.04 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT OF THE NORTHWEST CORNER OF 4TH STREET AND LAFAYETTE AVENUE.
- BM 2239 ELEVATION= 9.59 FEET  
SET CROSS ON CHAIN BOLT OF SECOND FIRE HYDRANT NORTH OF 87TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 720 FEET NORTH OF 87TH STREET.
- BM 2240 ELEVATION= 9.49 FEET  
SET CROSS ON THE NORTHWEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 78TH STREET AND LAFAYETTE AVENUE.
- BM 2241 ELEVATION= 3.63 FEET  
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTHWEST CORNER OF LAFAYETTE AVENUE AND RAILROAD BRIDGE. APPROXIMATELY 770 FEET NORTH OF 91ST STREET.
- BM 2242 ELEVATION= 22.82 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 91ST STREET AND LAFAYETTE AVENUE.
- BM 2243 ELEVATION= 15.68 FEET  
SET SQUARE CUT ON THE TOP OF CURB NEXT TO THIRD LIGHT POLE NORTH OF 97TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 260 FEET NORTH OF 97TH STREET.
- BM 2244 ELEVATION= 15.94 FEET  
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTH SIDE OF 98TH STREET. APPROXIMATELY 120 FEET EAST OF WENTWORTH AVENUE.

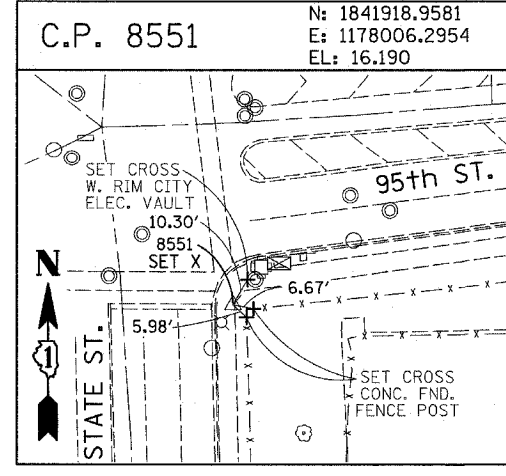
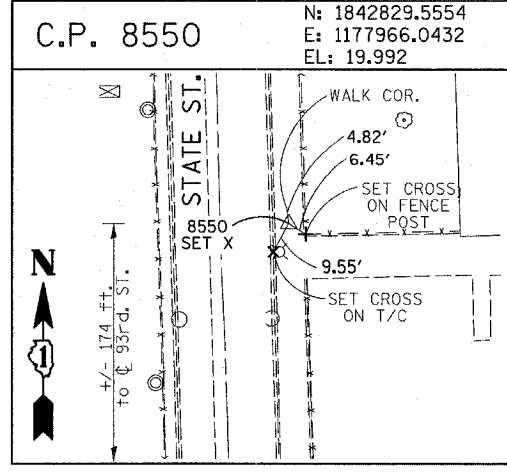
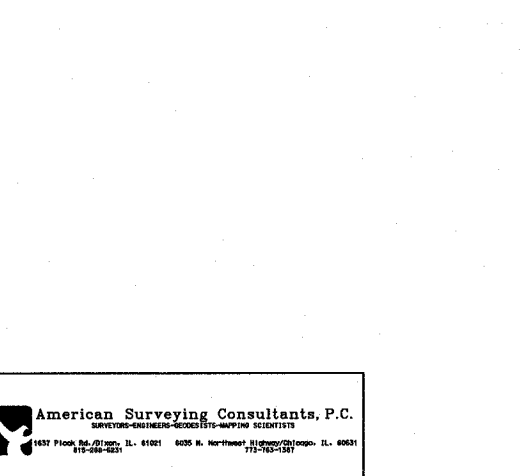
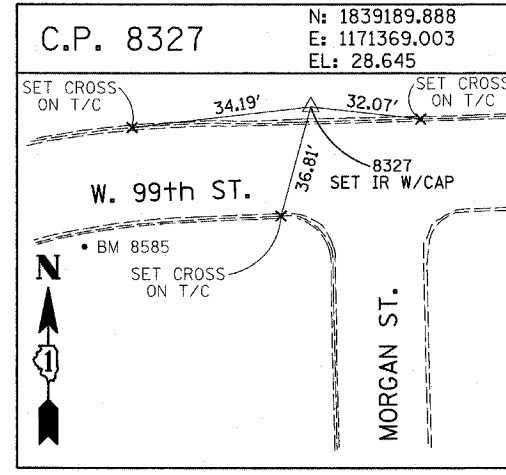
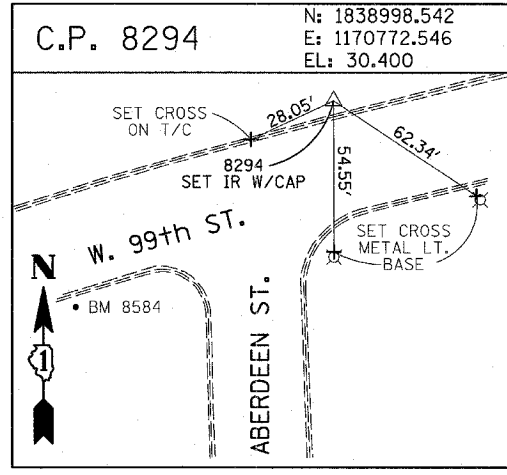
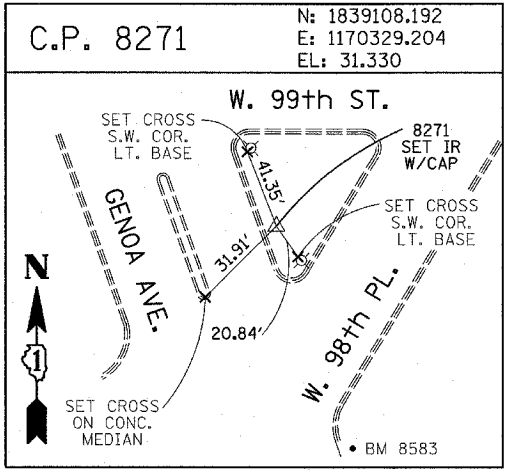
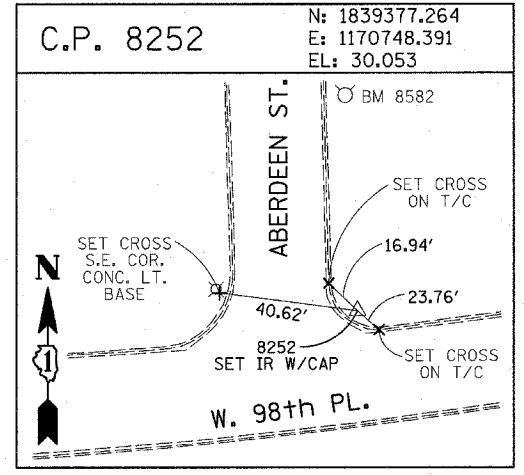
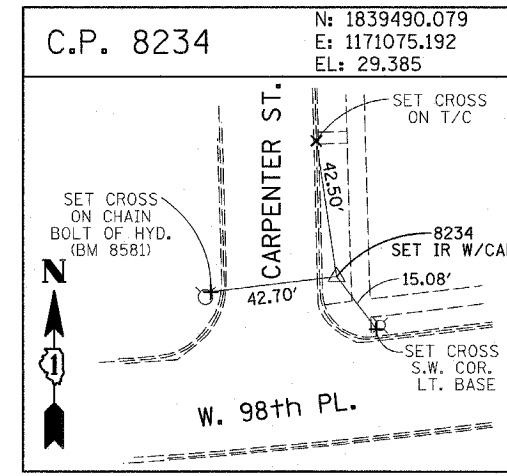
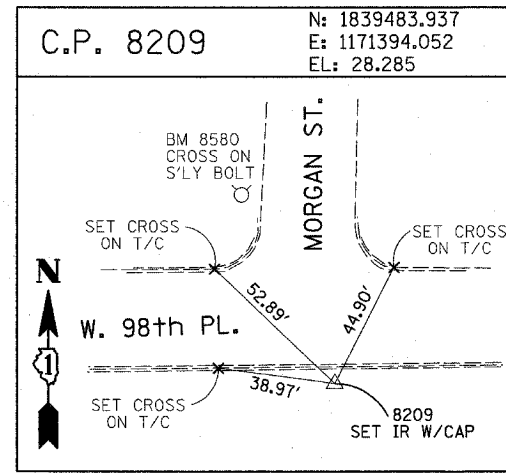
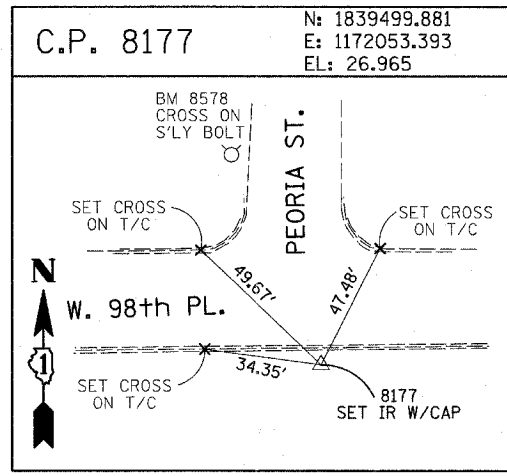
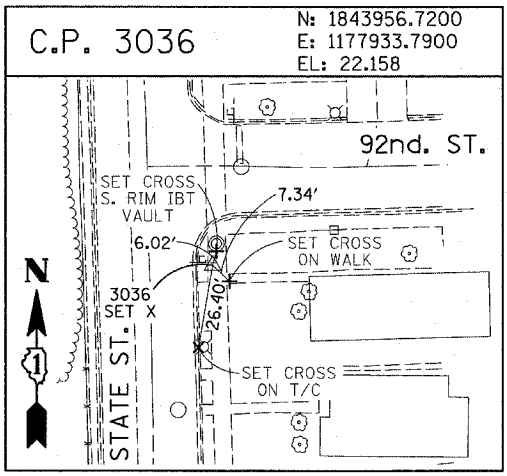
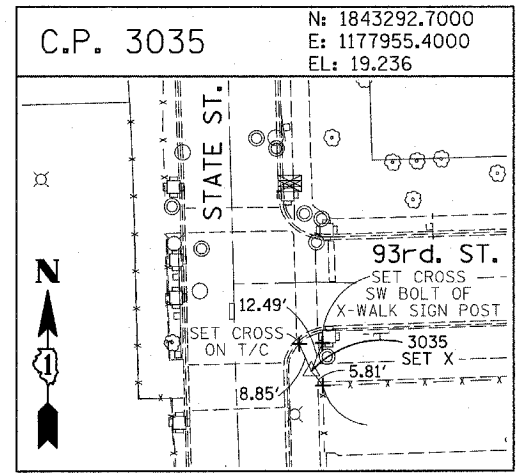
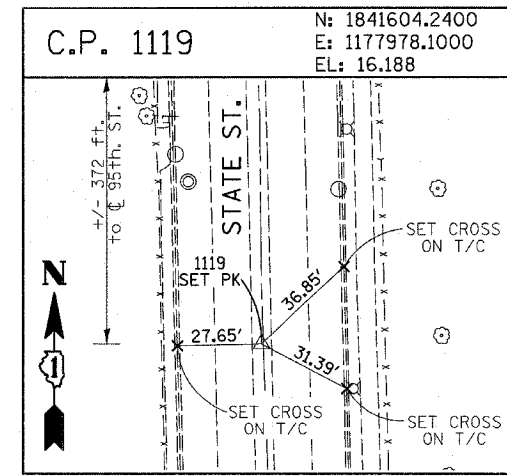
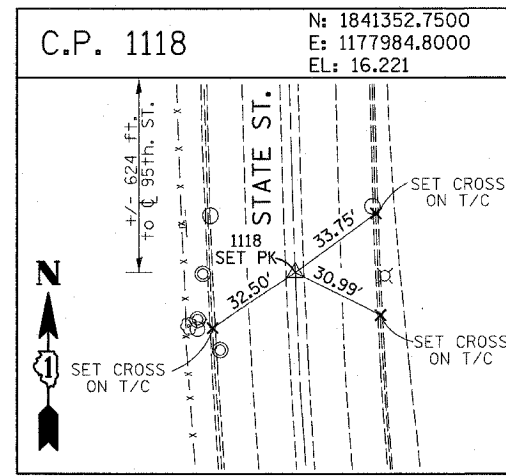
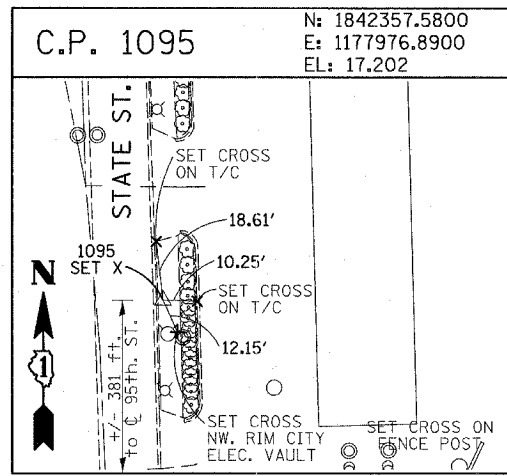
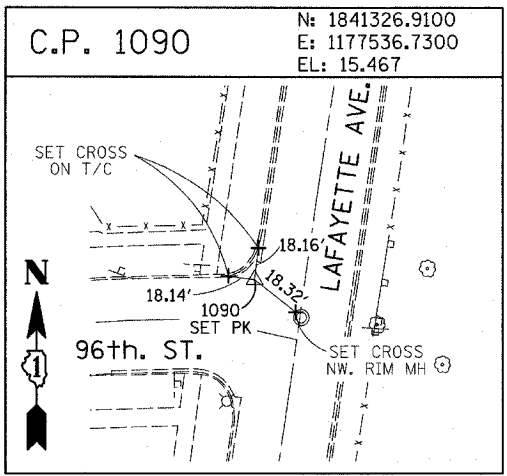
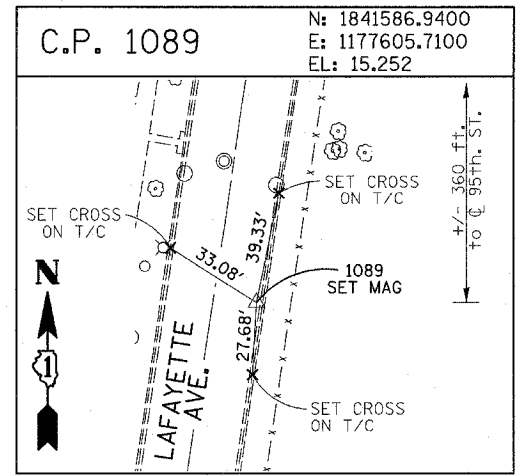
- BM 2245 ELEVATION= 16.35 FEET  
SET SQUARE CUT ON THE EAST END OF CURB AT THE NORTHEAST CORNER OF FIRST ALLEY NORTH OF 99TH STREET. APPROXIMATELY 35 FEET EAST OF LASALLE STREET.
- BM 2246 ELEVATION= 20.00 FEET  
SET SQUARE CUT WITH CROSS ON TOP OF ABUTMENT WALL ON THE NORTHWEST CORNER OF STATE STREET BRIDGE OVER THE BISHOP FORD EXPRESSWAY. APPROXIMATELY 20 FEET NORTH OF THE NORTH EDGE OF THE BRIDGE.
- BM 2248 ELEVATION= 9.77 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF RAILROAD BRIDGE ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 110 FEET SOUTH OF 90TH STREET.
- BM 2249 ELEVATION= 9.67 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 87TH AND STATE STREET.
- BM 2250 ELEVATION= 10.03 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 83RD ST. AND STATE STREET.
- BM 2251 ELEVATION= 10.95 FEET  
FOUND CROSS ON EAST BOLT OF FIRE HYDRANT ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 135 FEET NORTH OF 79TH STREET.
- BM 2252 ELEVATION= 10.02 FEET  
SET CROSS ON WEST BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF STATE STREET AND 76TH STREET.
- BM 2254 ELEVATION= 9.17 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2255 ELEVATION= 11.25 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 71ST STREET AND STATE STREET.
- BM 2256 ELEVATION= 16.36 FEET  
SET SQUARE CUT ON TOP OF ABUTMENT WALL ON THE NORTHWEST CORNER OF MARTIN LUTHER KING DRIVE BRIDGE OVER THE BISHOP FORD EXPRESSWAY. APPROXIMATELY 1 FOOT NORTH OF THE NORTH END OF THE BRIDGE.
- BM 2257 ELEVATION= 18.25 FEET  
SET CROSS ON NORTHEAST BOLT OF LIGHT POLE BASE ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 970 FEET SOUTH OF 95TH STREET.
- BM 2258 ELEVATION= 10.53 FEET  
SET CROSS ON NORTHWEST BOLT OF LIGHT BASE ON NORTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.

REVISIONS	
NAME	DATE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	32
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B17



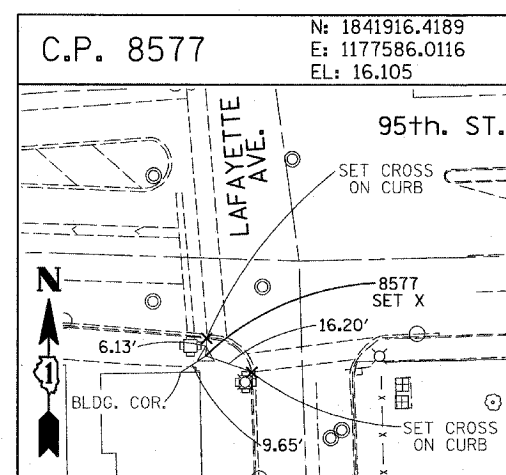
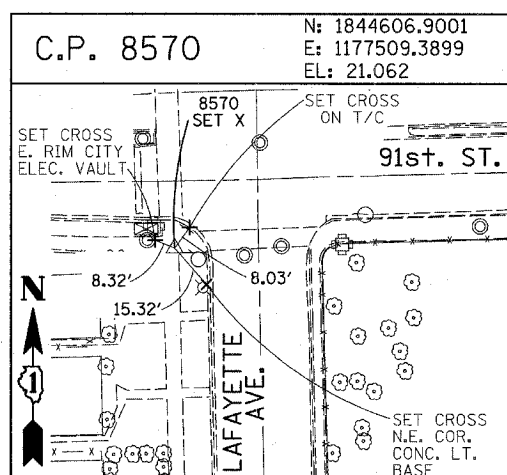
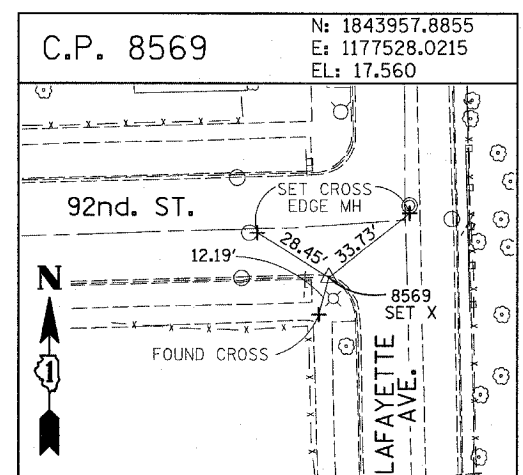
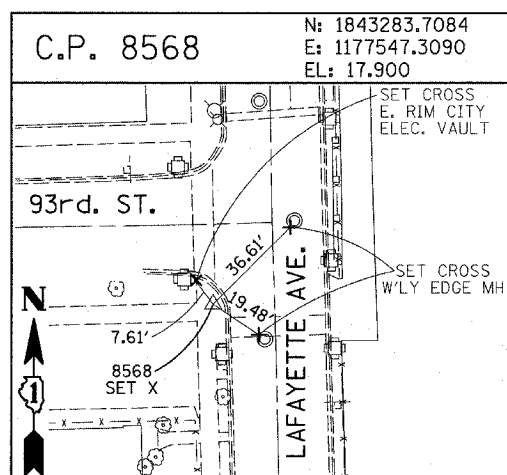
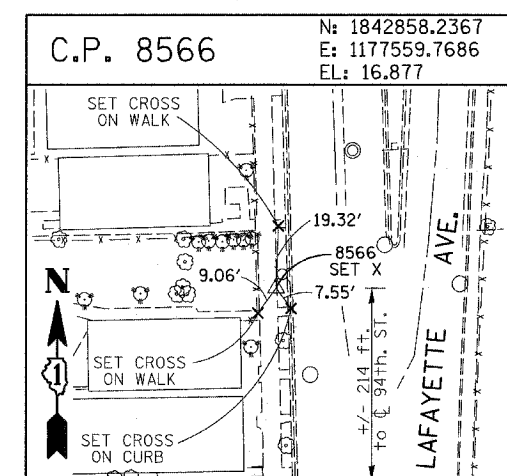
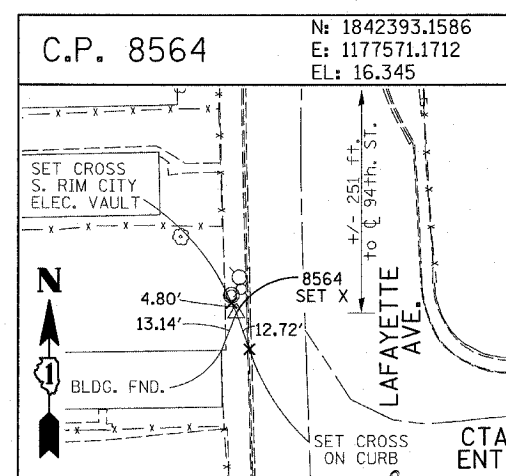
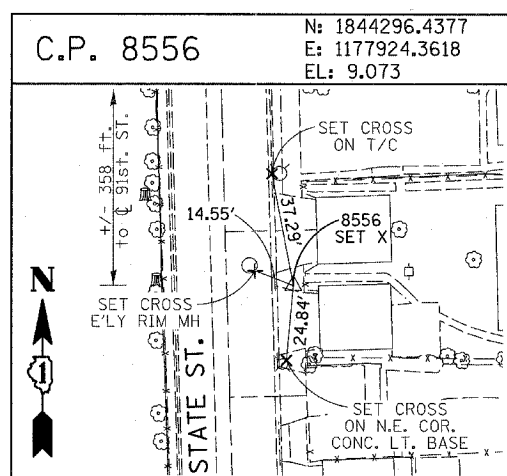
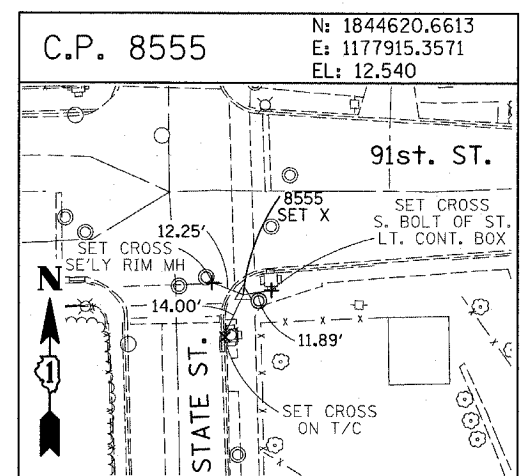
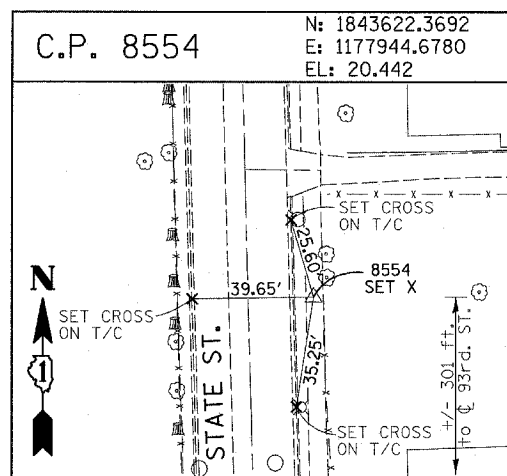
American Surveying Consultants, P.C.  
 1837 Plaza Rd./Suite 111, Chicago, IL 60611  
 312-566-8231

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 SURVEY TIES FOR CONTROL POINTS  
 SHEET 6 OF 7

SCALE: 1"=30'  
 DATE: MARCH 7, 2006

DRAWN BY: GSP  
 CHECKED BY: MMW



**PROJECT BENCHMARKS**

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

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

BM 3514 ELEVATION= 17.56 FEET  
SET CROSS ON CHAIN BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF LASALLE ST. AND 97TH ST.

BM 3522 ELEVATION= 18.06 FEET  
SET CROSS ON SOUTH SOUTHEAST FLANGE BOLT OF HYDRANT ± HALFWAY BETWEEN NORTH AND SOUTH ENTRANCE TO CITGO, EAST SIDE OF STATE ST. AND NORTH OF 95TH ST.

BM 3549 ELEVATION= 9.49 FEET  
SET CROSS WESTERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 87TH ST. AND LAFAYETTE AVE.

BM 3550 ELEVATION= 22.88 FEET  
SET CROSS WESTERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 91ST ST. AND LAFAYETTE AVE.

BM 3551 ELEVATION= 17.50 FEET  
SET CROSS NORTHERLY FLANGE BOLT OF HYDRANT AT SOUTHWEST INTERSECTION OF 95TH ST. AND LAFAYETTE AVE.

BM 3552 ELEVATION= 14.81 FEET  
SET CROSS NORTHEAST BOLT OF TRAFFIC SIGNAL/LIGHT BASE AT SOUTHEAST INTERSECTION OF 91ST ST. AND STATE ST.

BM 3553 ELEVATION= 8.47 FEET  
SET CROSS NORTHWEST BOLT OF TRAFFIC SIGNAL/LIGHT BASE AT NORTHEAST INTERSECTION OF 87TH ST. AND STATE ST.

BM 3556 ELEVATION= 9.06 FEET  
SET CROSS EASTERLY FLANGE BOLT OF HYDRANT AT NORTHEAST CORNER OF 75TH ST. AND STATE ST.

BM 3558 ELEVATION= 18.15 FEET  
SET CROSS SOUTHWESTERLY FLANGE BOLT OF HYDRANT AT NORTHWEST INTERSECTION OF NORMAL ST. AND 98TH PLACE.

BM 3810 ELEVATION= 0.29 FEET  
CUT SQUARE ON SOUTHERLY CORNER OF METAL BASE FOR OVERHEAD SIGN, ON THE WESTERLY SIDE OF SOUTHBOUND DAN RYAN, OPPOSITE OF WEST 77TH PLACE, APPROXIMATELY 1000 FEET NORTH OF 79TH STREET BRIDGE.

BM 3811 ELEVATION= 1.95 FEET  
CUT SQUARE ON SOUTHEASTERLY CORNER OF METAL BASE FOR OVERHEAD SIGN, ON THE WESTERLY SIDE OF SOUTHBOUND DAN RYAN APPROXIMATELY 840 FEET SOUTHERLY OF 83RD STREET.

REVISIONS	
NAME	DATE

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

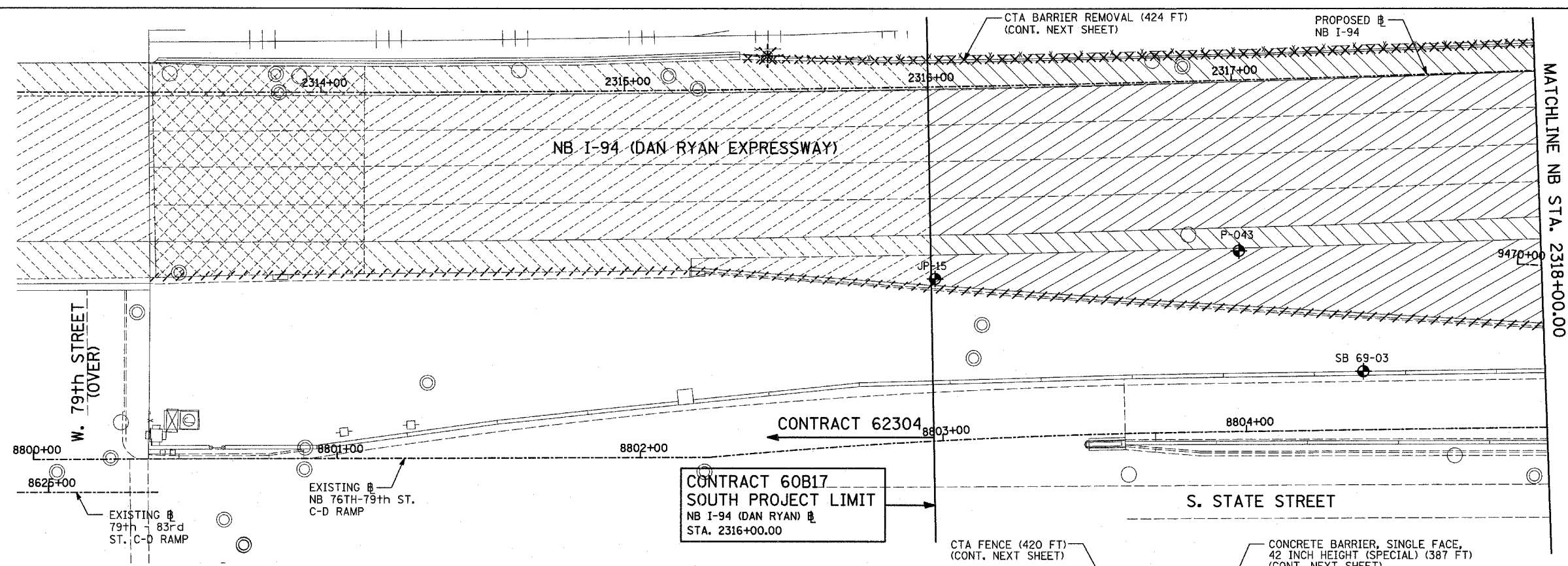
SURVEY TIES FOR CONTROL POINTS  
SHEET 7 OF 7

SCALE: 1"=30'  
DATE: MARCH 7, 2006

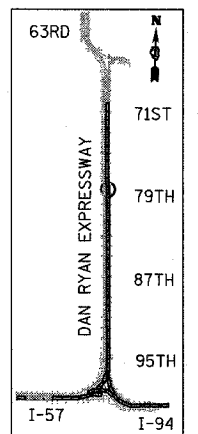
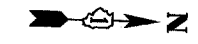
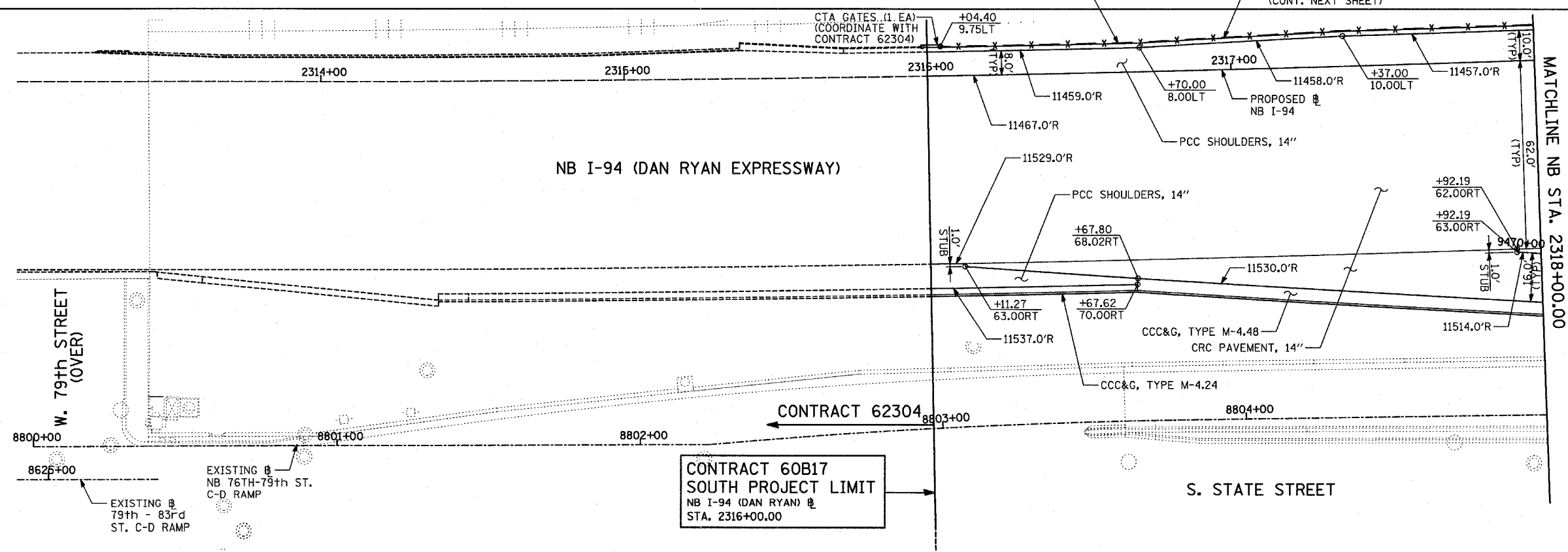
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	34
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

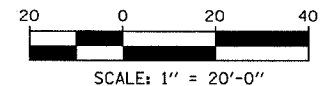
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EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = 6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)

LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)

+XX.XX MAINLINE #  
XX.XXRT STATION/OFFSET

**PLAN NOTES:**

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2313+00.00 TO 2318+00.00

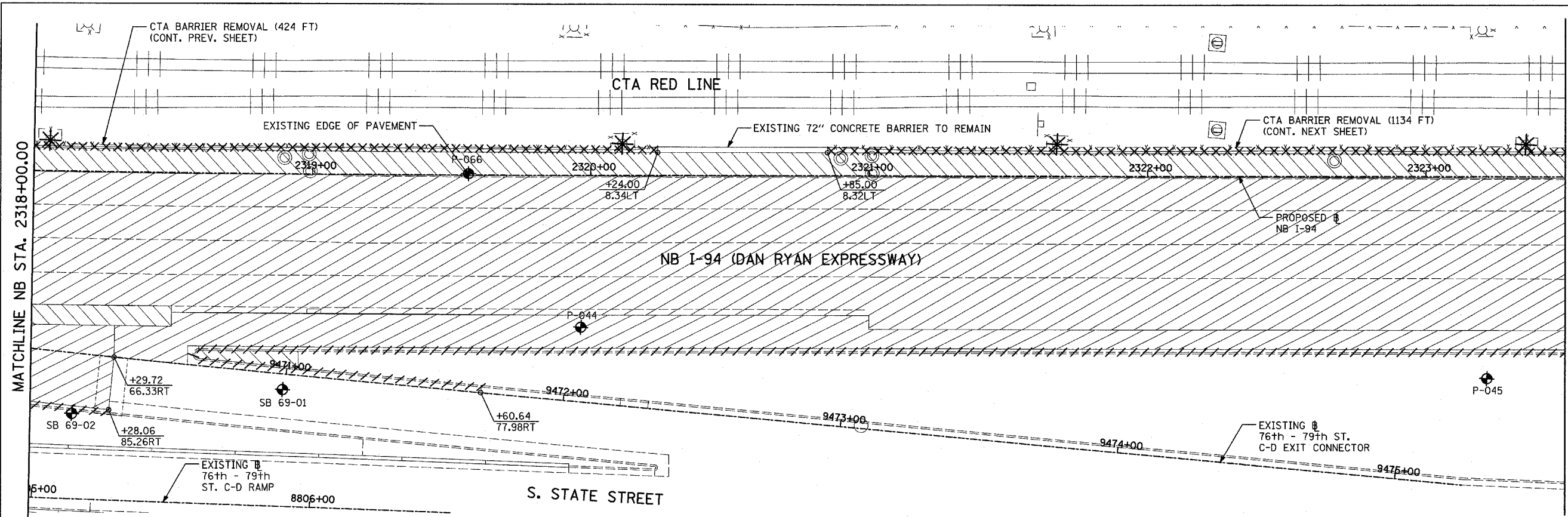
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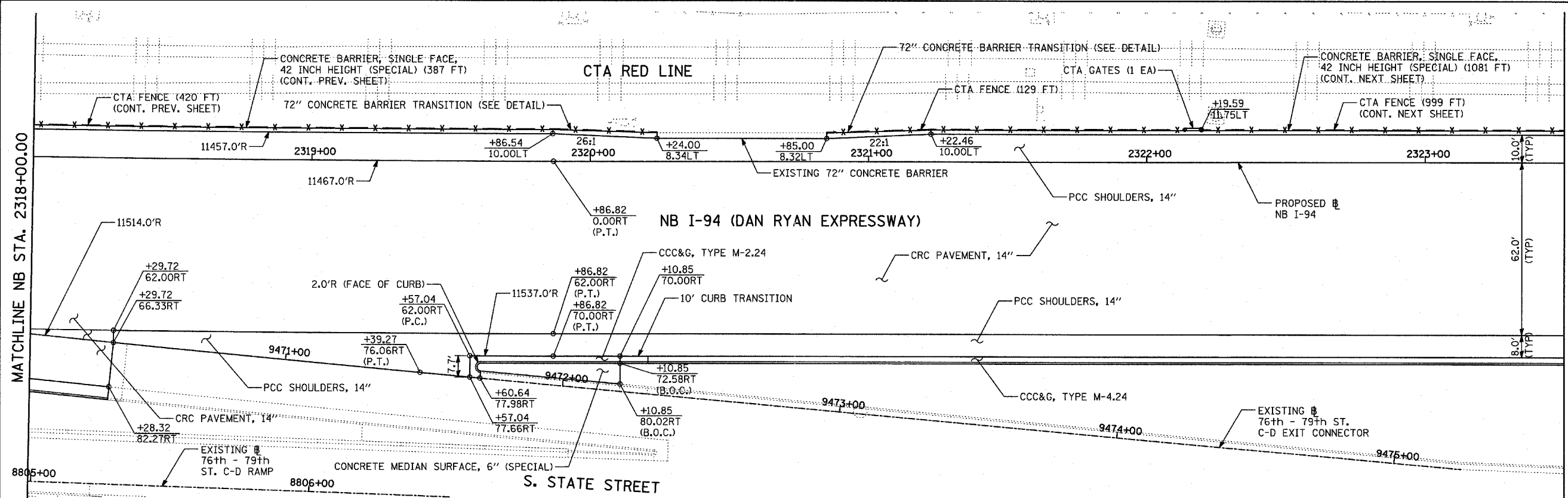
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	35
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

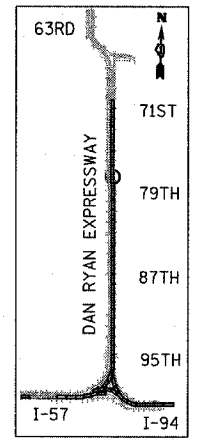
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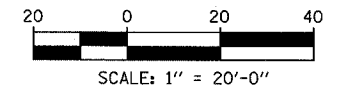
EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



<b>LEGEND:</b>		PAVEMENT REMOVAL PAVED SHOULDER REMOVAL PAVEMENT/SHOULDER REMOVAL, SPECIAL BITUMINOUS SURFACE REMOVAL, 4" BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 1/4" (SEE CALLOUT)	
COMB CONC CURB & GUTTER REMOVAL CHAIN LINK FENCE REMOVAL CONCRETE BARRIER/GUARDRAIL REMOVAL TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6) SOIL BORING LOCATIONS	LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS) +XX.XX MAINLINE # XX.XXRT STATION/OFFSET	<b>PLAN NOTES:</b> - ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED. - EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED	

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
 EXISTING AND PROPOSED PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 NB I-94 STA. 2318+00.00 TO 2323+50.00

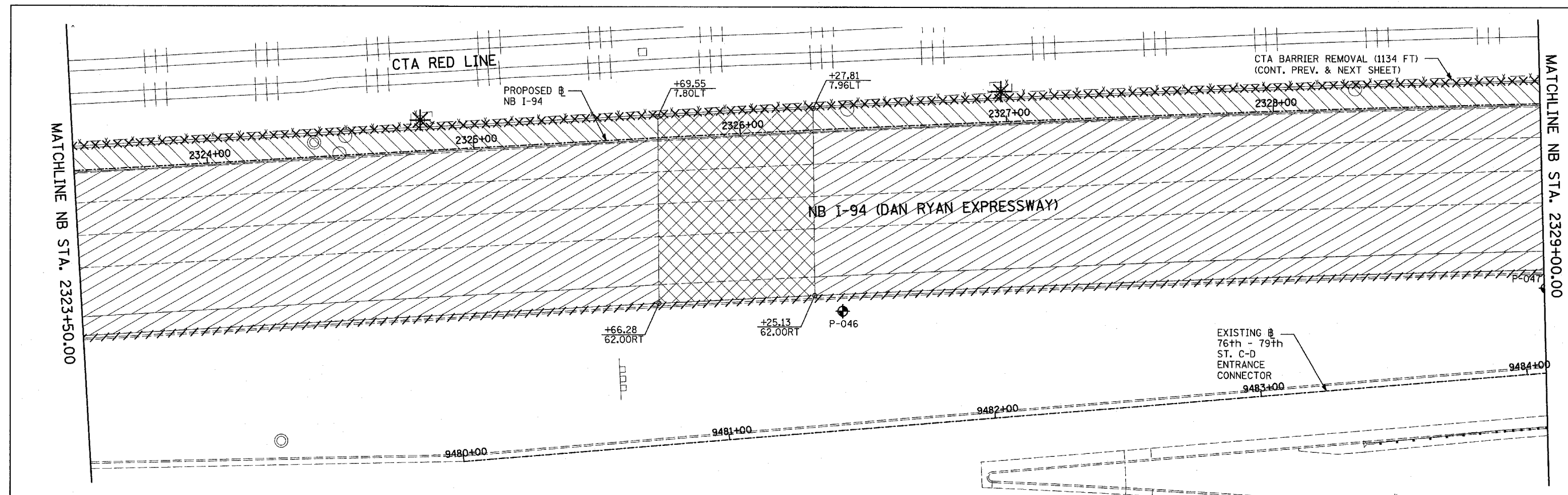
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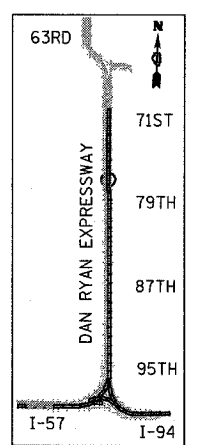
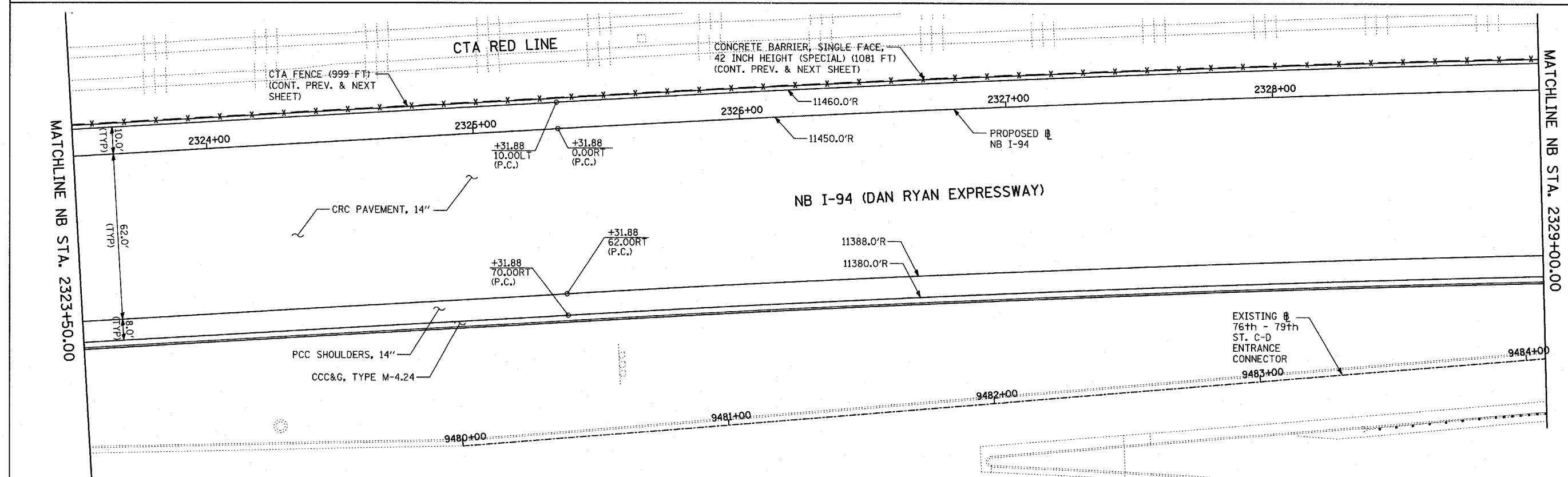
**TYLIN** INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	36
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

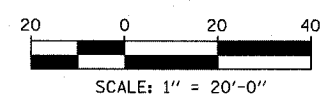
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EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL		LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL		MAINLINE STATION/OFFSET
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL	<b>PLAN NOTES:</b>	- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"		- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)		

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2323+50.00 TO 2329+00.00

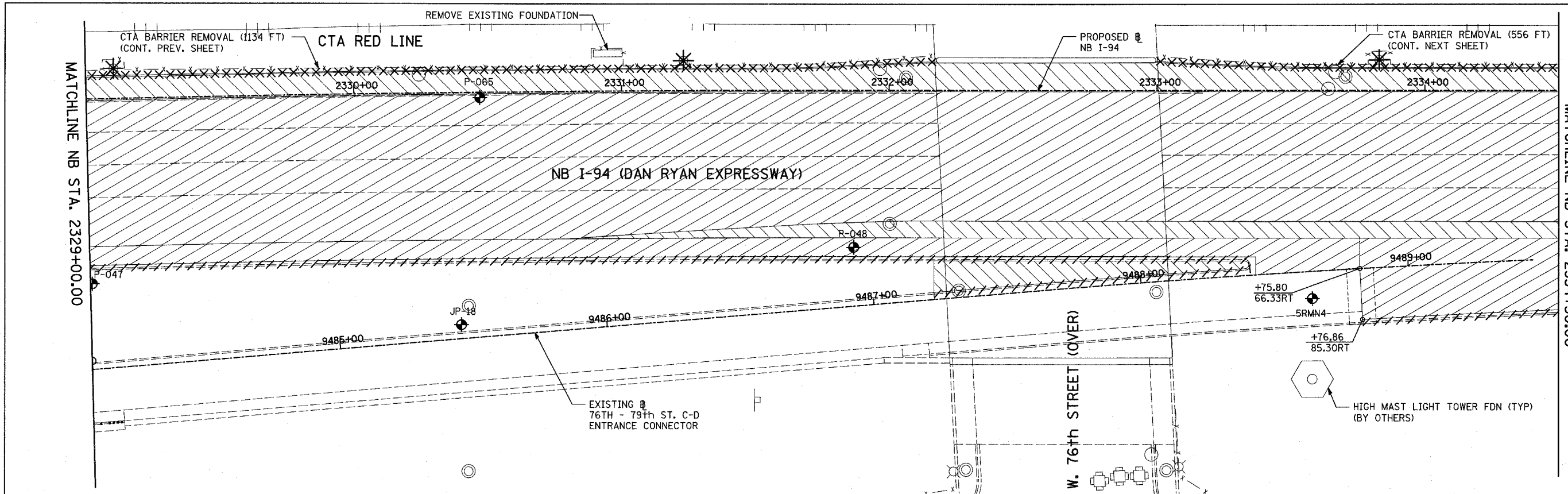
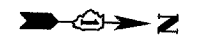
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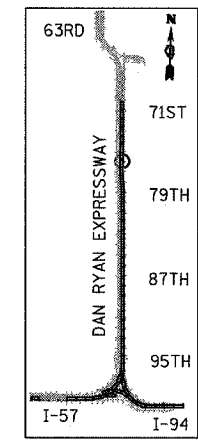
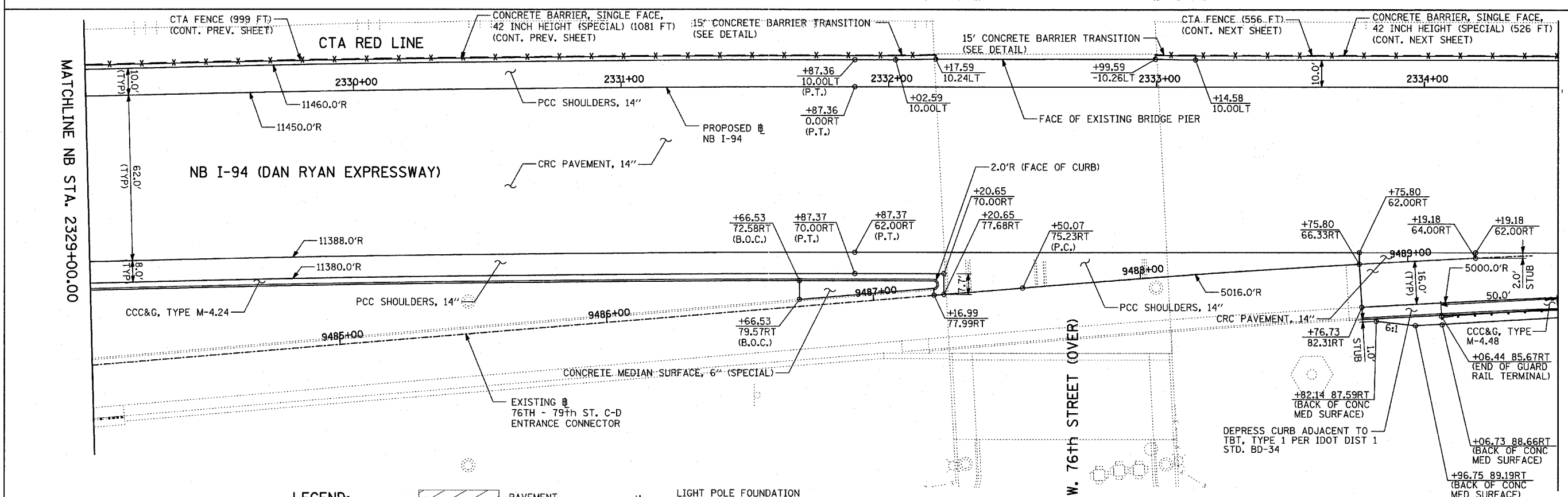


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	37
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

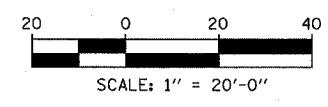
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EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 1/4" (SEE CALLOUT)

LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)  
 +XX.XX MAINLINE #  
 XX.XXRT STATION/OFFSET

**PLAN NOTES:**  
 - ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.  
 - EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

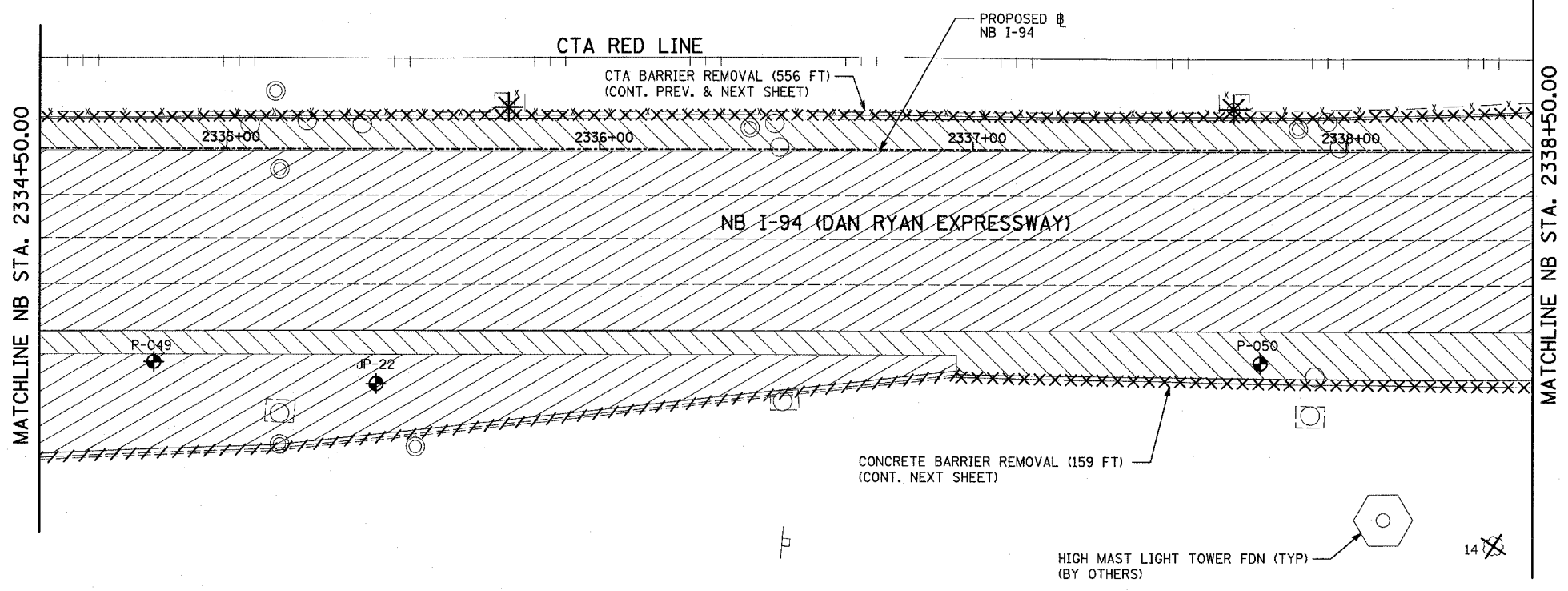
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EXISTING AND PROPOSED PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 NB I-94 STA. 2329+00.00 TO 2334+50.00

SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
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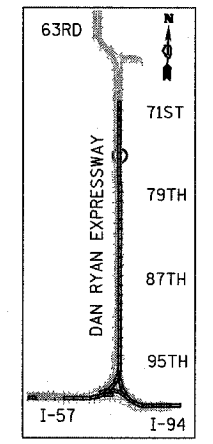
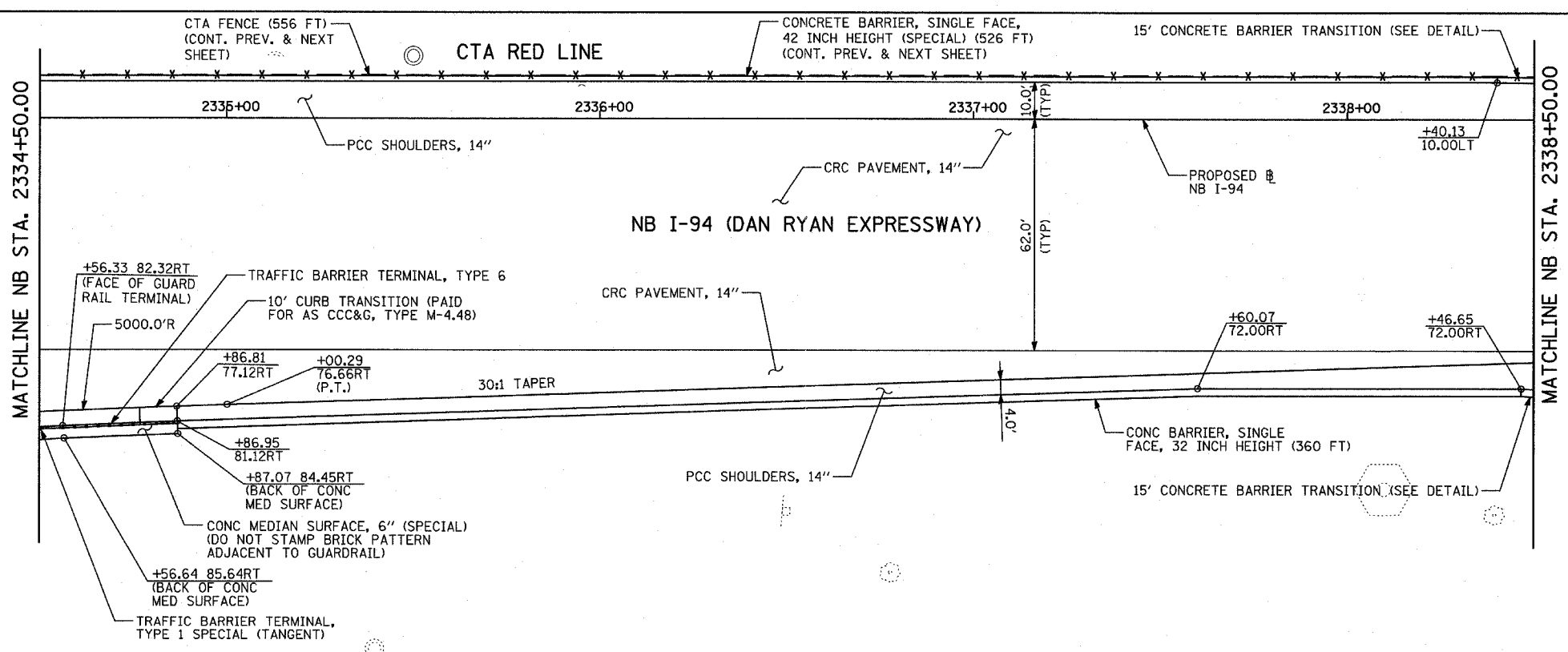
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	38
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

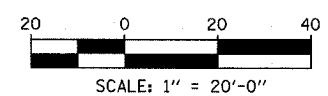
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EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



- LEGEND:**
- ////// COMB CONC CURB & GUTTER REMOVAL
  - ~~~~~ CHAIN LINK FENCE REMOVAL
  - XXXXXX CONCRETE BARRIER/GUARDRAIL REMOVAL
  - ⊗10 TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
  - ◆ SOIL BORING LOCATIONS
  - ▨ PAVEMENT REMOVAL
  - ▧ PAVED SHOULDER REMOVAL
  - ▩ PAVEMENT/SHOULDER REMOVAL, SPECIAL
  - ▦ BITUMINOUS SURFACE REMOVAL, 4"
  - ▤ BITUMINOUS SURFACE REMOVAL, 1 1/2" OR 1 3/4" (SEE CALLOUT)
  - ⊗ LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)
  - +XX.XX MAINLINE Ⓢ
  - XX.XXRT STATION/OFFSET
- PLAN NOTES:**
- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
  - EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

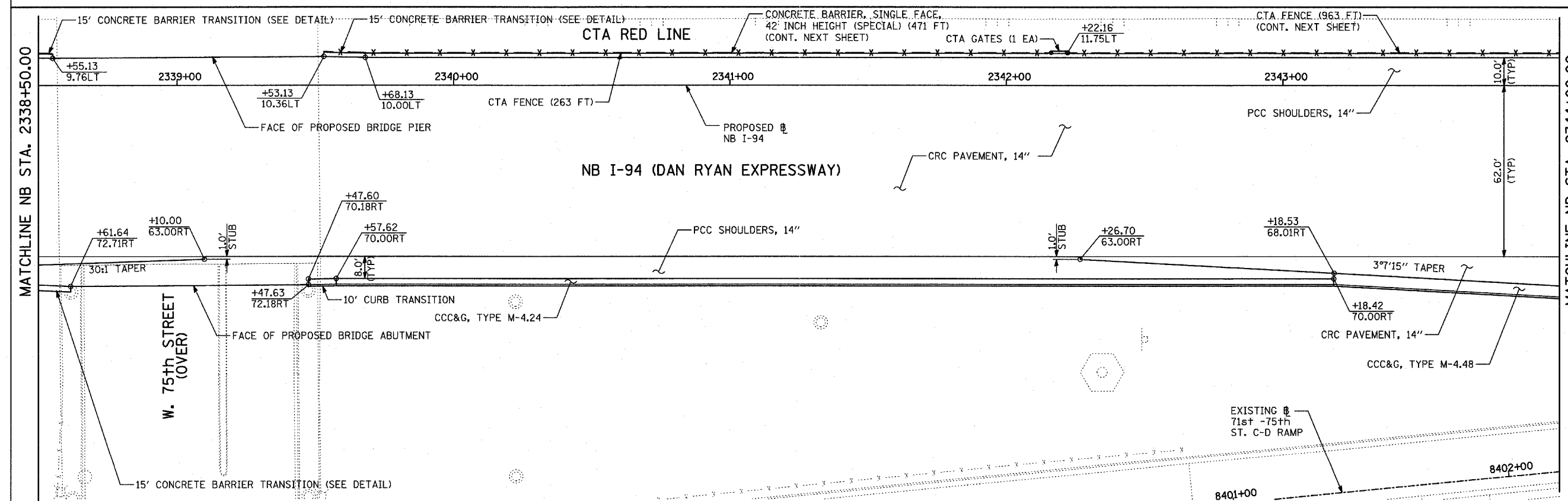
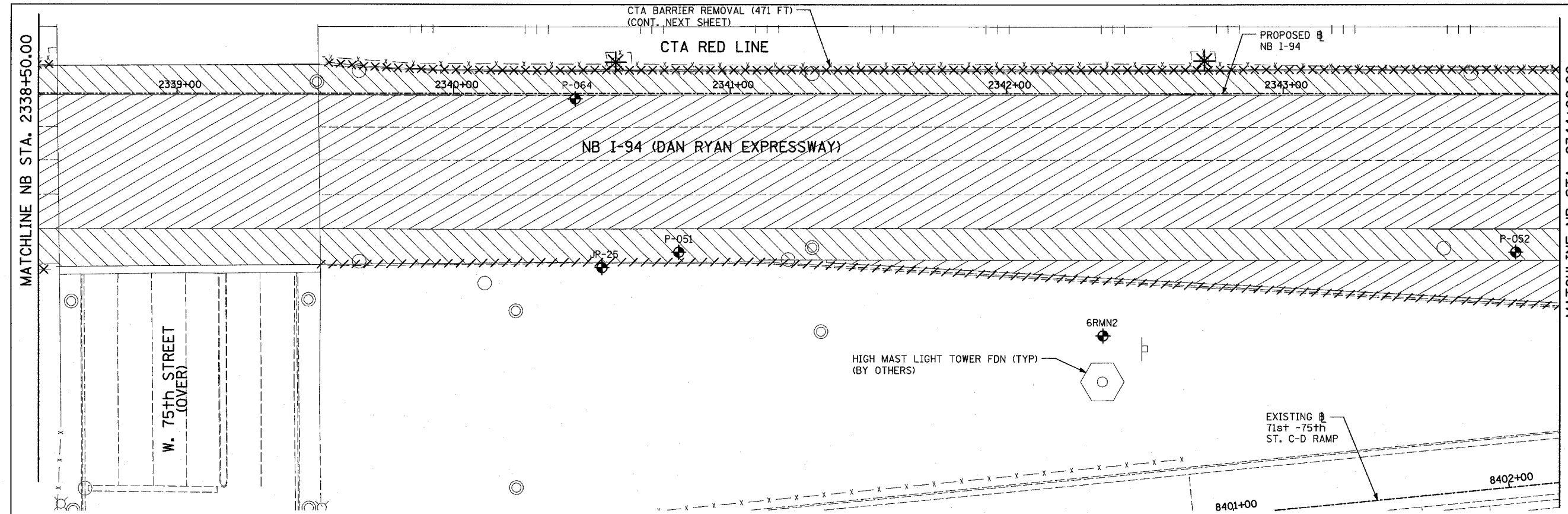
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2334+50.00 TO 2338+50.00

SCALE: 1"=20'  
DATE: MARCH 7, 2006

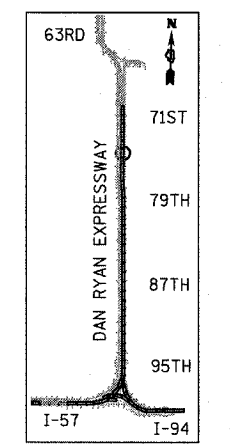
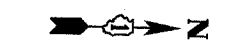
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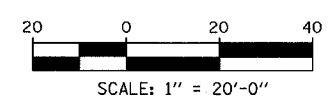
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	39
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	60B17	



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)

**PLAN NOTES:**

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2338+50.00 TO 2344+00.00

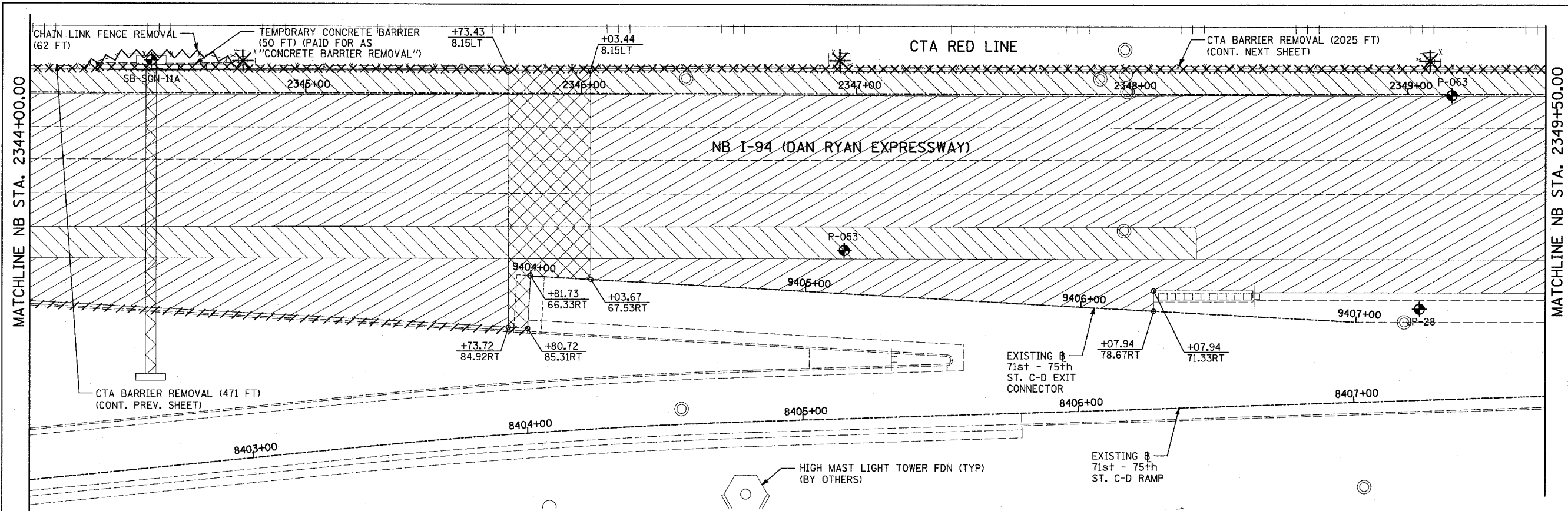
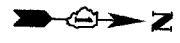
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DATE: MARCH 7, 2006

DRAWN BY: RTM  
CHECKED BY: MPG

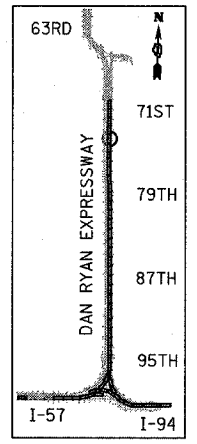
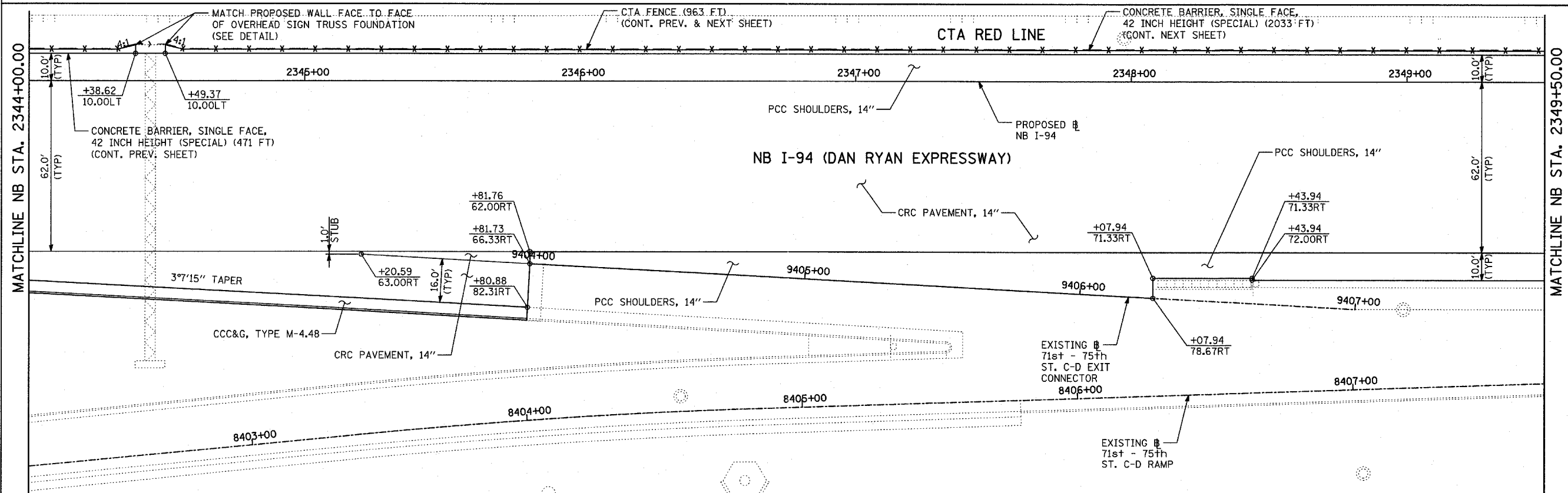
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	40
STA. 2316+00	TO STA. 2367+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

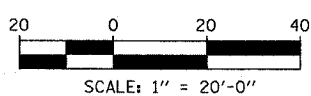
60B17



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = 6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)

**PLAN NOTES:**

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

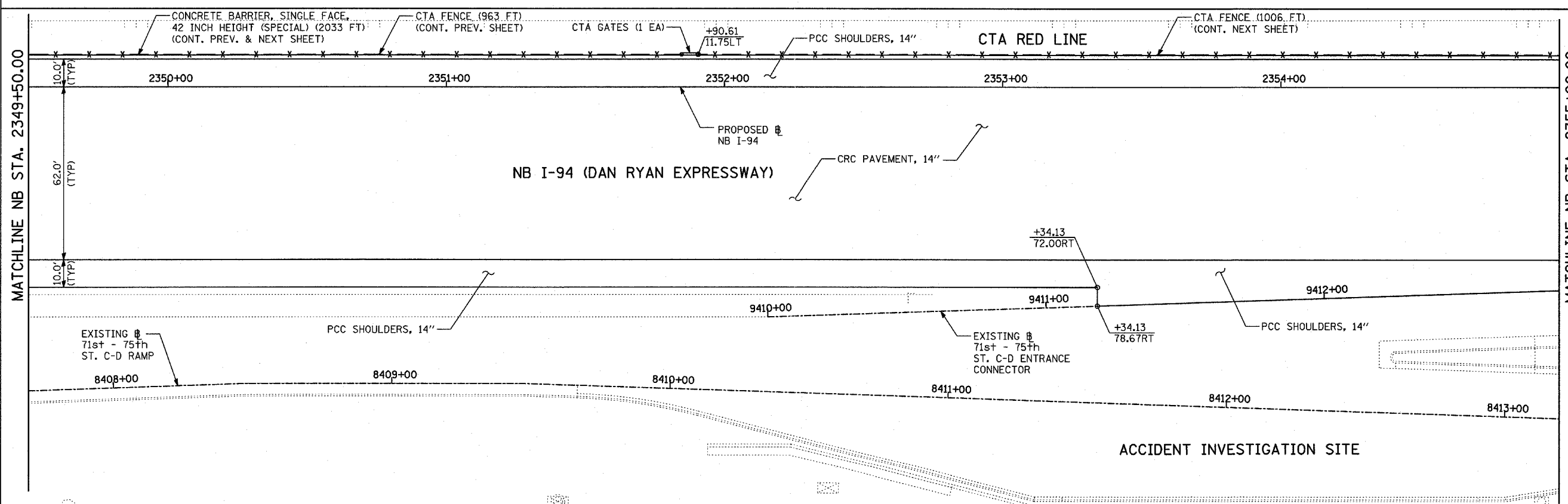
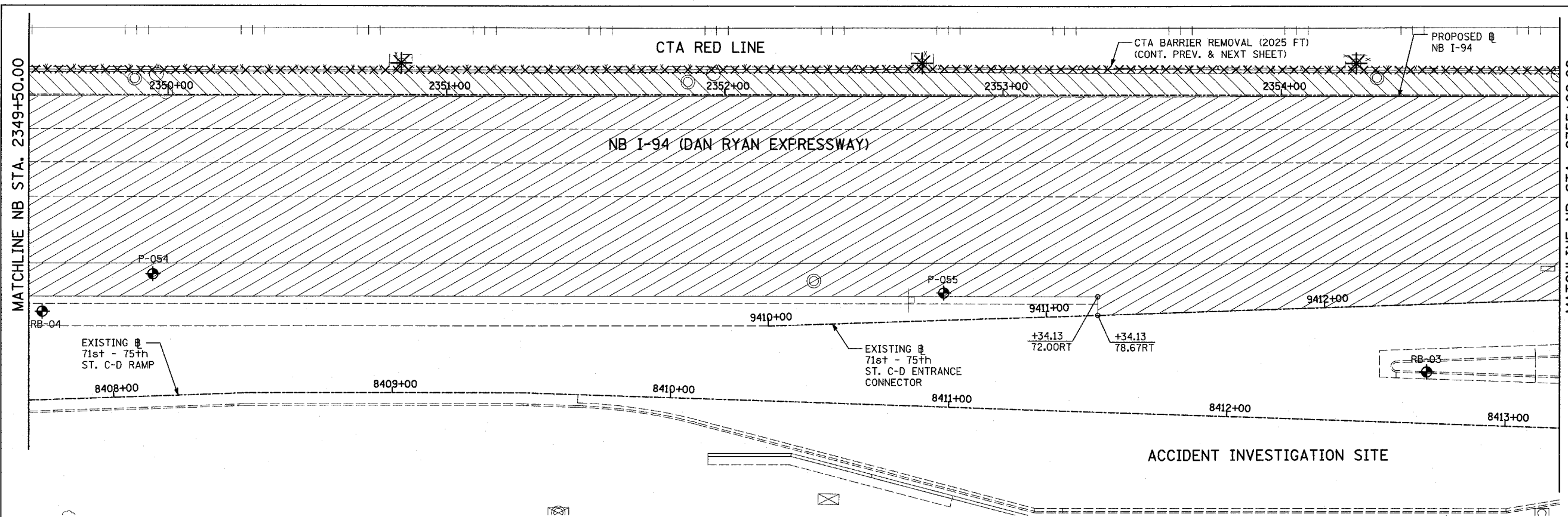
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2344+00.00 TO 2349+50.00

SCALE: 1"=20'  
DATE: MARCH 7, 2006

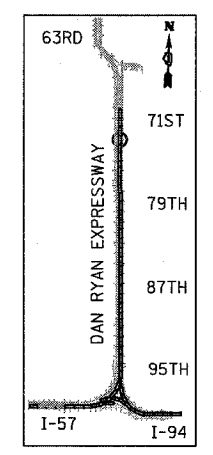
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CHECKED BY: MPG

TYLIN INTERNATIONAL

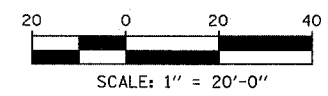
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	41
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
60B17				



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)

**PLAN NOTES:**

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**PROPOSED PLAN**  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2349+50.00 TO 2355+00.00

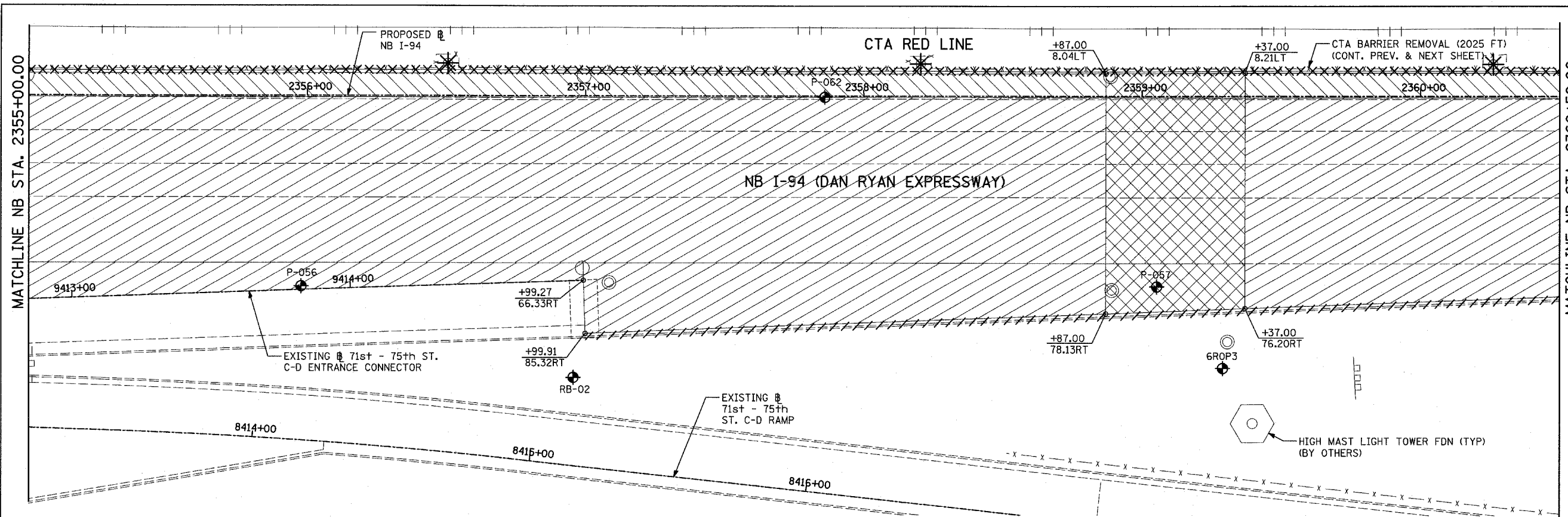
SCALE: 1"=20'  
DATE: MARCH 7, 2006

DRAWN BY: RTM  
CHECKED BY: MPG

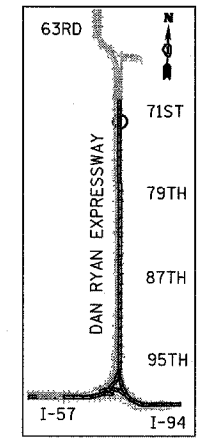
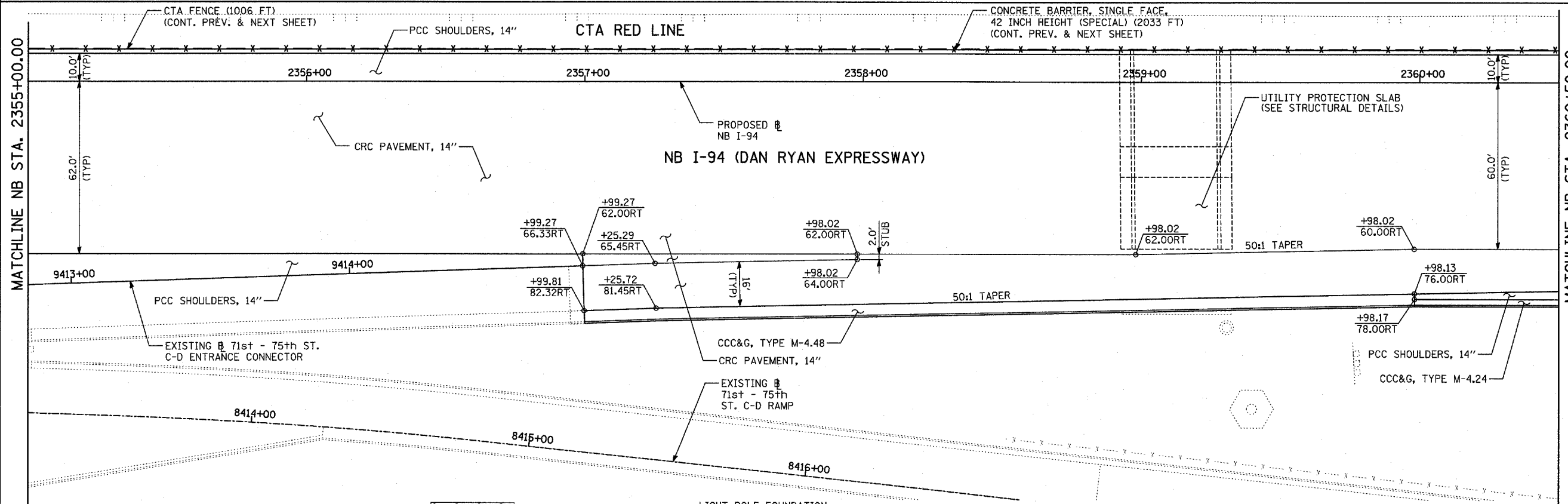
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	42
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

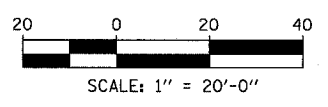
60B17



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 1/4" (SEE CALLOUT)

LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)  
 +XX.XX MAINLINE #  
 XX.XXRT STATION/OFFSET

**PLAN NOTES:**  
 - ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.  
 - EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EXISTING AND PROPOSED PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 NB I-94 STA. 2355+00.00 TO 2360+50.00

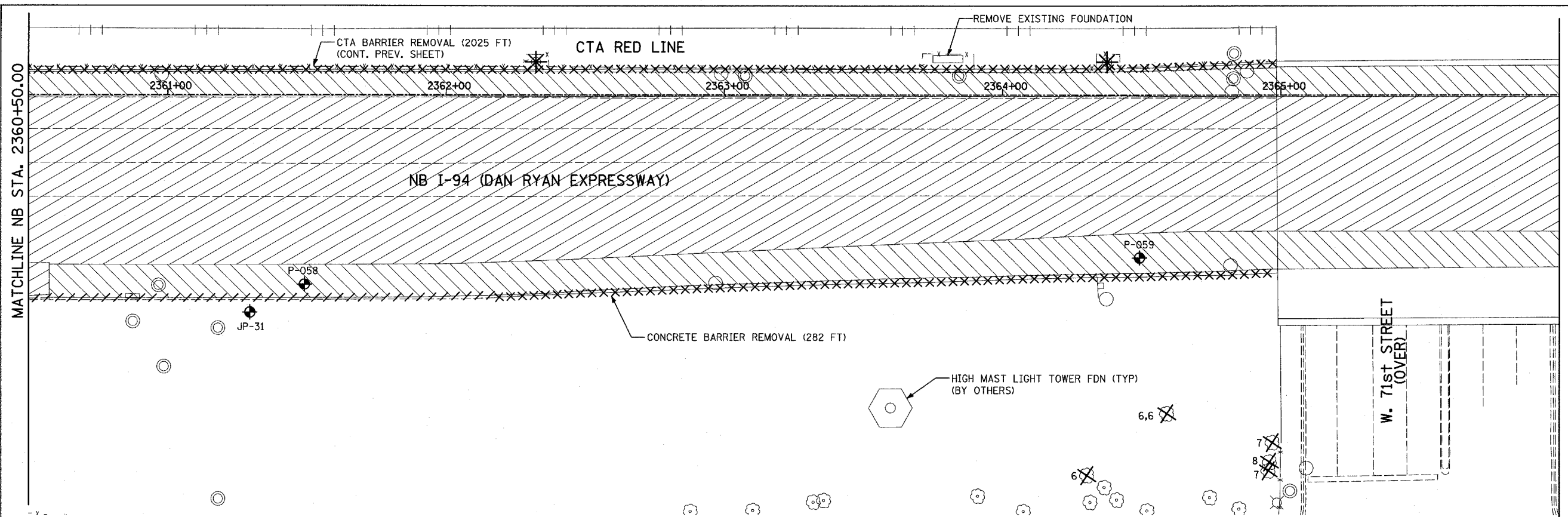
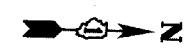
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 DATE: MARCH 7, 2006

DRAWN BY: RTM  
 CHECKED BY: MPG

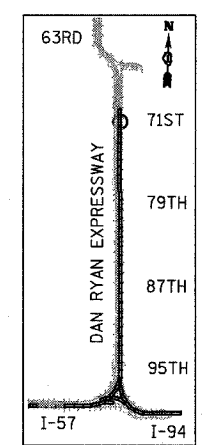
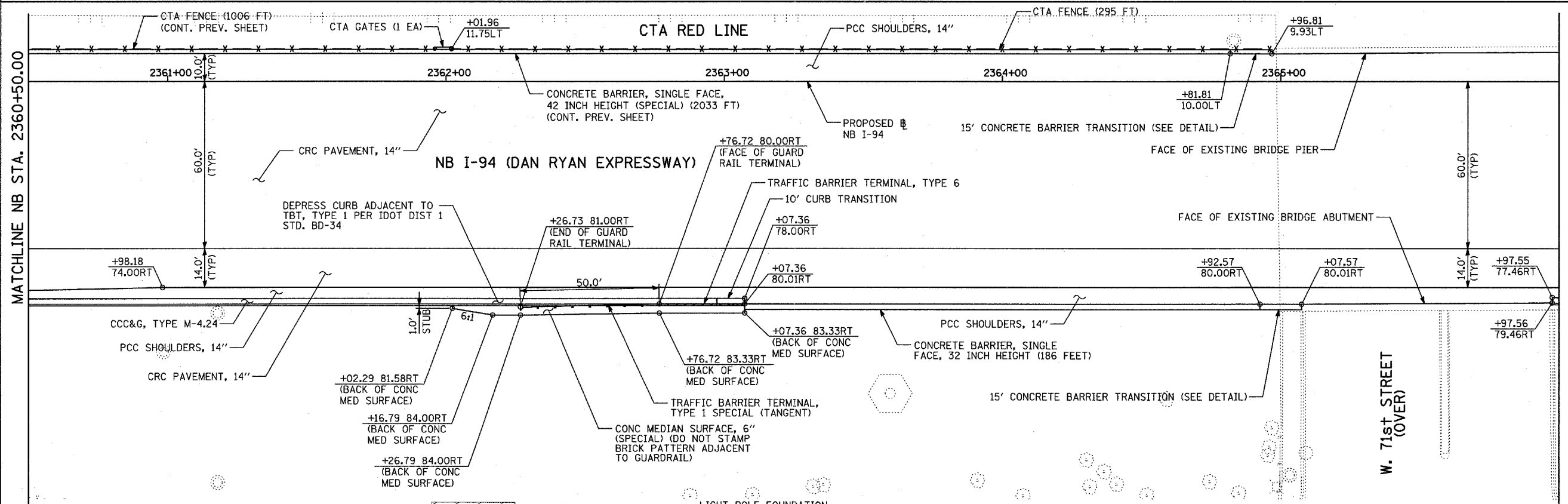
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	43
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

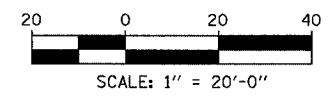
60B17



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



**LEGEND:**

	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)

**PLAN NOTES:**

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2360+50.00 TO 2366+00.00

SCALE: 1"=20'  
DATE: MARCH 7, 2006

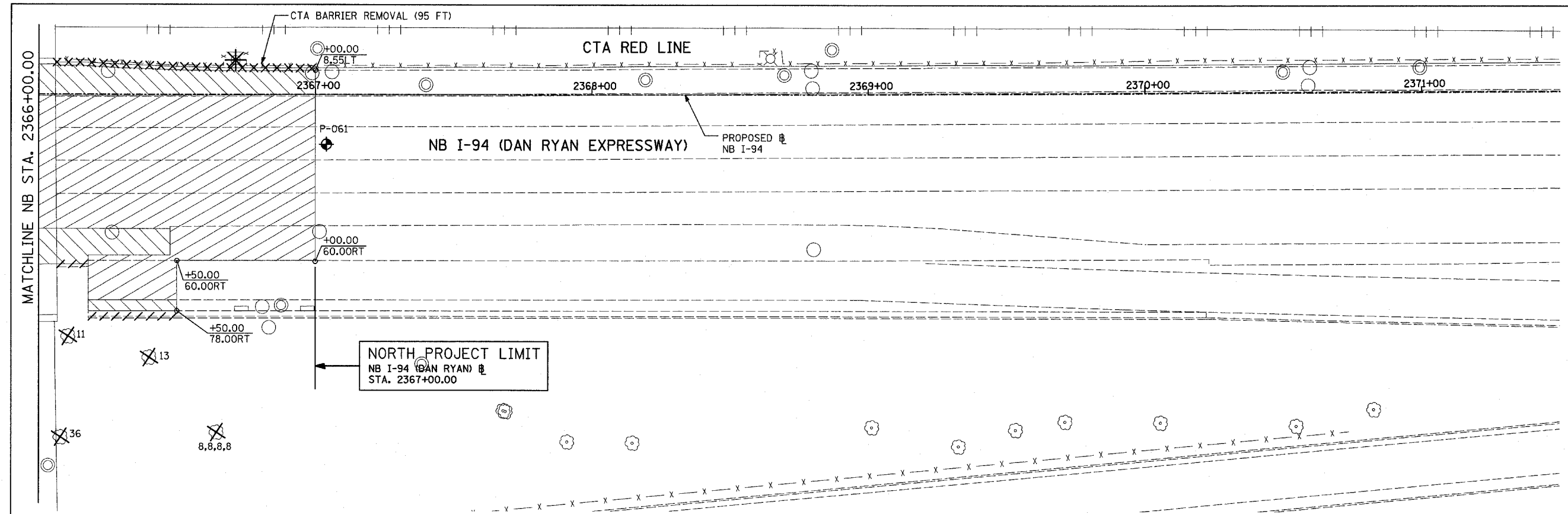
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TYLIN INTERNATIONAL

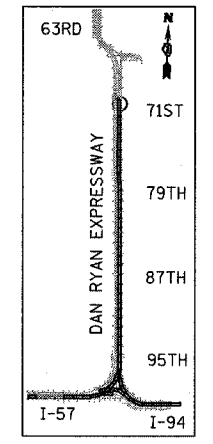
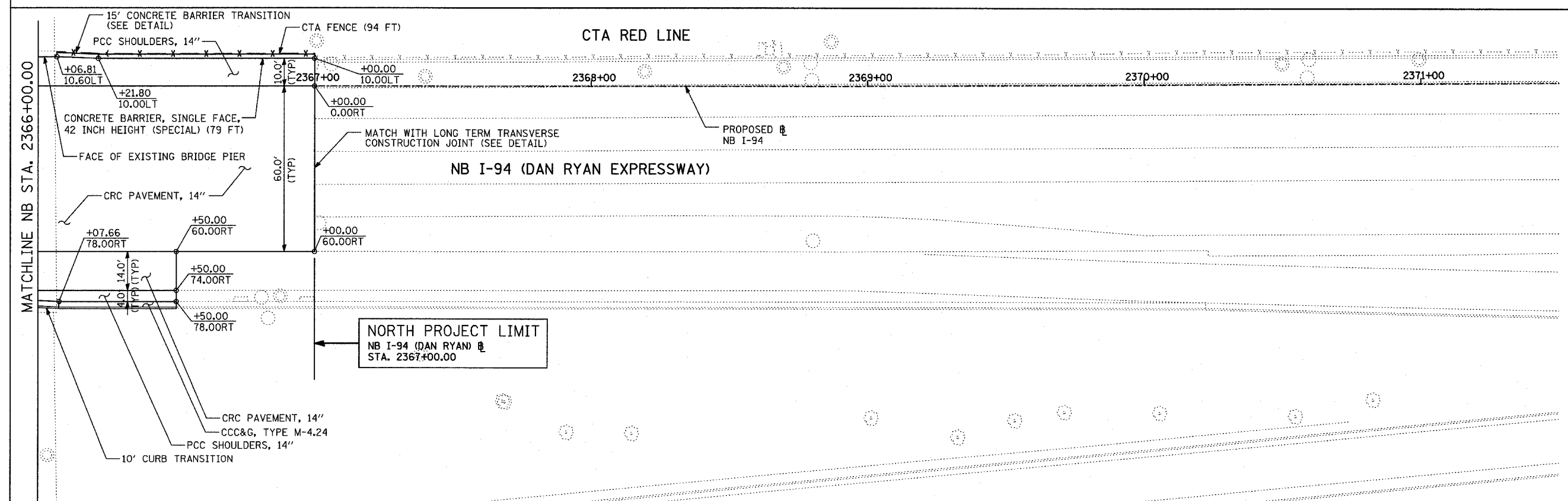


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	44
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

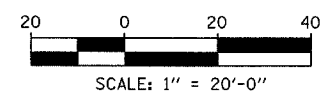
60B17



EXISTING CONDITIONS  
PROPOSED IMPROVEMENTS



LOCATION MAP



<b>LEGEND:</b>			
	COMB CONC CURB & GUTTER REMOVAL		PAVEMENT REMOVAL
	CHAIN LINK FENCE REMOVAL		PAVED SHOULDER REMOVAL
	CONCRETE BARRIER/GUARDRAIL REMOVAL		PAVEMENT/SHOULDER REMOVAL, SPECIAL
	TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)		BITUMINOUS SURFACE REMOVAL, 4"
	SOIL BORING LOCATIONS		BITUMINOUS SURFACE REMOVAL, 1/2" OR 1 3/4" (SEE CALLOUT)
			LIGHT POLE FOUNDATION REMOVAL (SEE ROADWAY LIGHTING & SURVEILLANCE PLANS)
			+XX.XX MAINLINE Ⓢ
			XX.XXRT STATION/OFFSET
			<b>PLAN NOTES:</b>
			- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
			- EXACT LOCATIONS OF EXISTING PIERS/ABUTMENTS TO BE FIELD VERIFIED

REVISIONS	
NAME	DATE

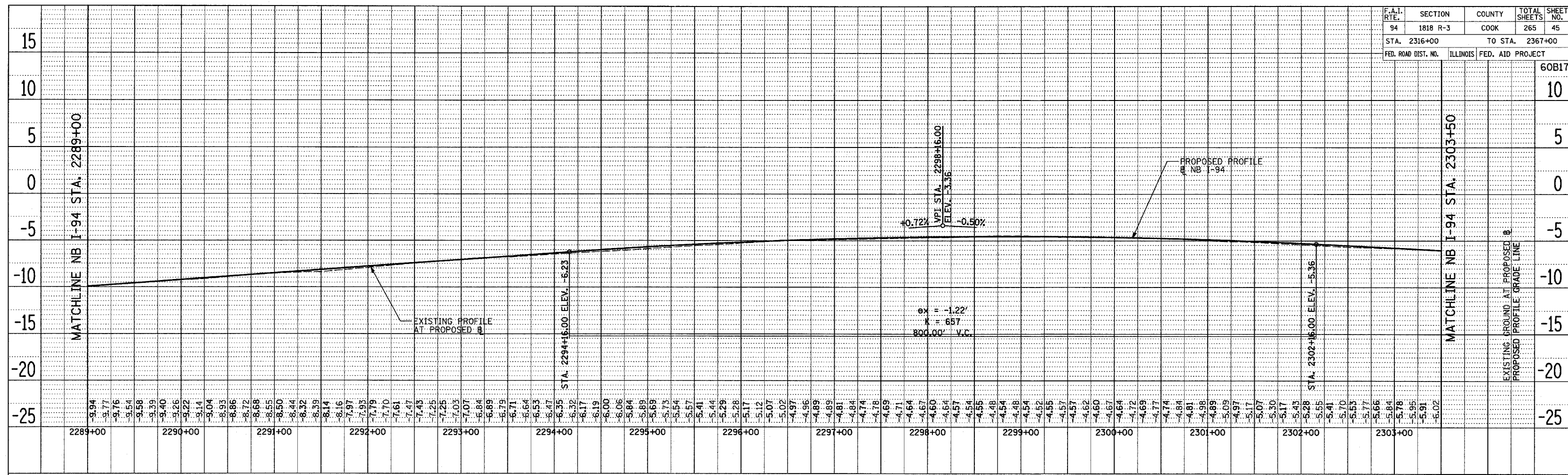
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
EXISTING AND PROPOSED PLAN  
NB I-94 (DAN RYAN EXPRESSWAY)  
NB I-94 STA. 2366+00.00 TO 2367+00.00

SCALE: 1"=20'  
DATE: MARCH 7, 2006

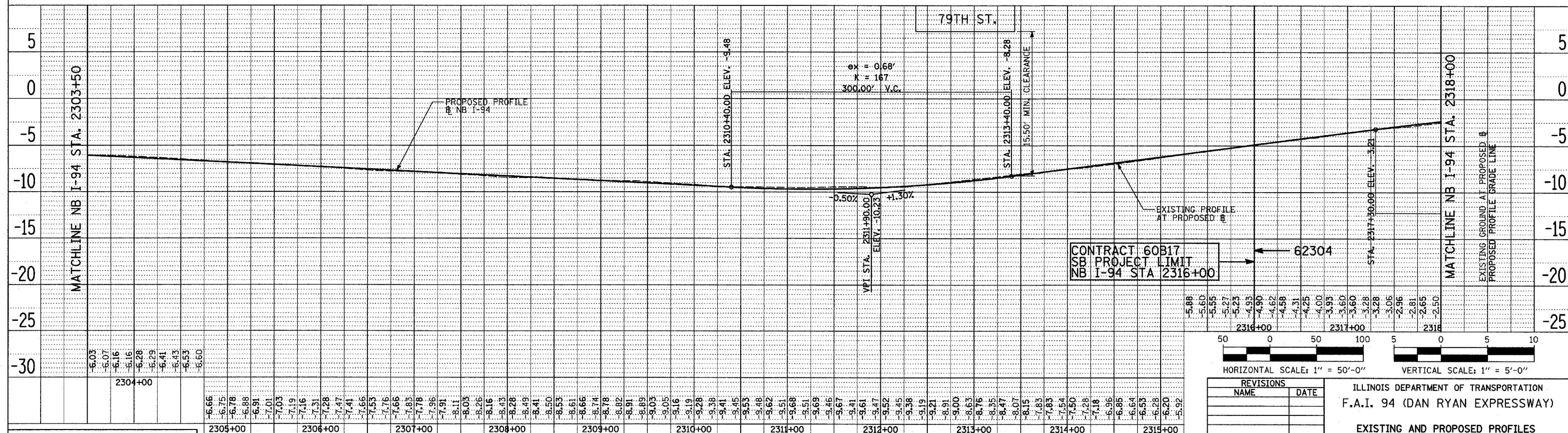
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TYLIN INTERNATIONAL

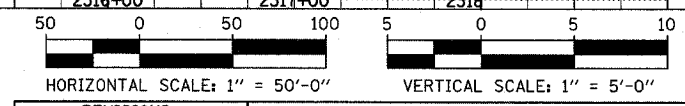
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	45
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NB I-94 (DAN RYAN EXPRESSWAY)



NB I-94 (DAN RYAN EXPRESSWAY)



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EXISTING AND PROPOSED PROFILES  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2289+00.00 TO 2318+00.00  
 SCALE: 1"=50' HORIZ.  
 1"=5' VERT.  
 DATE: MARCH 7, 2006  
 DRAWN BY: JPM  
 CHECKED BY: MPG

TYLIN INTERNATIONAL

PLAN SURVEYED ALIGNED CHECKED  
 NOTE BOOK NO. OF WAY CHECKED  
 DATE FILE NAME

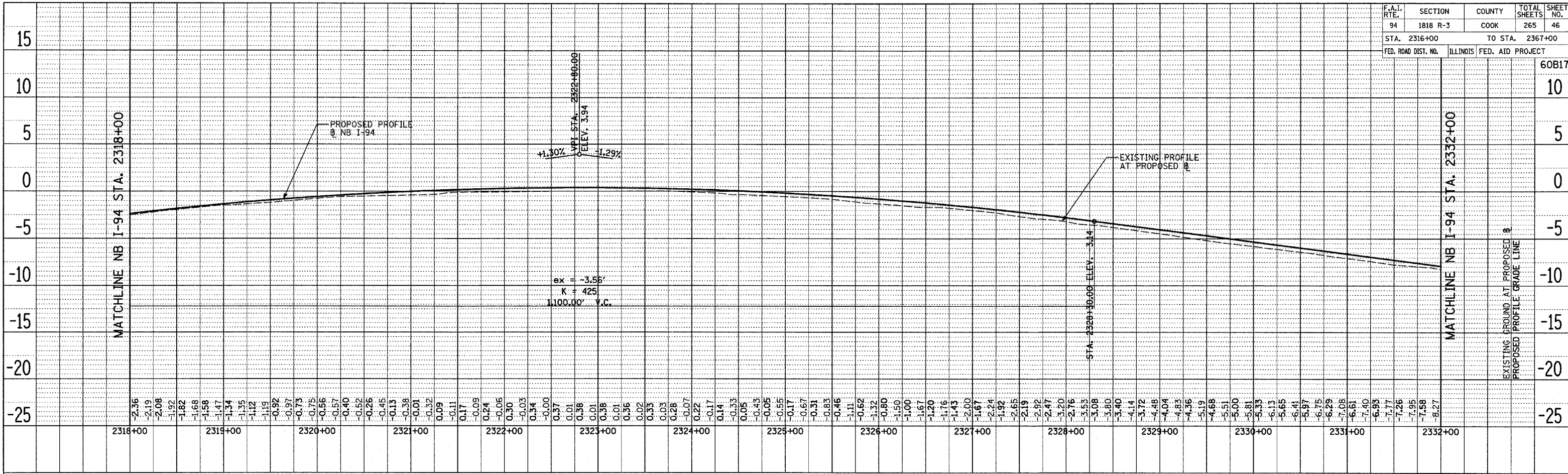
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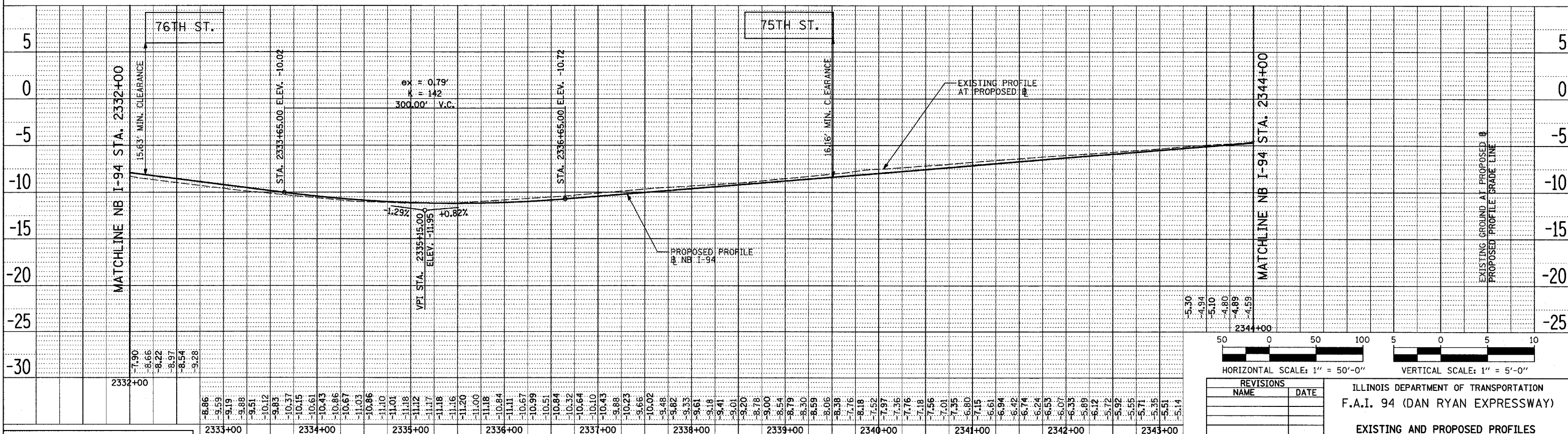
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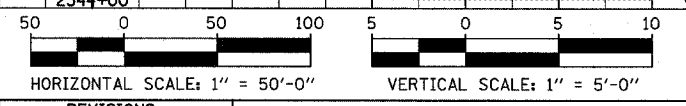
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	46
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NB I-94 (DAN RYAN EXPRESSWAY)



NB I-94 (DAN RYAN EXPRESSWAY)



REVISIONS	
NAME	DATE

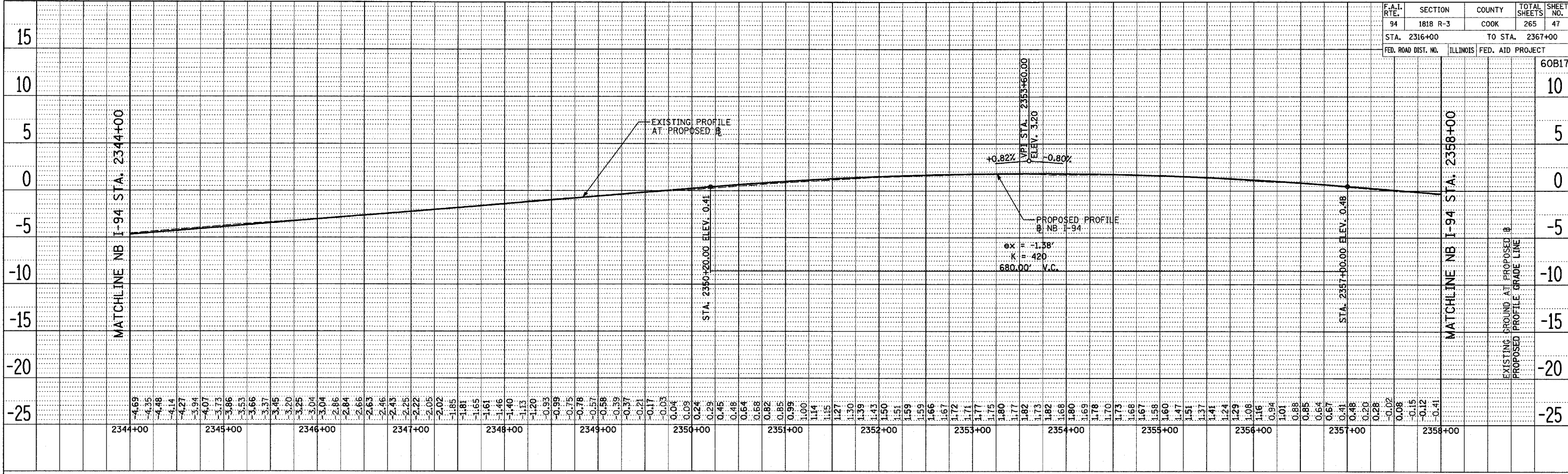
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EXISTING AND PROPOSED PROFILES  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2318+00.00 TO 2344+00.00  
 SCALE: 1"=50' HORIZ.  
 1"=5' VERT.  
 DATE: MARCH 7, 2006  
 DRAWN BY: JPM  
 CHECKED BY: MPG

TYLIN INTERNATIONAL

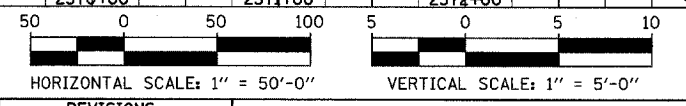
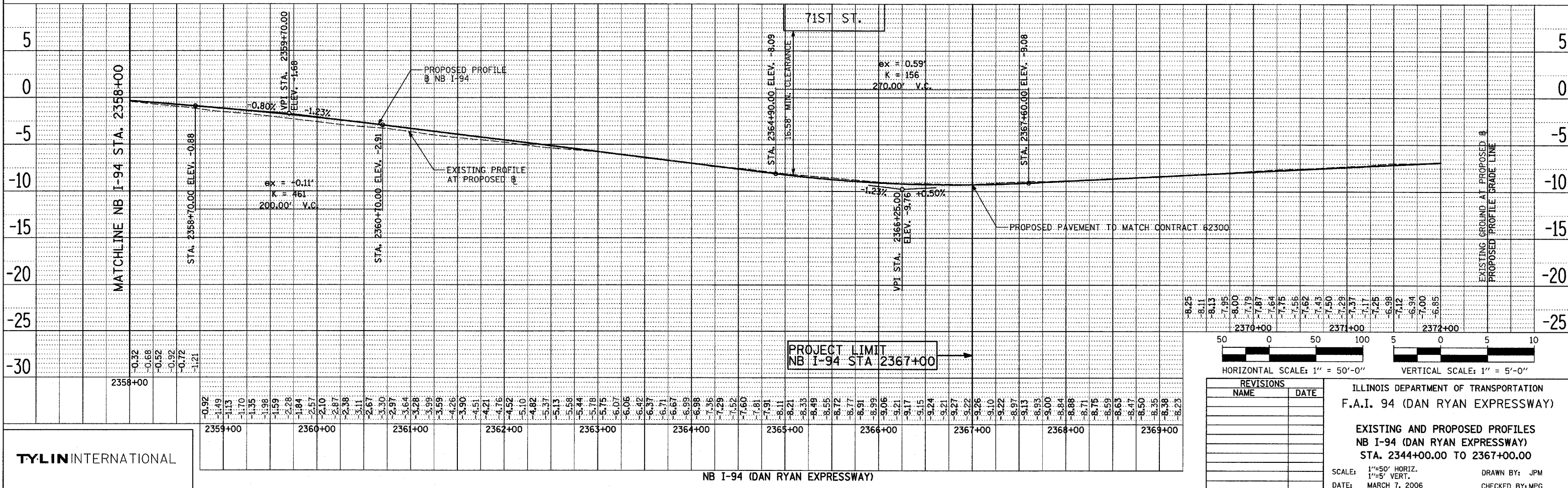
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 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 RT. OF WAY CHECKED \_\_\_\_\_  
 CAD FILE NAME \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLAN \_\_\_\_\_  
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DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
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 PLAN: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
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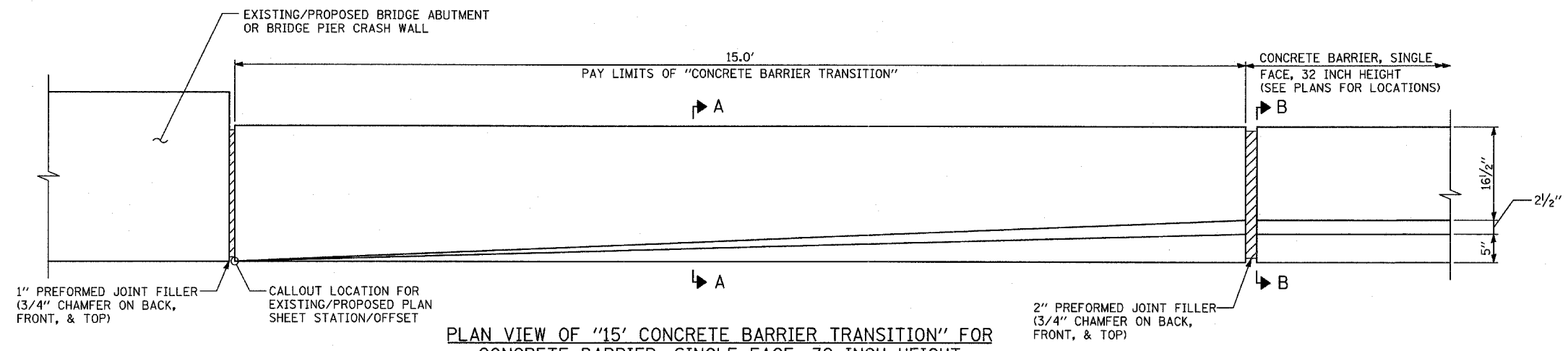
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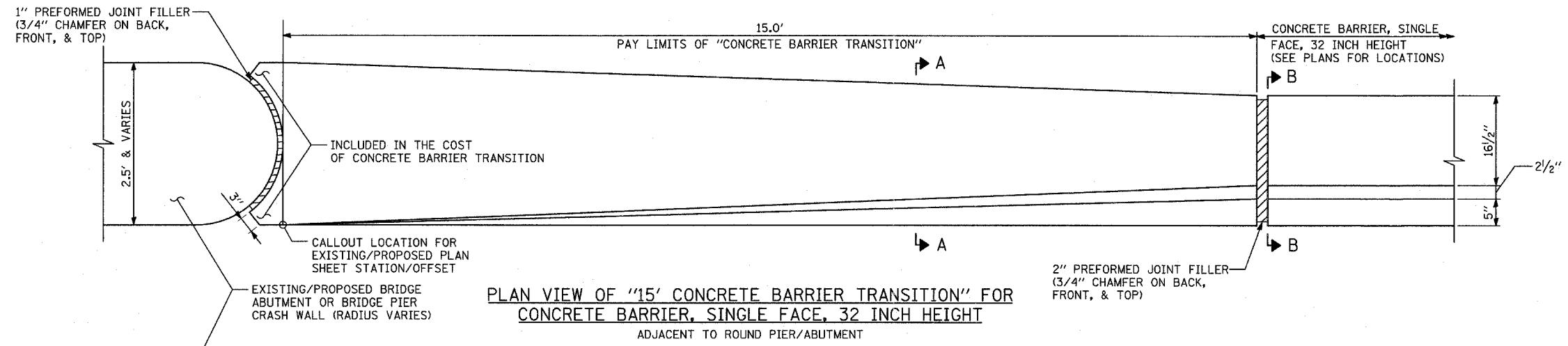
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EXISTING AND PROPOSED PROFILES  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2344+00.00 TO 2367+00.00  
 SCALE: 1"=50' HORIZ.  
 1"=5' VERT.  
 DATE: MARCH 7, 2006  
 DRAWN BY: JPM  
 CHECKED BY: MPG

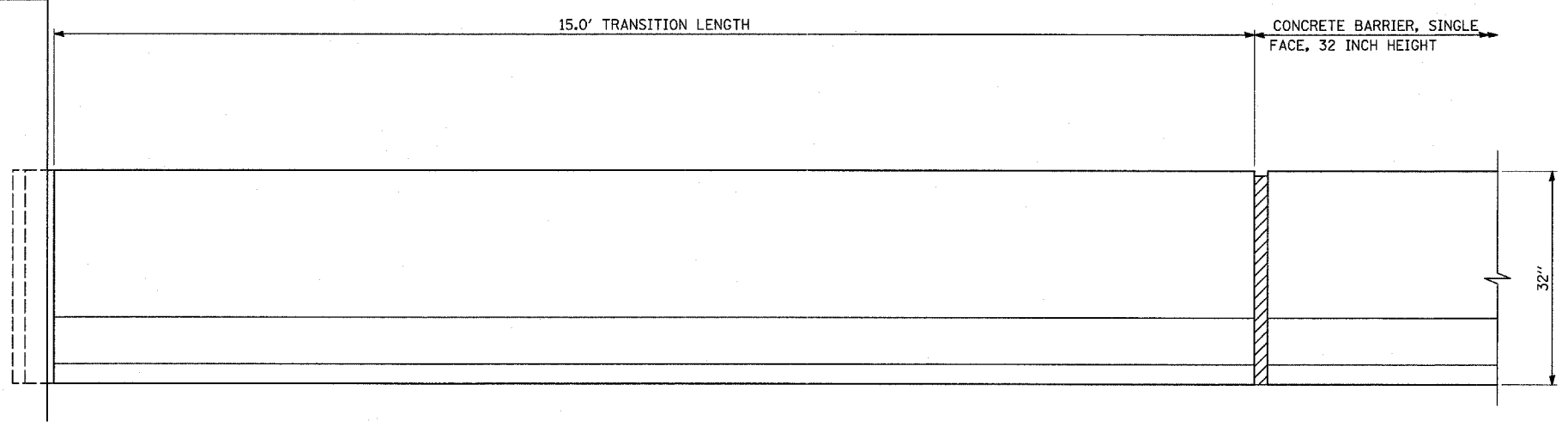
TYLIN INTERNATIONAL



**PLAN VIEW OF "15' CONCRETE BARRIER TRANSITION" FOR CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT ADJACENT TO SQUARE PIER/ABUTMENT**



**PLAN VIEW OF "15' CONCRETE BARRIER TRANSITION" FOR CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT ADJACENT TO ROUND PIER/ABUTMENT**



**ELEVATION VIEW OF "15' CONCRETE BARRIER TRANSITION" FOR CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT**

NOTE:  
ALL PREFORMED JOINT FILLER INCLUDED IN THE COST OF "CONCRETE BARRIER TRANSITION"

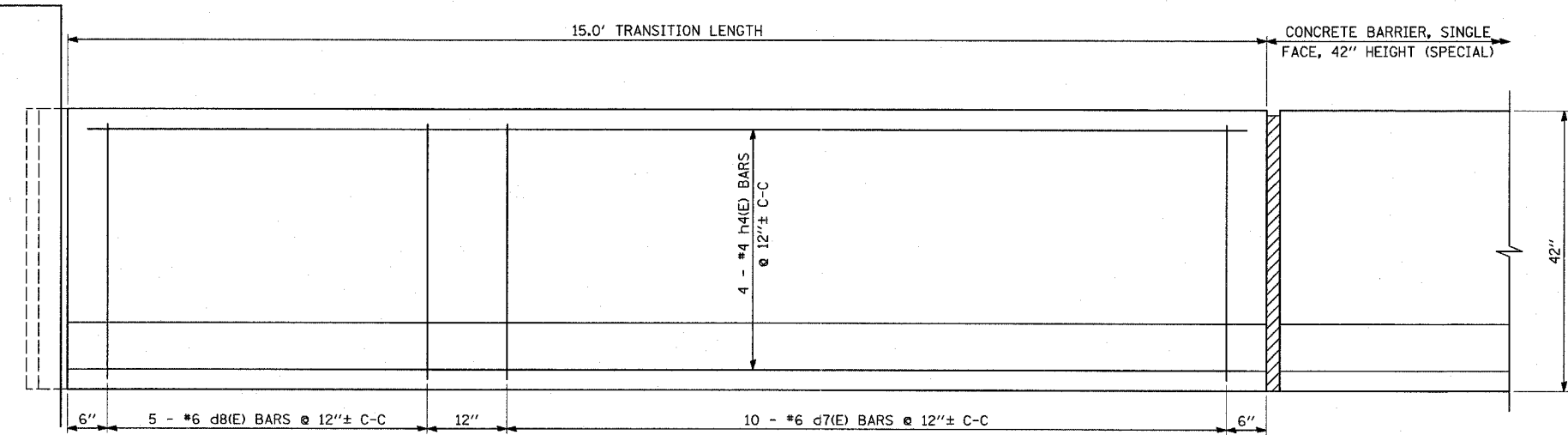
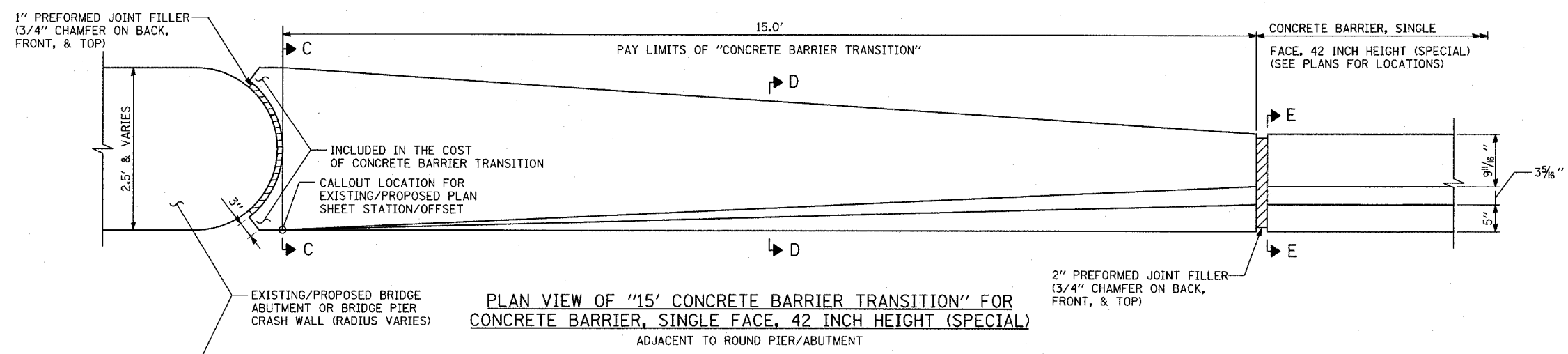
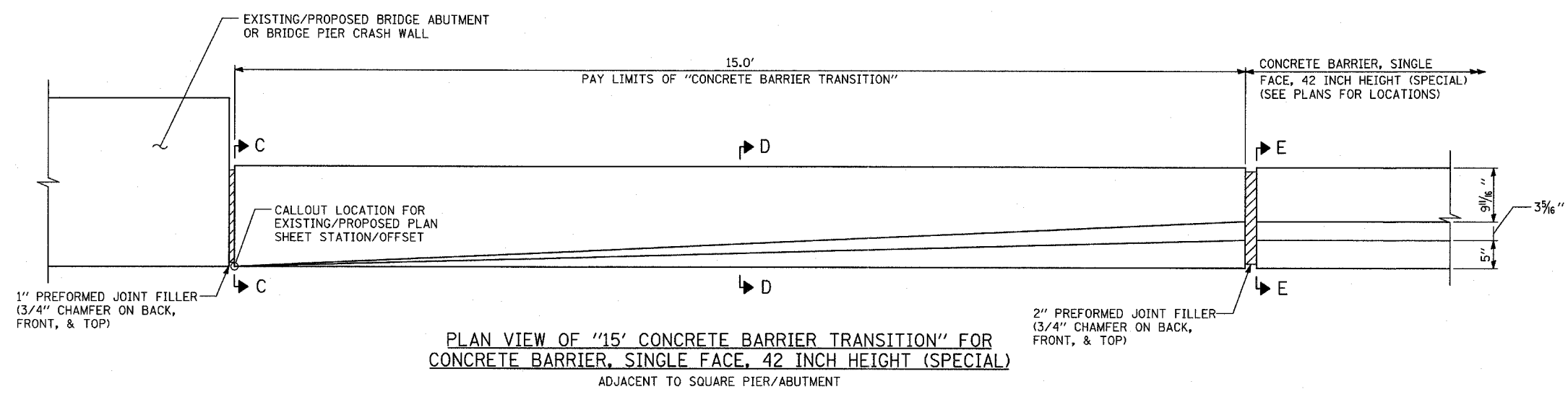
REVISIONS	
NAME	DATE

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

MISCELLANEOUS DETAILS:  
CONCRETE BARRIER TRANSITION  
FOR CONCRETE BARRIER, 32 INCH HEIGHT

SCALE: NONE  
DATE: MARCH 7, 2006

DRAWN BY: MPG  
CHECKED BY: TGB



NOTE:  
ALL PREFORMED JOINT FILLER INCLUDED IN THE COST OF "CONCRETE BARRIER TRANSITION"

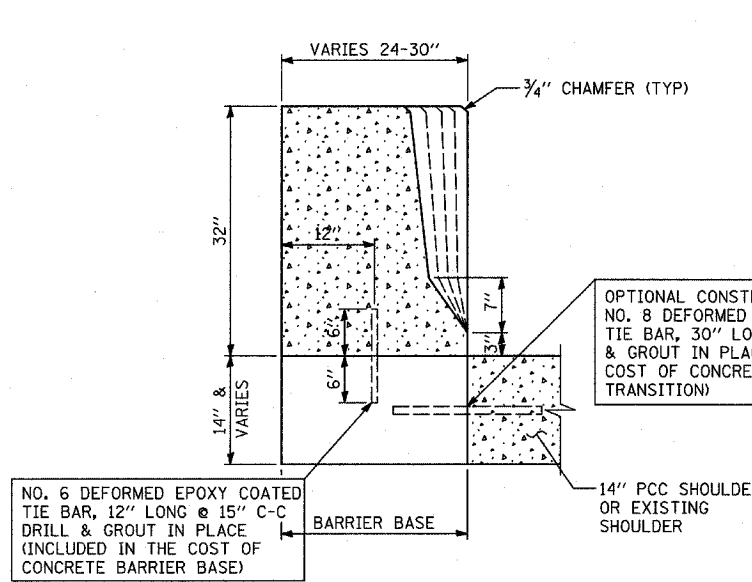
REVISIONS	
NAME	DATE

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

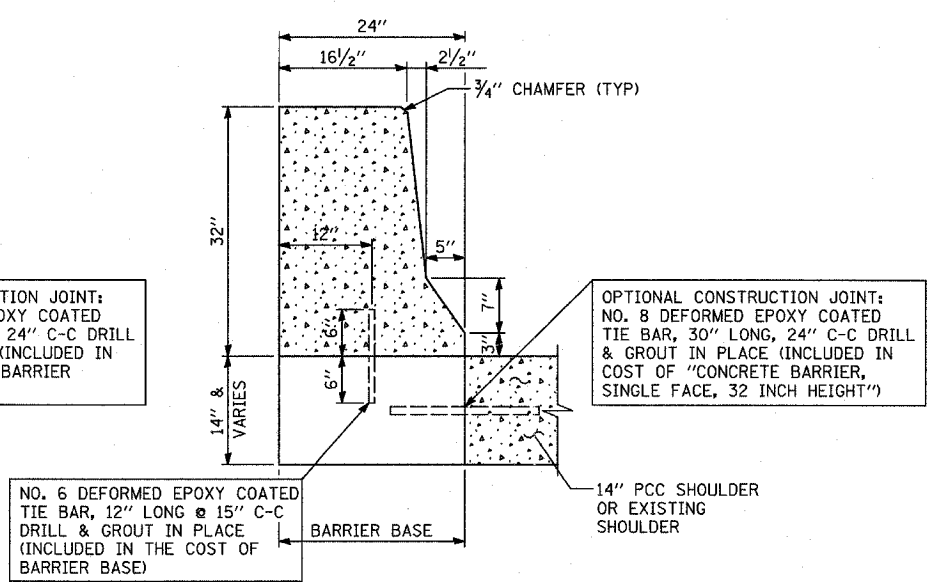
MISCELLANEOUS DETAILS:  
CONCRETE BARRIER TRANSITION FOR  
CONCRETE BARRIER, 42 INCH HEIGHT (SPECIAL)

SCALE: NONE  
DATE: MARCH 7, 2006

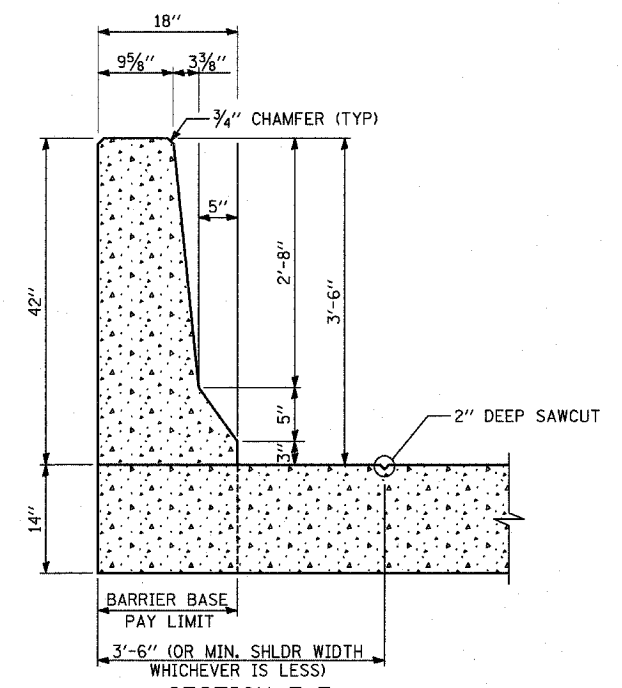
DRAWN BY: MPG  
CHECKED BY: TGB



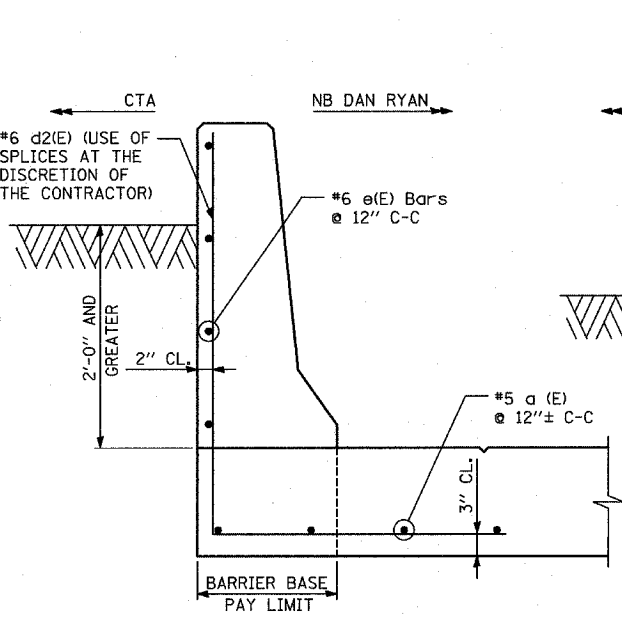
**SECTION A-A**  
**15' CONCRETE BARRIER TRANSITION**  
 CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT



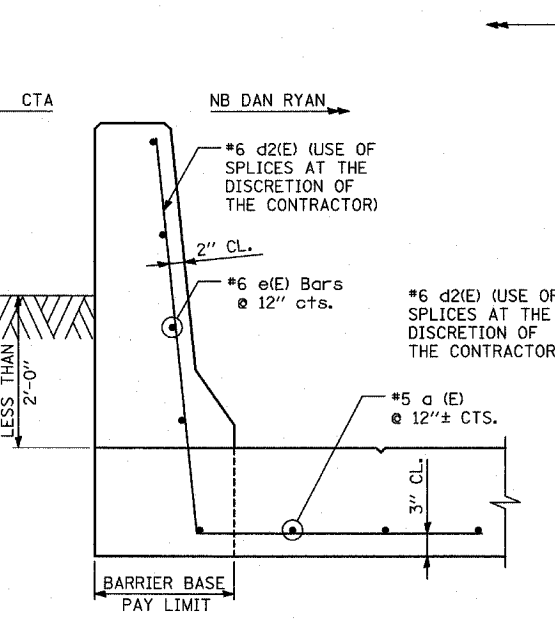
**SECTION B-B**  
**CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT**  
 & CONCRETE BARRIER BASE



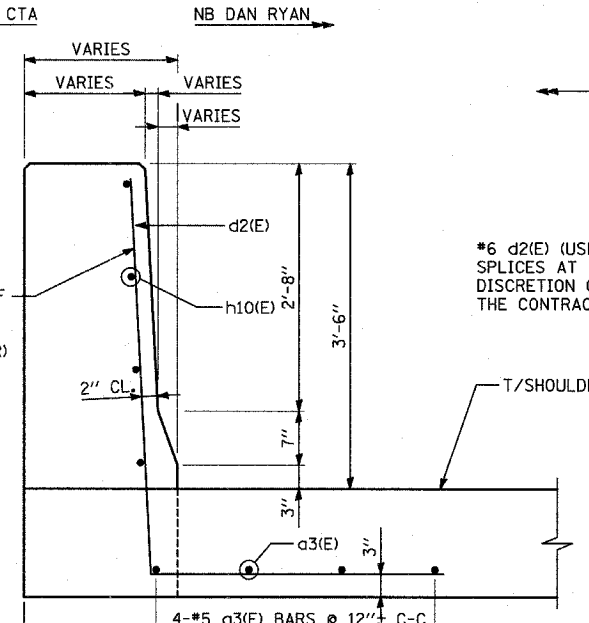
**SECTION E-E**  
**CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT**  
 (SPECIAL) DIMENSIONS  
 SEE BELOW FOR REINFORCEMENT OPTIONS



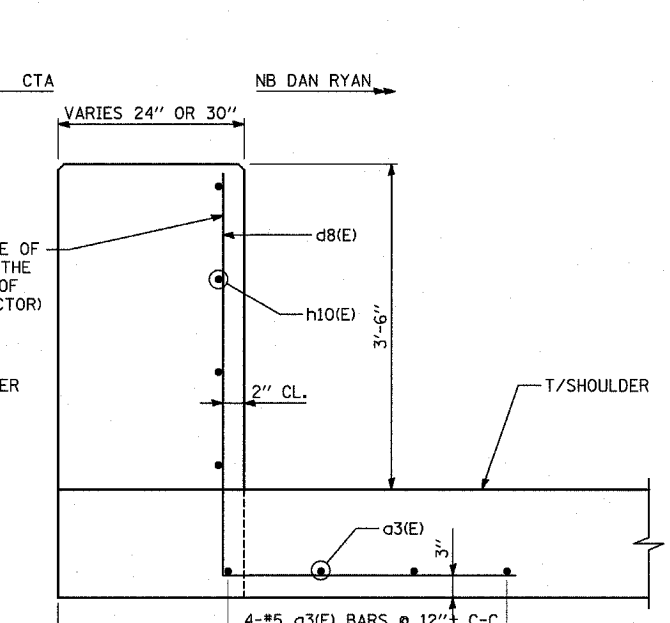
**REINFORCEMENT #1**  
 RETAINED HEIGHT GREATER THAN 2'-0"  
**SECTION E-E: CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)**



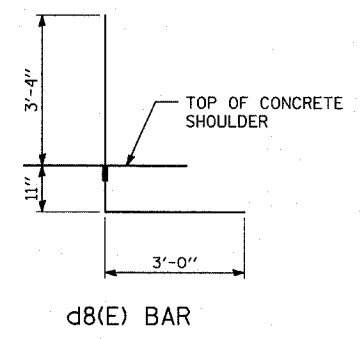
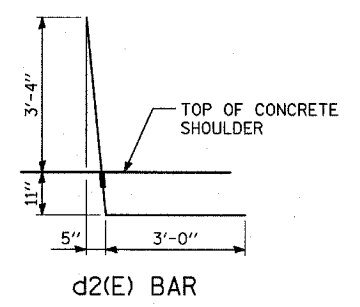
**REINFORCEMENT #2**  
 RETAINED HEIGHT LESS THAN 2'-0"



**SECTION D-D**  
**15' CONCRETE BARRIER TRANSITION**  
 CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)

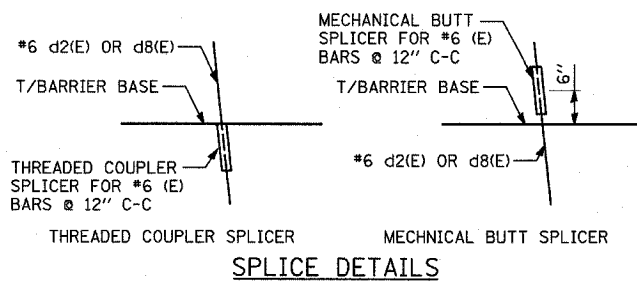


**SECTION C-C**  
**15' CONCRETE BARRIER TRANSITION**  
 CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)



- NOTES:**
1. BAR SPLICERS SHALL BE CAPABLE OF DEVELOPING A MINIMUM OF 125% OF THE YIELD STRENGTH OF A #6 BAR.
  2. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE SEATED IN THE FINAL POSITION PRIOR TO THE CONCRETE OPERATIONS. BARS CANNOT BE MUCKED INTO PLACE.
  3. MAINTAIN SLOPE OF FACE AS SHOWN ON DETAILS.
  4. ALL REINFORCING BARS, BAR SPLICERS, TIE BARS AND DOWEL BARS SHALL BE INCLUDED IN THE COST OF "CONCRETE BARRIER, SINGLE FACE" OF THE TYPE SPECIFIED

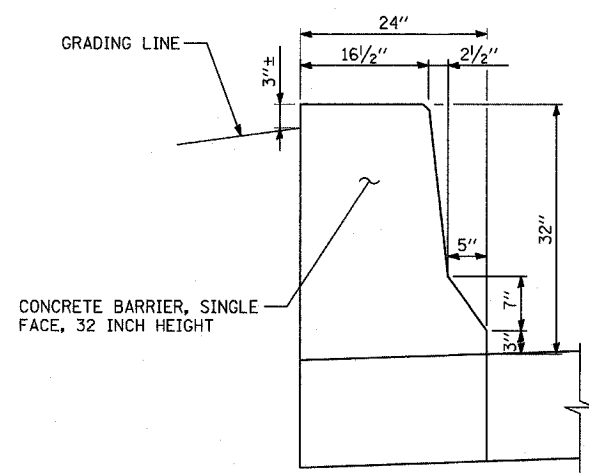
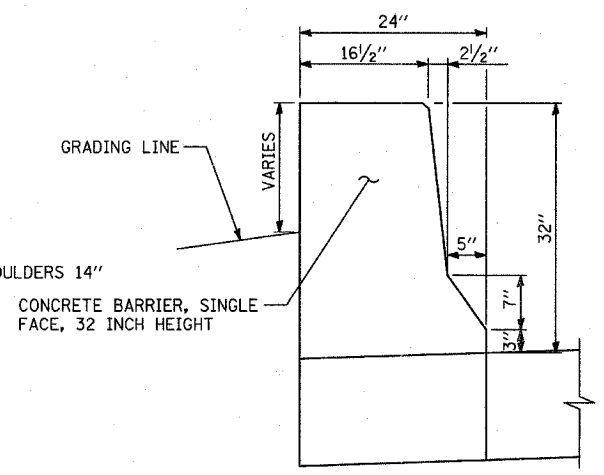
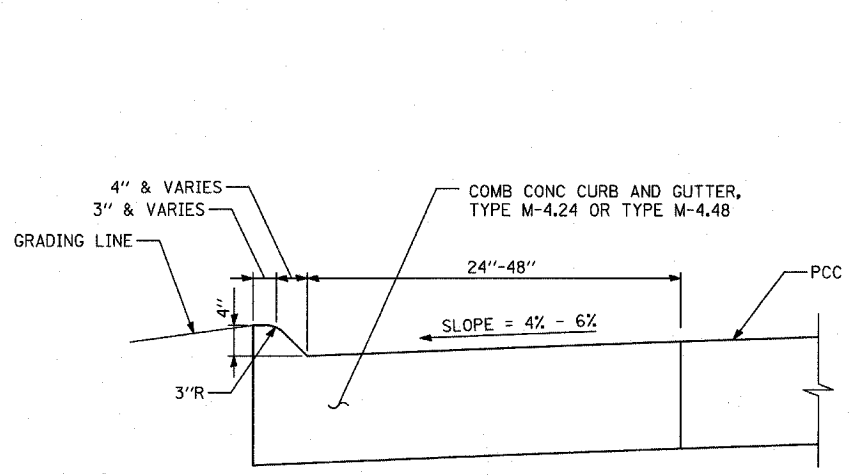
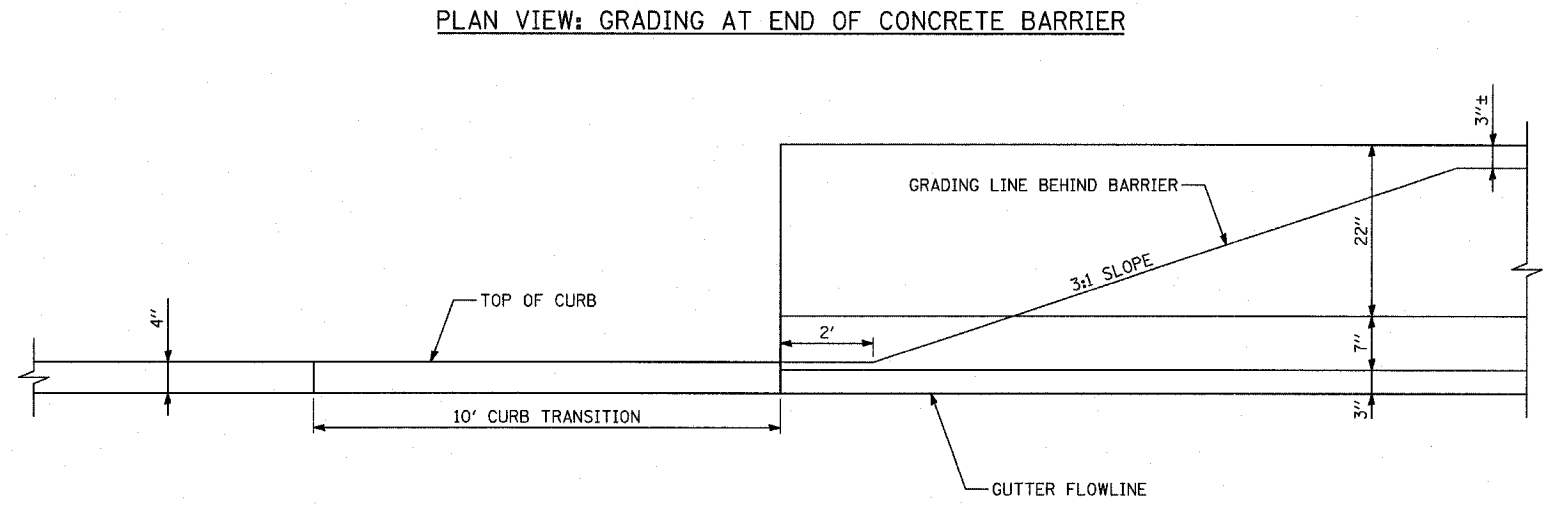
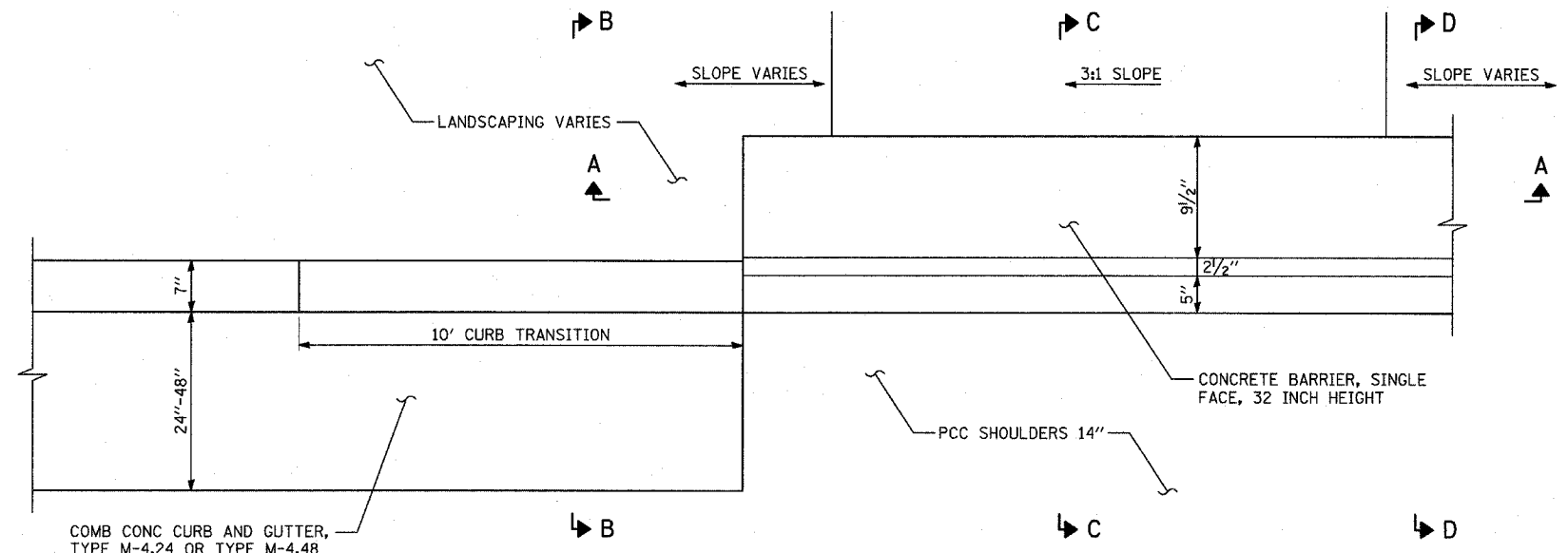
**TYLIN INTERNATIONAL**



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**MISCELLANEOUS DETAILS:**  
**CONCRETE BARRIER TRANSITION**  
**TYPICAL SECTIONS**  
 SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: MPG  
 CHECKED BY: TGB





- NOTES:
- SEE DRAINAGE AND UTILITY PLANS, CROSS-SECTIONS, AND LANDSCAPING PLANS FOR GRADING LIMITS AND DETAILS.

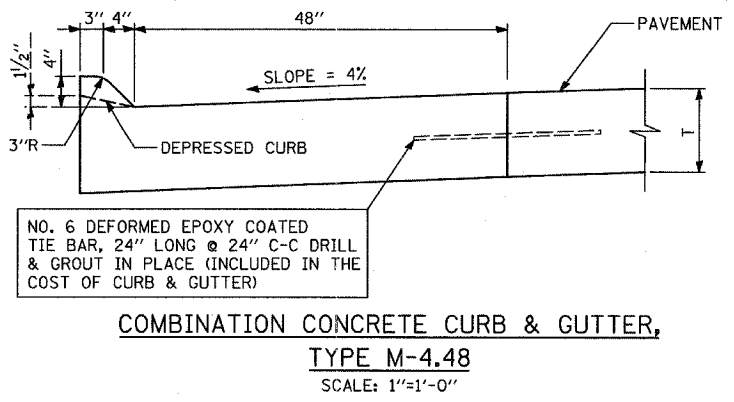
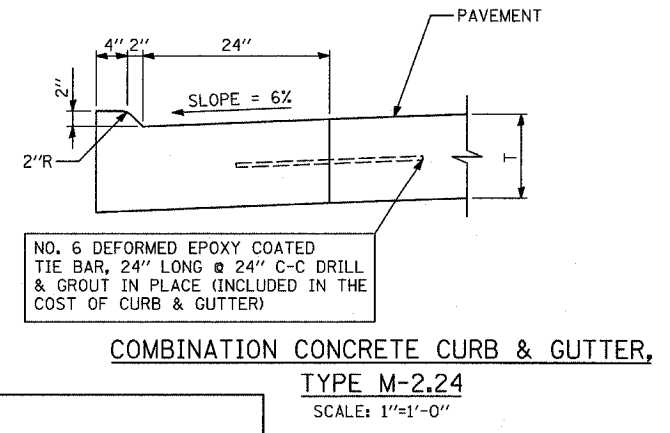
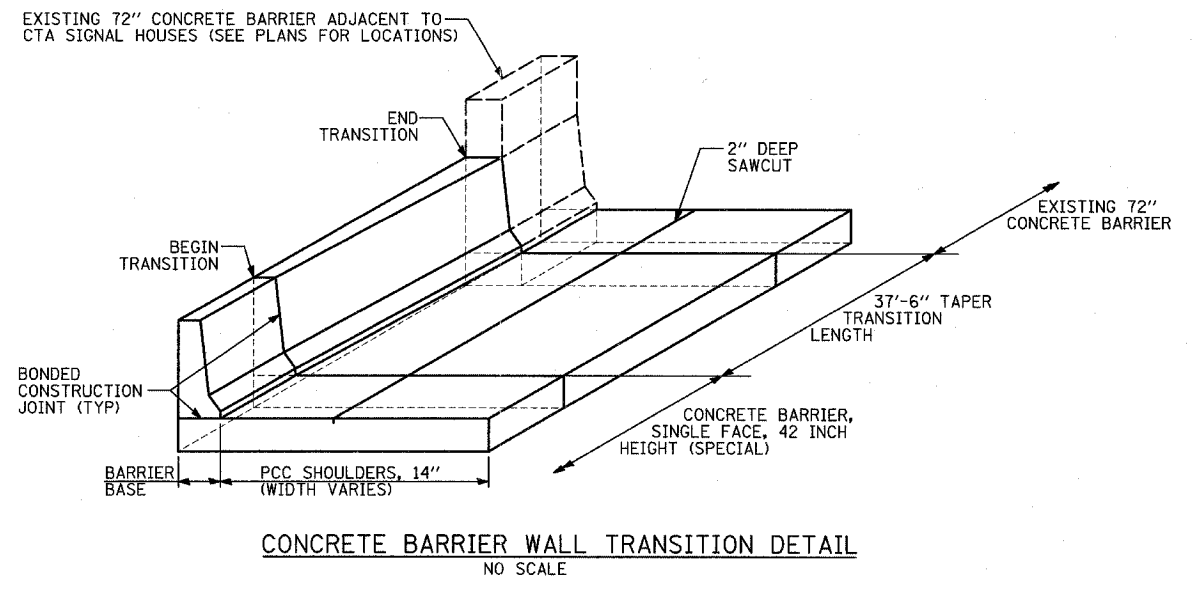
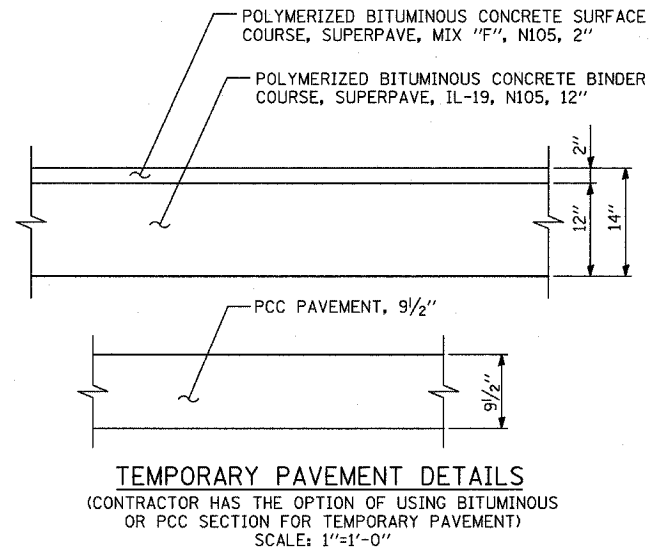
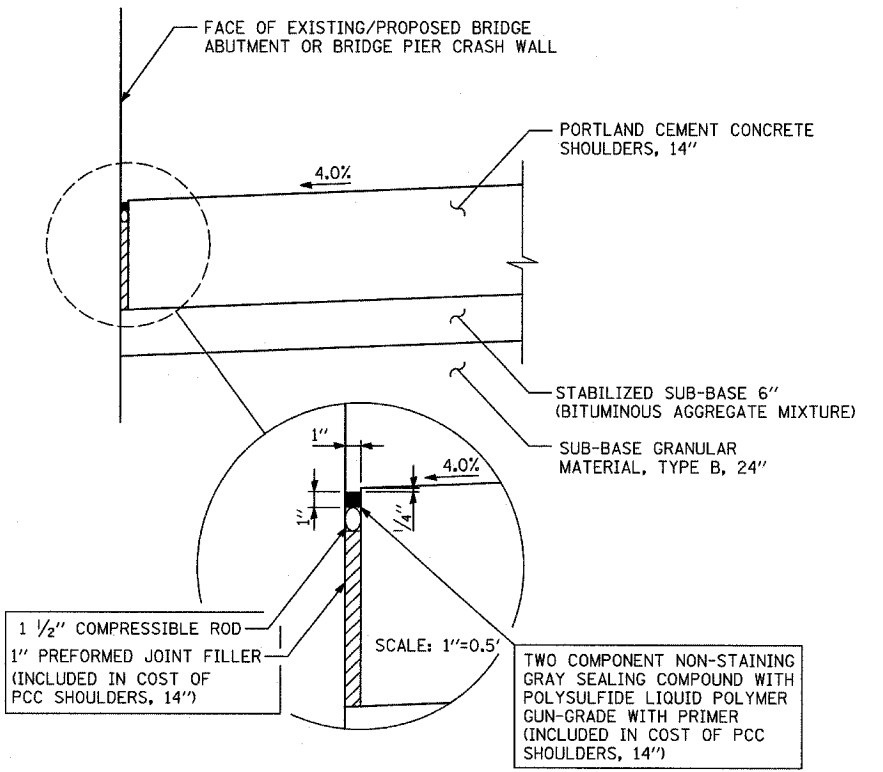
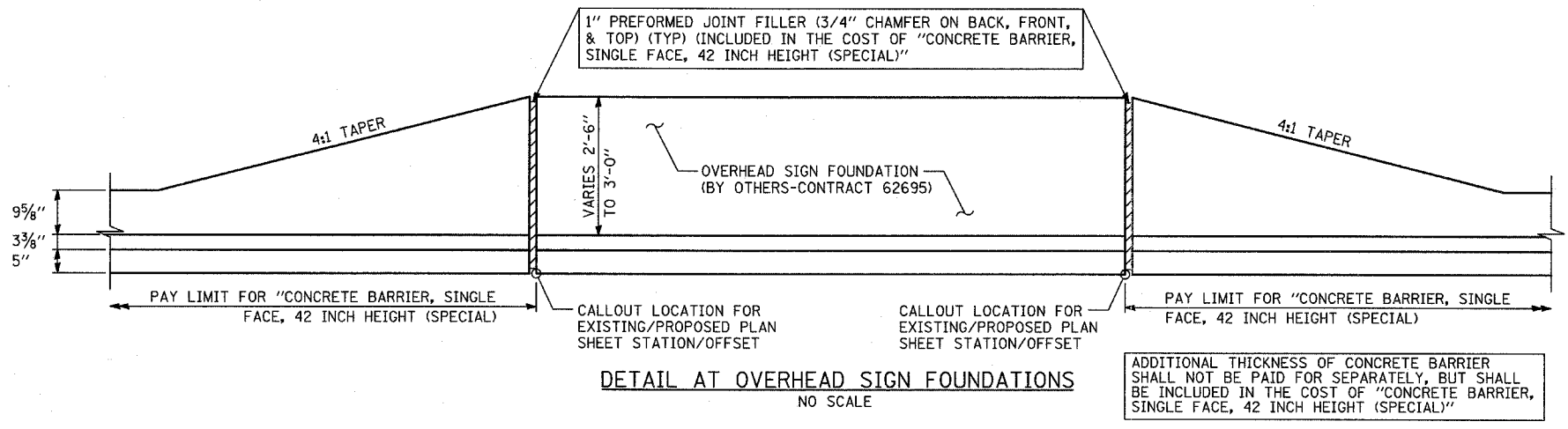
REVISIONS	
NAME	DATE

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

MISCELLANEOUS DETAILS:  
 GRADING DETAIL AT END  
 OF CONCRETE BARRIER

SCALE: NONE  
 DATE: MARCH 7, 2006

DRAWN BY: MPG  
 CHECKED BY: TGB



REVISIONS	
NAME	DATE

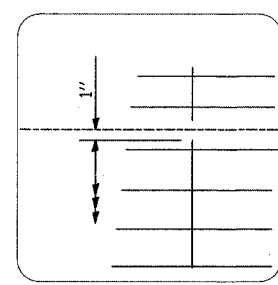
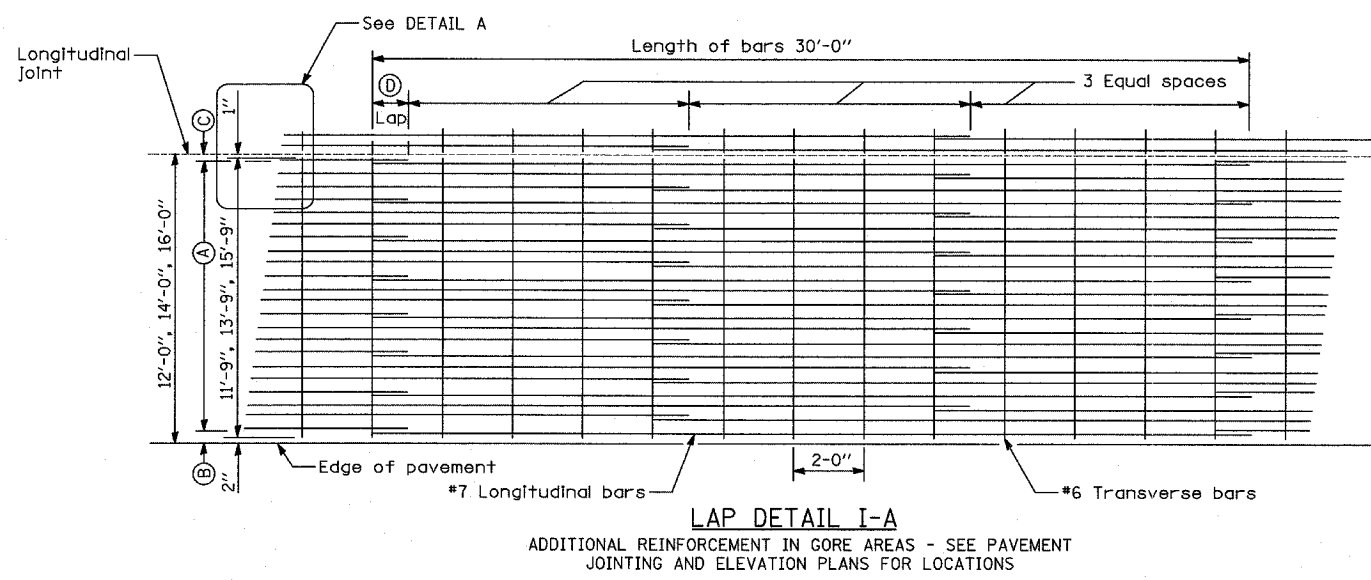
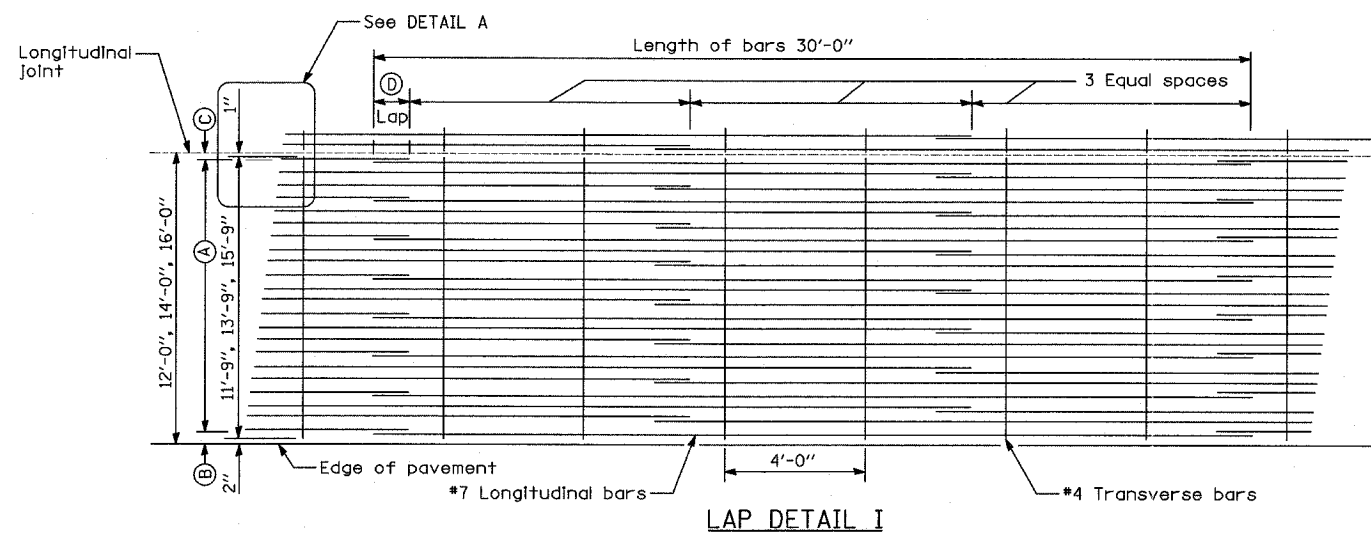
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)

MISCELLANEOUS DETAILS:  
PLAN AND TYPICAL SECTION DETAILS  
SHEET 1 OF 1

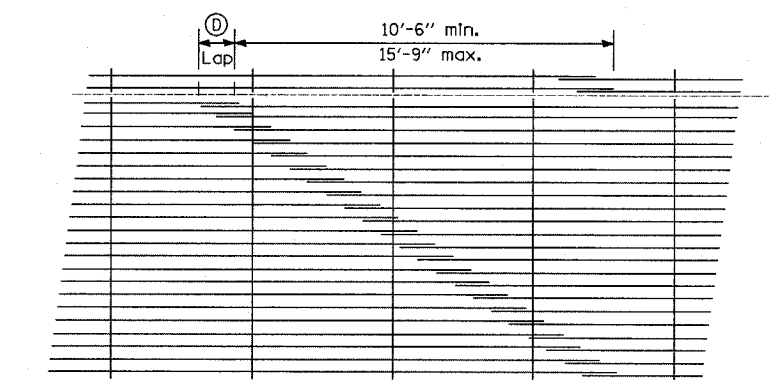
SCALE: AS SHOWN  
DATE: MARCH 7, 2006

DRAWN BY: MPG  
CHECKED BY: TGB

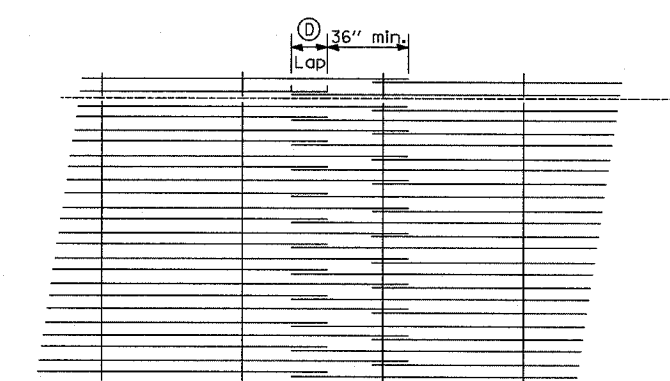




DETAIL A



LAP DETAIL II



LAP DETAIL III

GENERAL NOTES

1. THE PAVEMENT REINFORCEMENT SHALL BE 4.5" FROM THE TOP OF PAVEMENT.
2. EXCEPT AS NOTED OR SHOWN, THE DIMENSIONS AND NOTES SPECIFIED FOR LAP DETAIL I ARE TYPICAL FOR LAP DETAIL II AND III.
3. THE (D) DIMENSION AND THE DISTANCE FROM THE END OF THE TRANSVERSE BAR TO THE EDGE OF PAVEMENT MAY BE INCREASED BY 1" FOR SLIP FORM PAVING.

Pavement Width	Bar Size	Pavement Thickness	(A) (Approx. Spacing)	(B)	(C)	(D)
12 feet	#7	14"	23 spaces (24 bars) @ 6"	3 1/2"	3"	26"
14 feet	#7	14"	27 spaces (28 bars) @ 6"	3 1/2"	3"	26"
16 feet	#7	14"	31 spaces (32 bars) @ 6"	3 1/2"	3"	26"

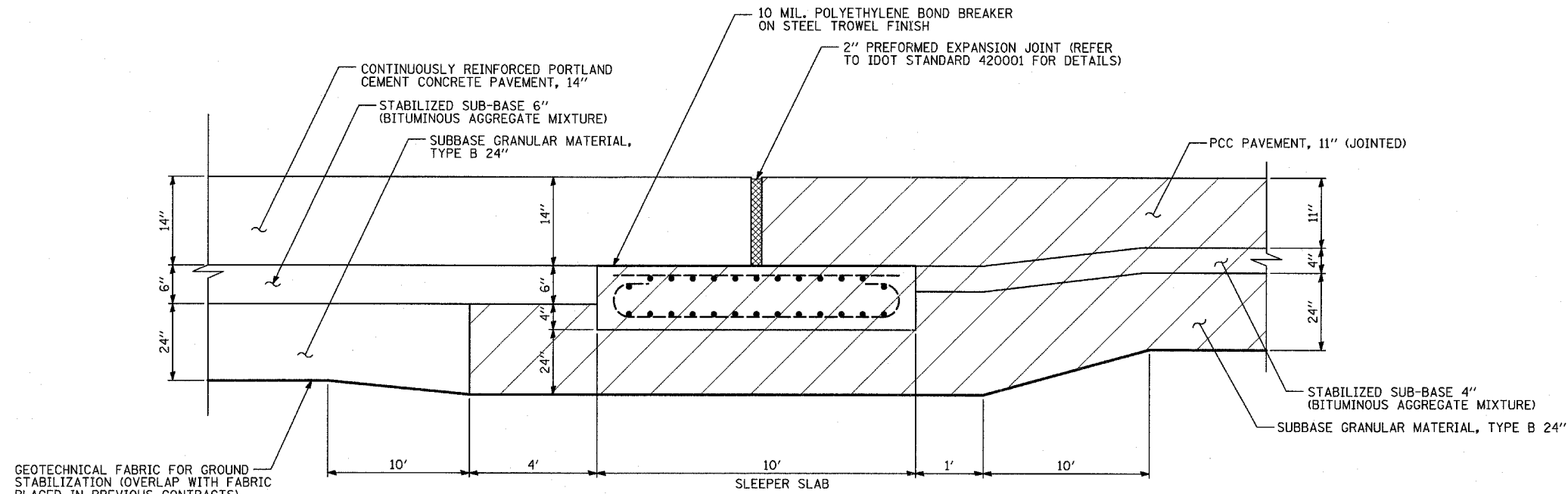
REVISIONS	
NAME	DATE

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

MISCELLANEOUS DETAILS:  
 EXTENDED LANE REINFORCEMENT FOR  
 CONTINUOUSLY REINFORCED PCC PAVEMENT

SCALE: NONE  
 DATE: MARCH 7, 2006

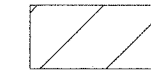
DRAWN BY: CTE, MPG  
 CHECKED BY:



**RAMP TERMINAL DETAILS AT EXISTING SLEEPER SLAB**

**NOTES:**

1. THE THICKENED EDGE OF THE SUB-BASE SHALL BE INCLUDED IN THE COST OF "SUB-BASE GRANULAR MATERIAL, TYPE B 24"

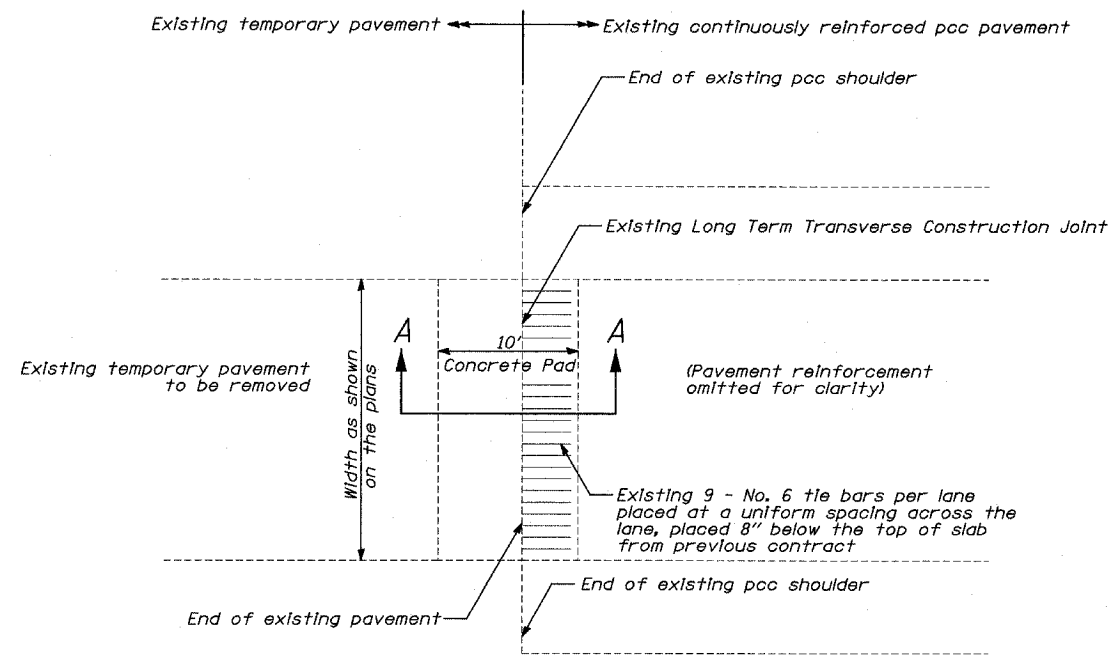


EXISTING PAVEMENT ITEMS CONSTRUCTED IN PREVIOUS CONTRACTS.

REVISIONS	
NAME	DATE

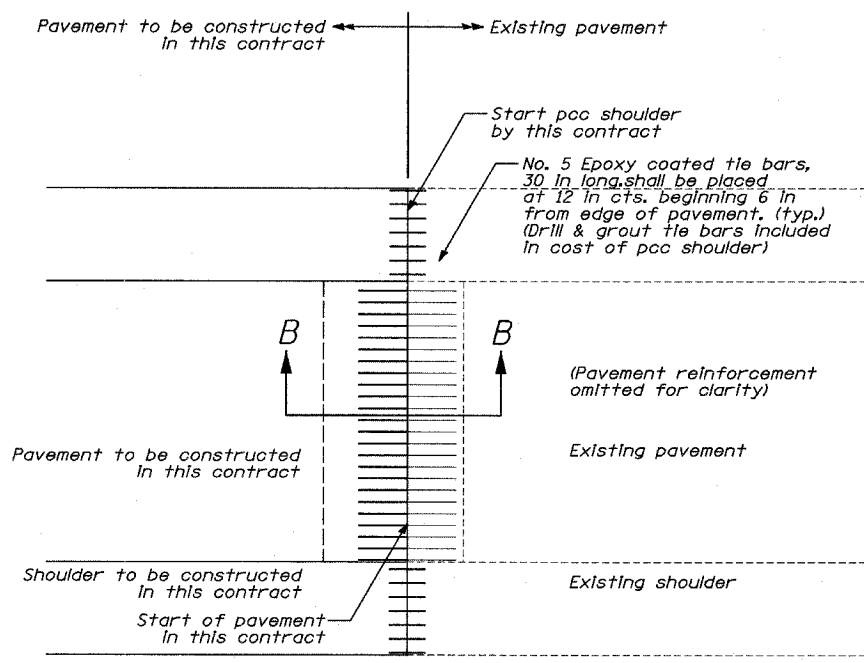
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MISCELLANEOUS DETAILS:  
 MISCELLANEOUS PAVEMENT ELEVATION  
 AND JOINTING DETAILS  
 SHEET 1 OF 1

SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: MPG  
 CHECKED BY: TGB



PLAN

(EXISTING LONG TERM TRANSVERSE CONSTRUCTION JOINT)



PLAN

(CONNECTION TO EXISTING LONG TERM TRANSVERSE CONSTRUCTION JOINT)

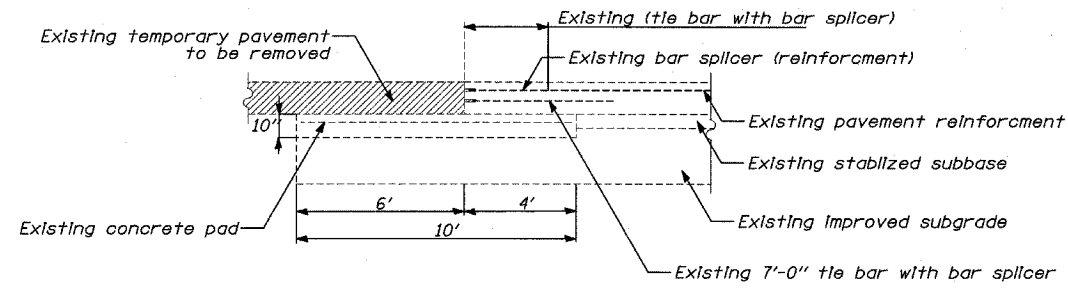
NOTES

- This detail shows connection of proposed CRC pavement to existing pavement at an existing long term transverse construction joint.
- Bar splicer assemblies shall be of an IDOT approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
- Bar splicers shall be of the "coupler" type, and shall not have flanges.
- Splicer rods shall be of minimum 60 ksi yield strength, threaded or colled full length.
- All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
- Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
- Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:
  - Minimum Capacity (Tension in ksl) =  $1.25 \times f_y \times A(t)$
  - Minimum Pull-out Strength (Tension in ksl) =  $1.25 \times f_s(\text{allow}) \times A(t)$

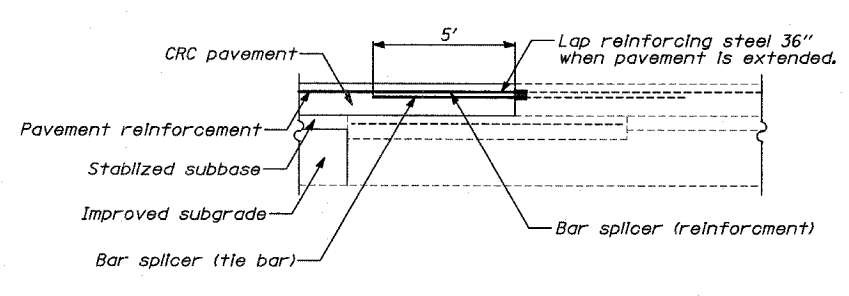
Where:  
 $f_y$  = Yield strength of lapped reinforcement bars in ksl.  
 $f_s(\text{allow})$  = Allowable tensile stress in lapped reinforcement bars in ksl (Service Load)  
 $A(t)$  = Tensile stress area of lapped reinforcement bars (in<sup>2</sup>).  
 \* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	STRENGTH REQUIREMENTS	
		Min. Capacity (klps) tension	Min. Pull-Out Strength (klps) tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0

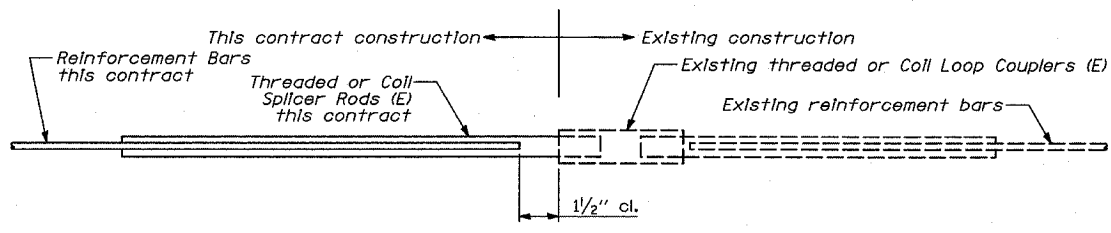
- Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted.
- Connection to long term transverse construction joint work includes the installation of the bar splicers, payment for this work will be included in the cost of CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 14". Tie bars to be drilled and grouted shall not be paid for separately but included in the cost of PORTLAND CEMENT CONCRETE SHOULDERS, 14".



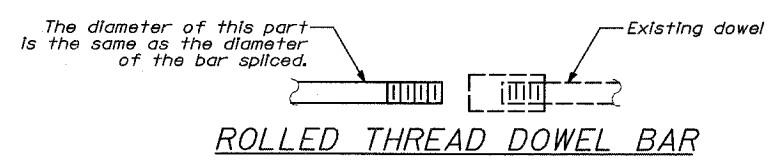
LONG TERM TRANSVERSE CONSTRUCTION JOINT SECTION A-A



LONG TERM TRANSVERSE CONSTRUCTION JOINT SECTION B-B



BAR SPLICER ASSEMBLY DETAIL  
 (E) : Indicates epoxy coating.

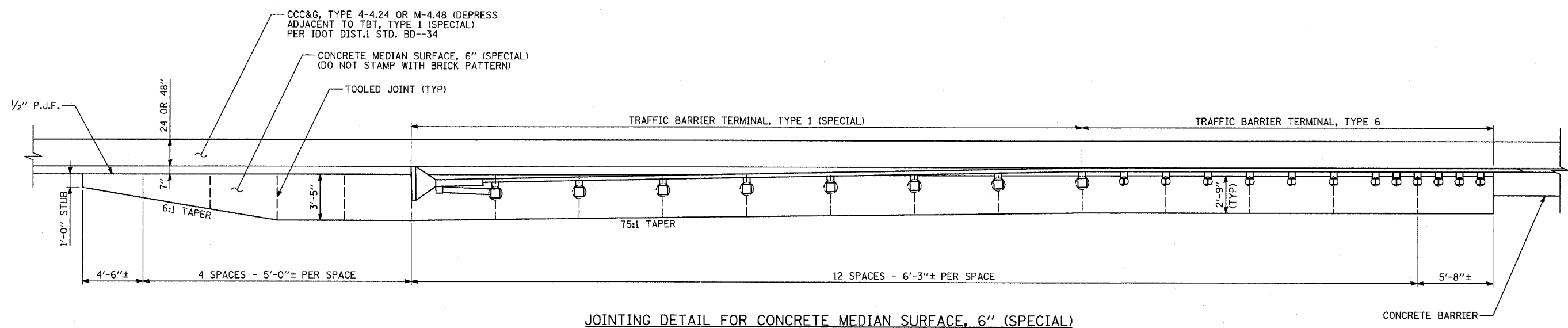


ROLLED THREAD DOWEL BAR

REVISIONS	
NAME	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	56
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B17



JOINTING DETAIL FOR CONCRETE MEDIAN SURFACE, 6" (SPECIAL)  
AT TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) AND TYPE 6

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

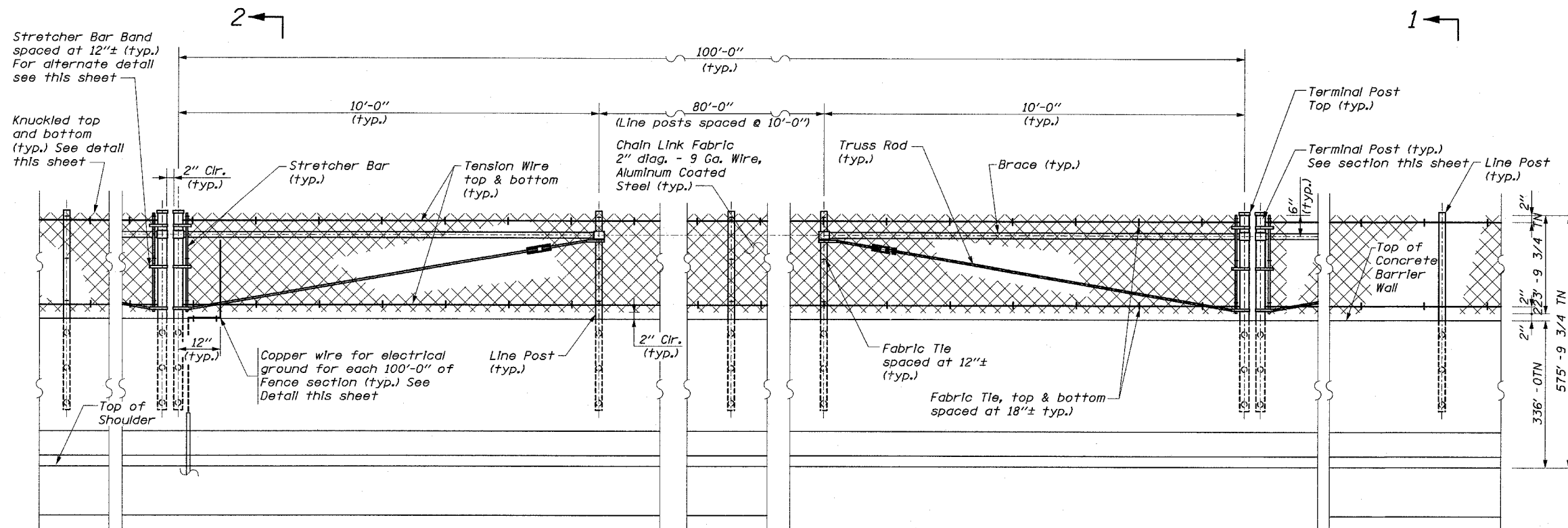
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)

MISCELLANEOUS DETAILS:  
 PAVEMENT JOINTING DETAILS  
 FOR CONCRETE MEDIAN SURFACE, 6" (SPECIAL)  
 AT TRAFFIC BARRIER TERMINALS

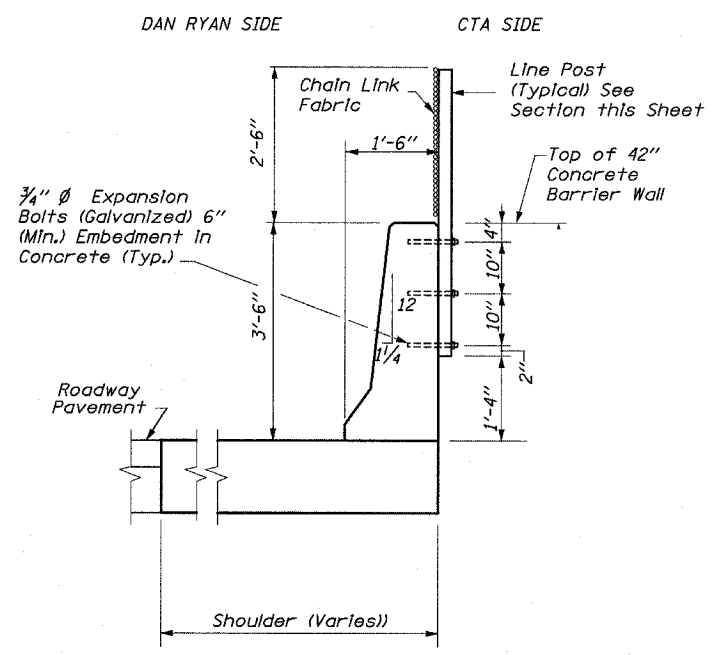
SCALE: NONE DRAWN BY: MPG  
 DATE: MARCH 7, 2006 CHECKED BY: TGB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	57
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

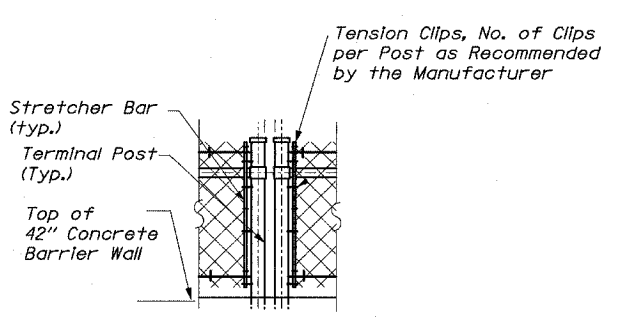
60B17



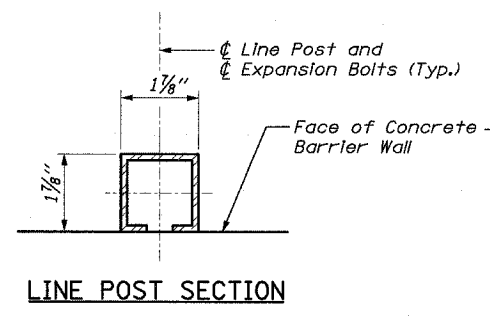
**ELEVATION**  
**CTA FENCE ON CONCRETE BARRIER WALL**



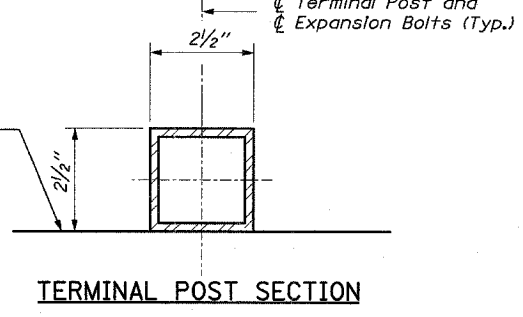
**SECTION 1-1**



**ALTERNATE DETAIL FOR**  
**STRETCHER BAR BAND**



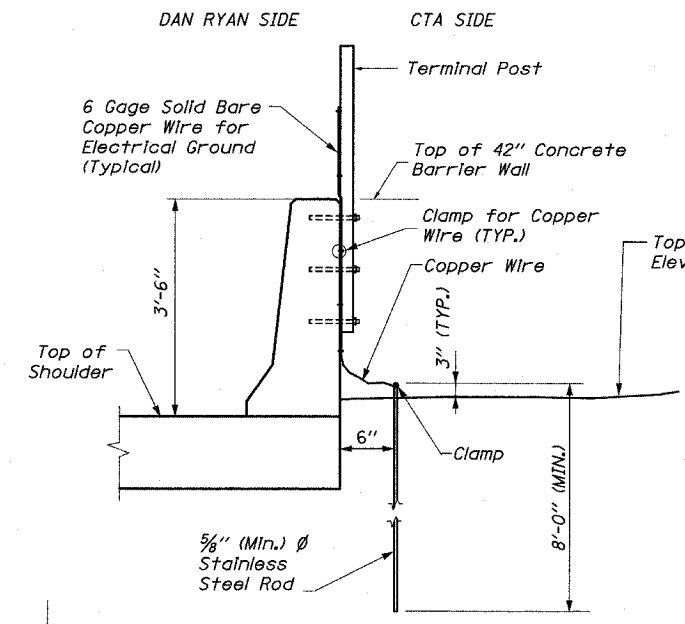
**LINE POST SECTION**



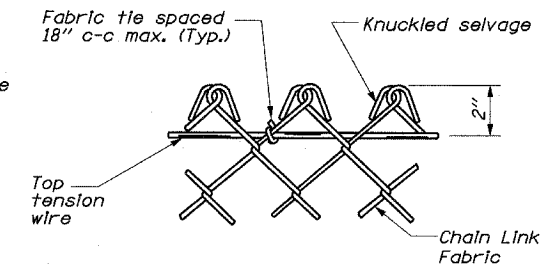
**TERMINAL POST SECTION**

**NOTE:**  
The Contractor May Use Another C Section as per the Standards of the Illinois Department of Transportation.

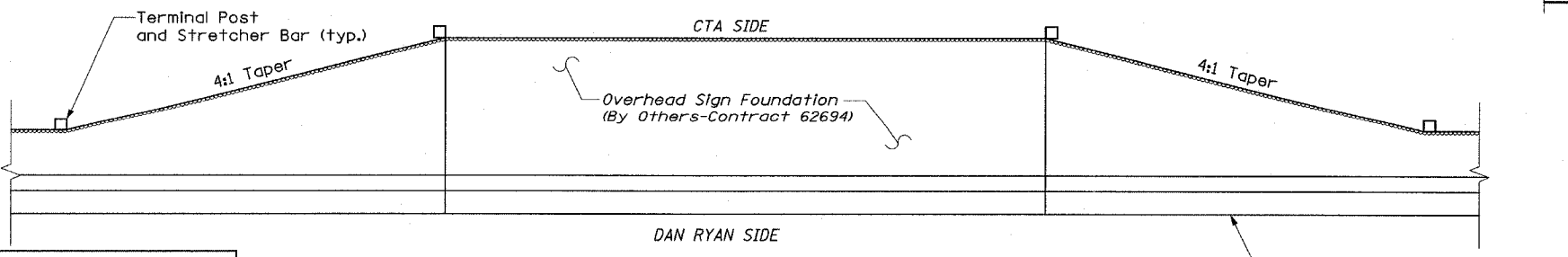
**NOTE:**  
Where the fence meets bridge piers and other vertical structures taller than the fence a maximum gap of 2" clear between the terminal post and the structure shall be provided.



**SECTION 2-2**  
**ELECTRICAL GROUND DETAIL**



**KNUCKLED DETAIL**



**DETAIL AT OVERHEAD SIGN FOUNDATIONS**

Fence, hardware and posts around the overhead sign foundation are paid for as CTA Fence.

REVISIONS	
NAME	DATE

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

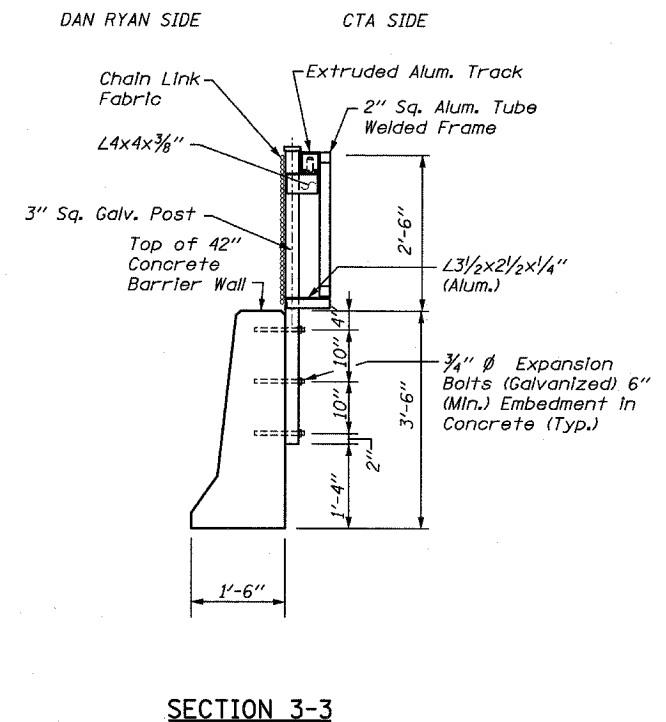
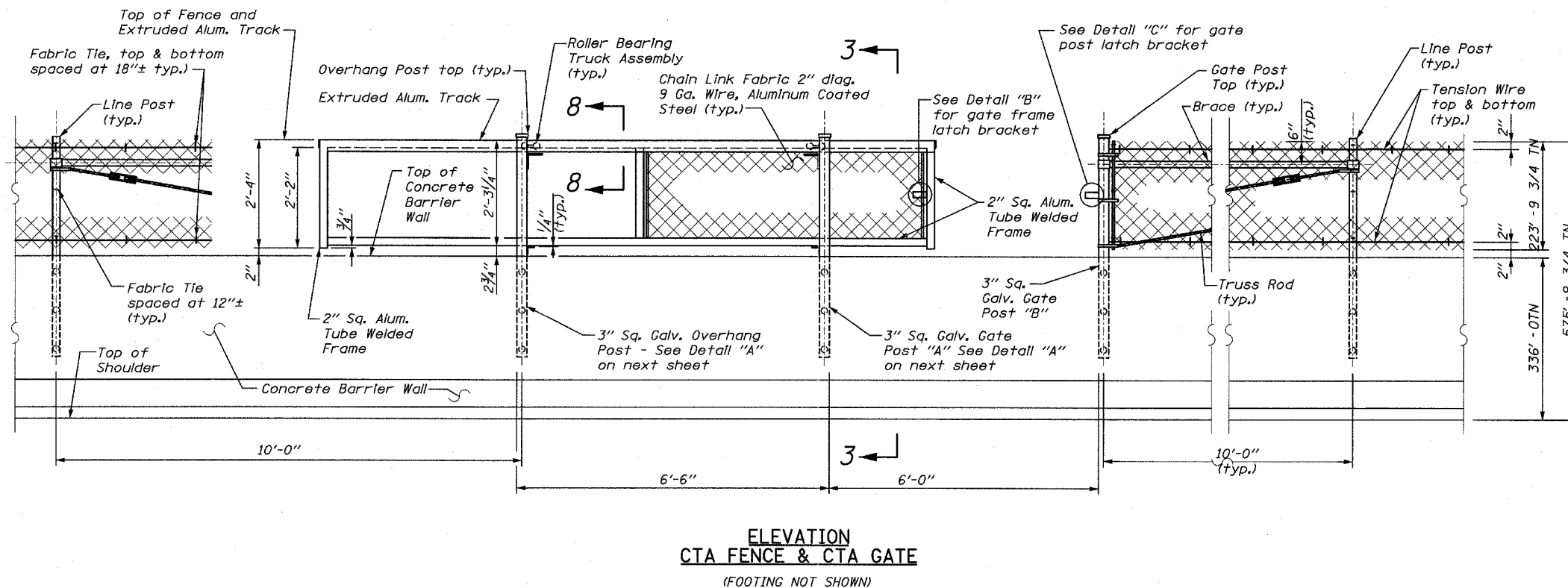
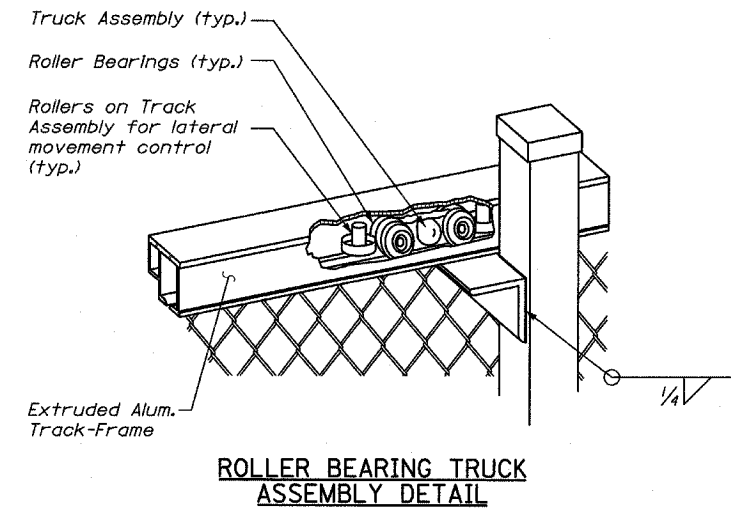
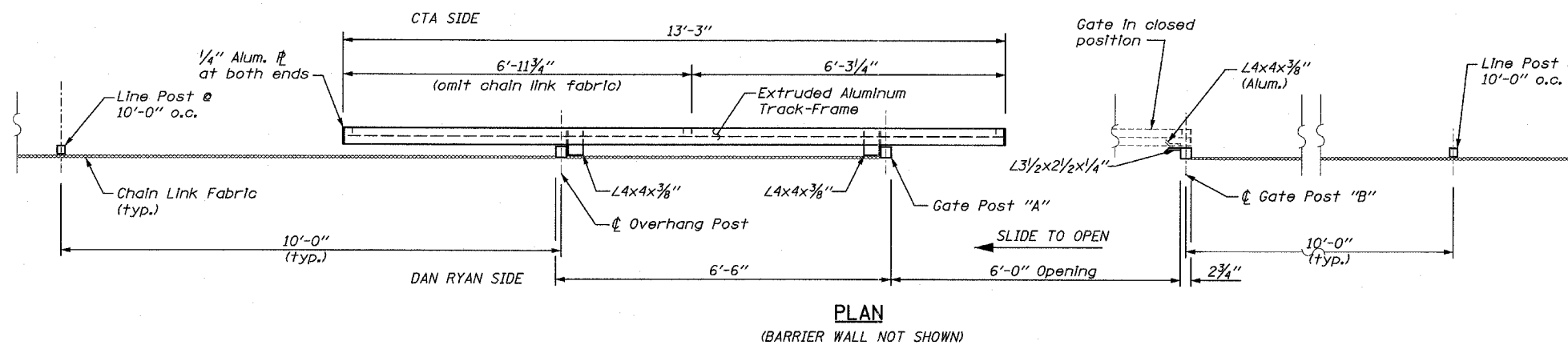
**CTA FENCE**  
**ELEVATIONS AND DETAILS**  
**SHEET 1 OF 3**

SCALE: NONE  
DATE: MARCH 7, 2006

DRAWN BY: RLK  
CHECKED BY: EL

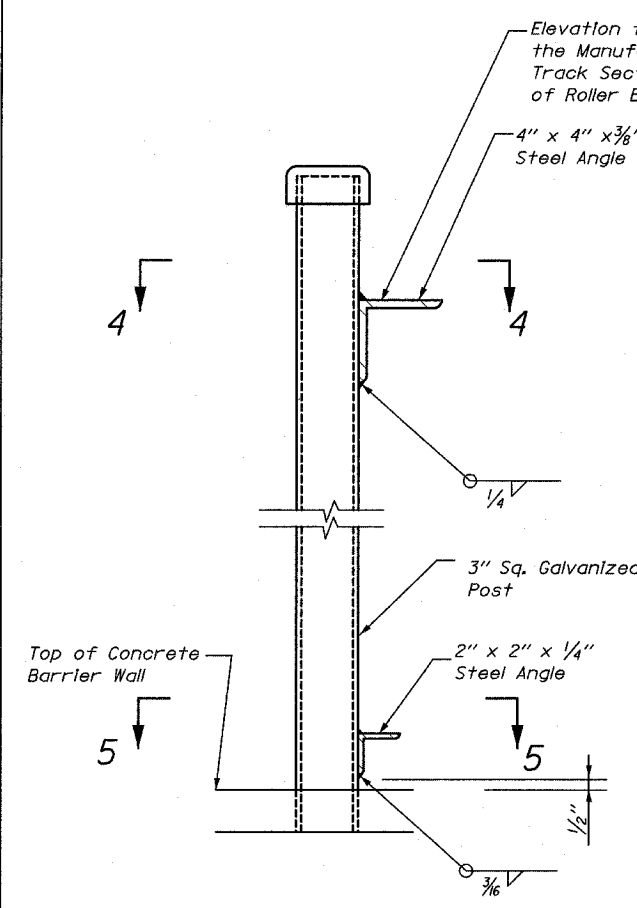
**Edwards AND Kelcey**  
ONE NORTH FRANKLIN CHICAGO, IL 60606  
PHONE: (312) 251-3000  
FAX: (312) 251-3015  
WEB: WWW.EKCORP.COM

**TYLIN INTERNATIONAL**

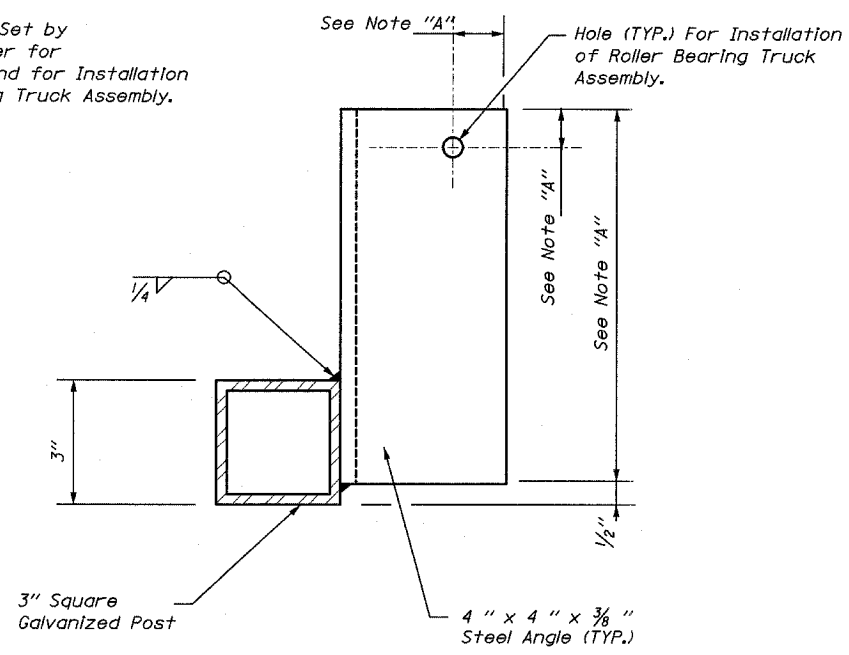


REVISIONS	
NAME	DATE

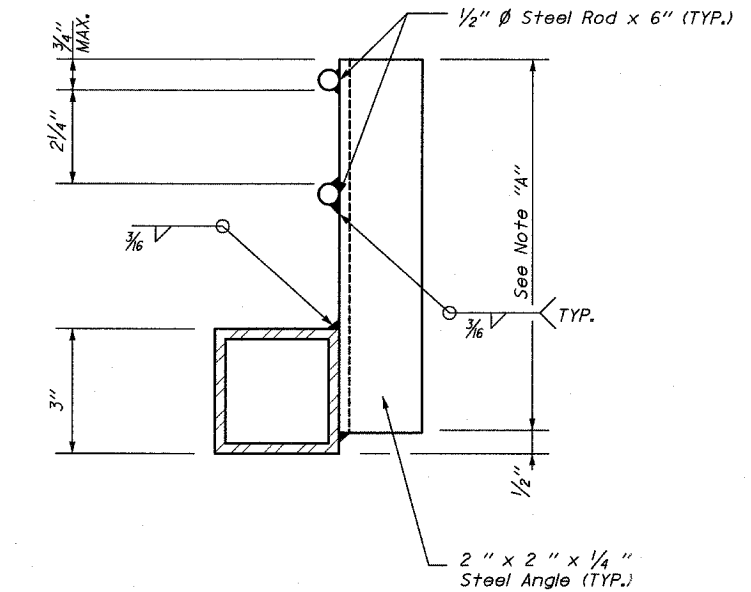




**ELEVATION**



**SECTION 4-4**



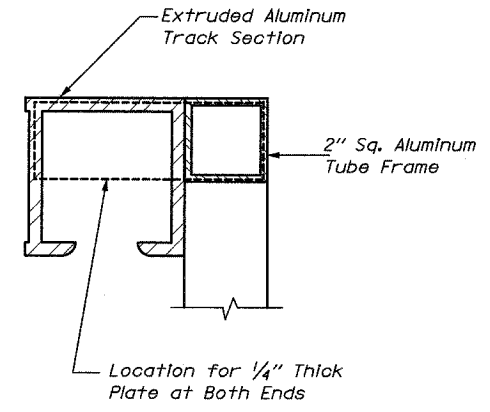
**SECTION 5-5**

**DETAIL A**  
 For Overhang Post - As Shown  
 For Gate Post "A" - Opposite Hand

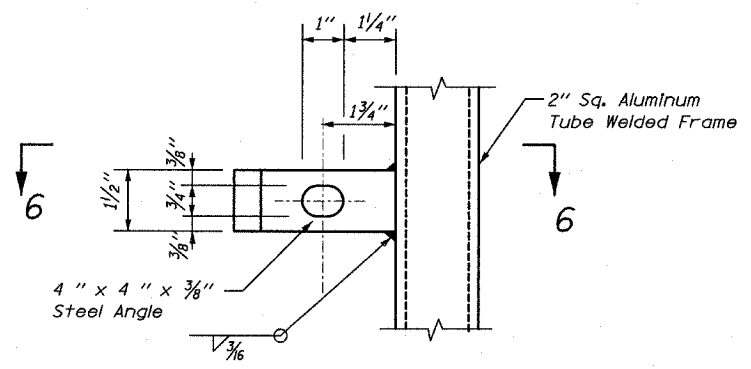
NOTE "A": The Manufacturer of the Sliding Gate Shall Determine the Length of Angles and Location of Hole for Installation of Roller Bearing Truck Assembly.

NOTE: The Slide Gates Shall be of the Cantilevered Type with no Track or Support Across the Opening.

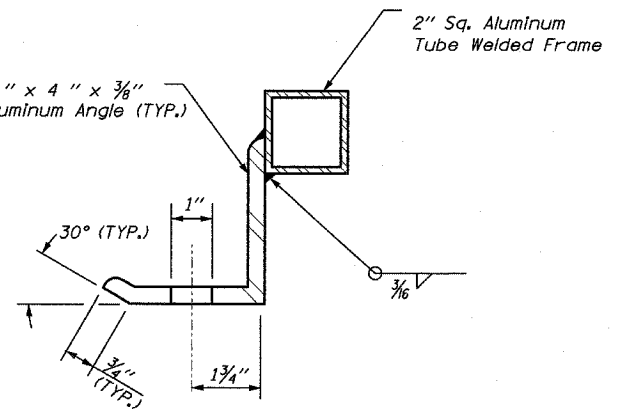
**Edwards AND Kelcey**  
 ONE NORTH FRANKLIN  
 CHICAGO, IL 60606  
 PHONE: (312) 251-3000  
 FAX: (312) 251-3015  
 WEB: WWW.EKCORP.COM



**SECTION 8-8**



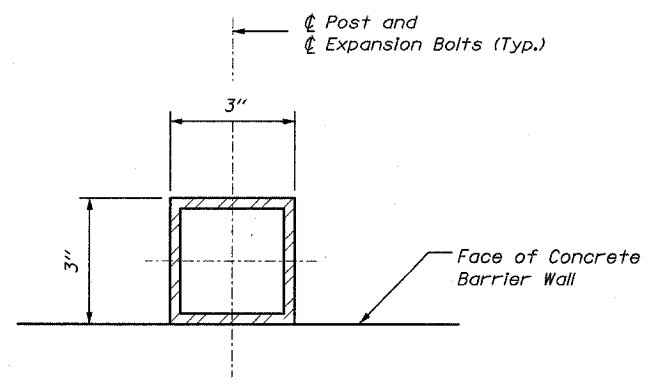
**ELEVATION**



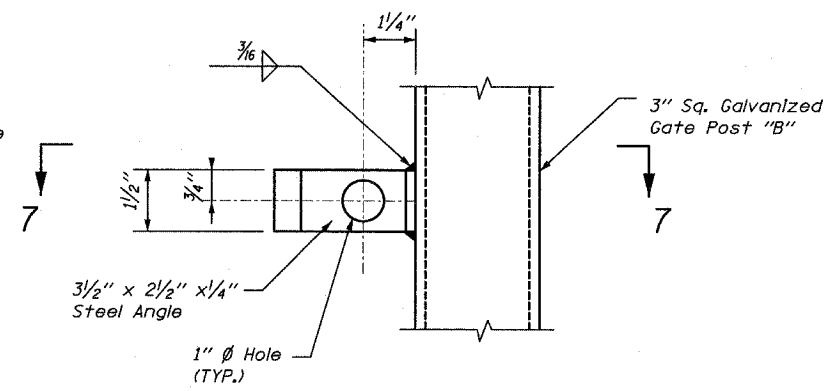
**SECTION 6-6**

**DETAIL B**

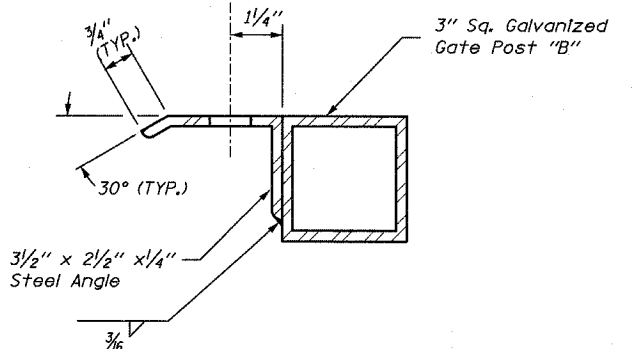
NOTE "A": The Manufacturer of the Sliding Gate Shall Set the Angle Based on the Size of the Track Frame



**GATE AND OVERHANG POST SECTION**



**ELEVATION**

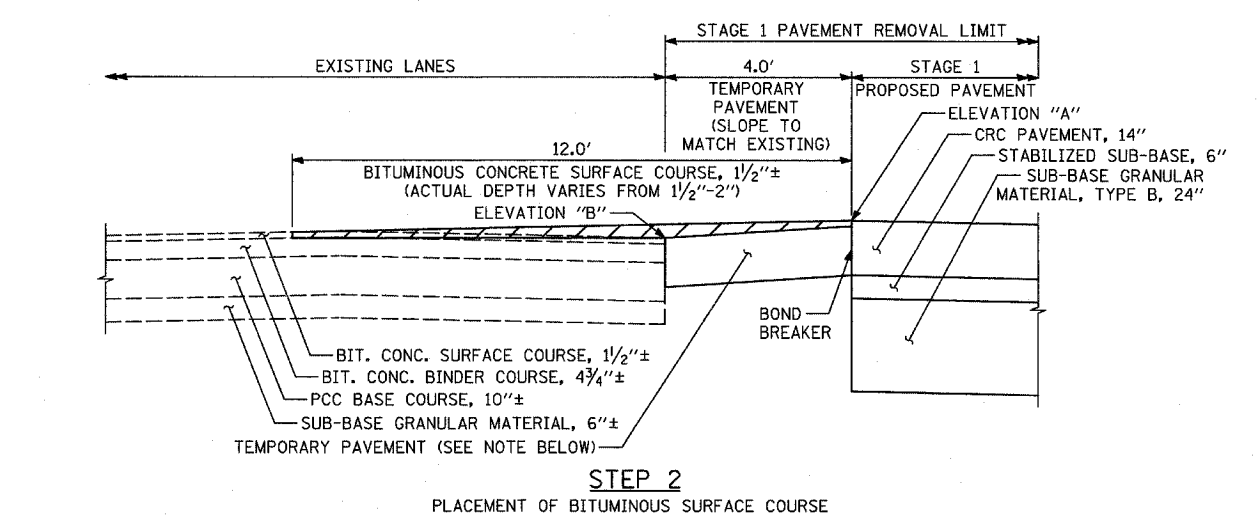
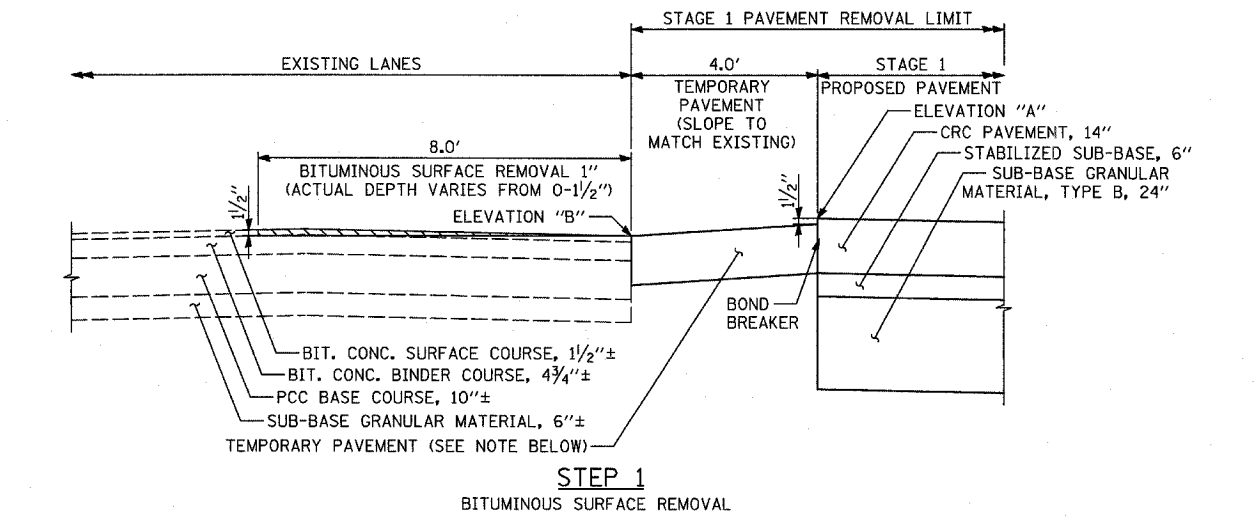
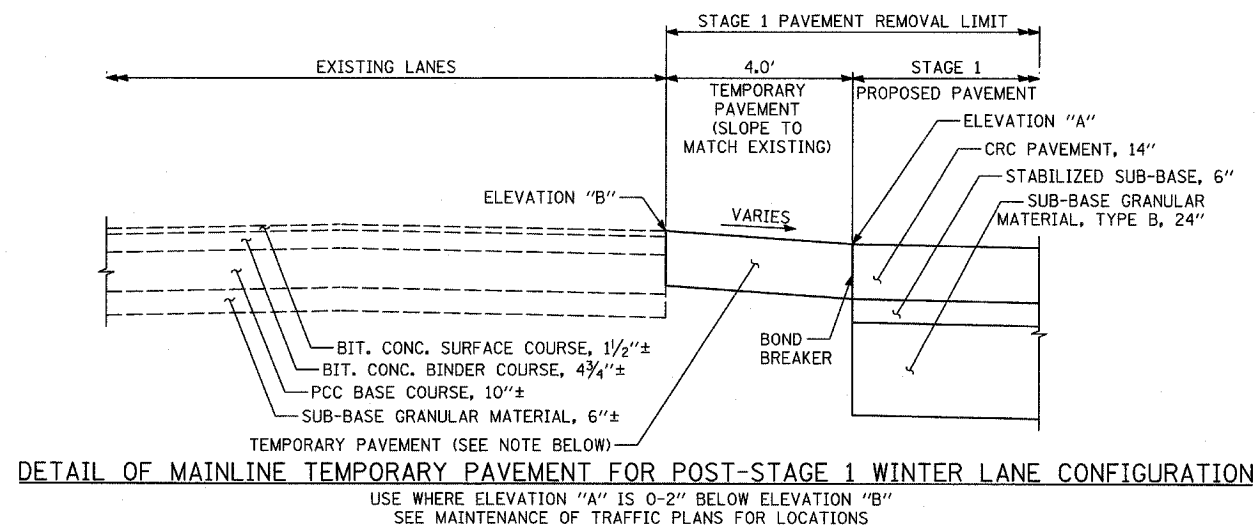
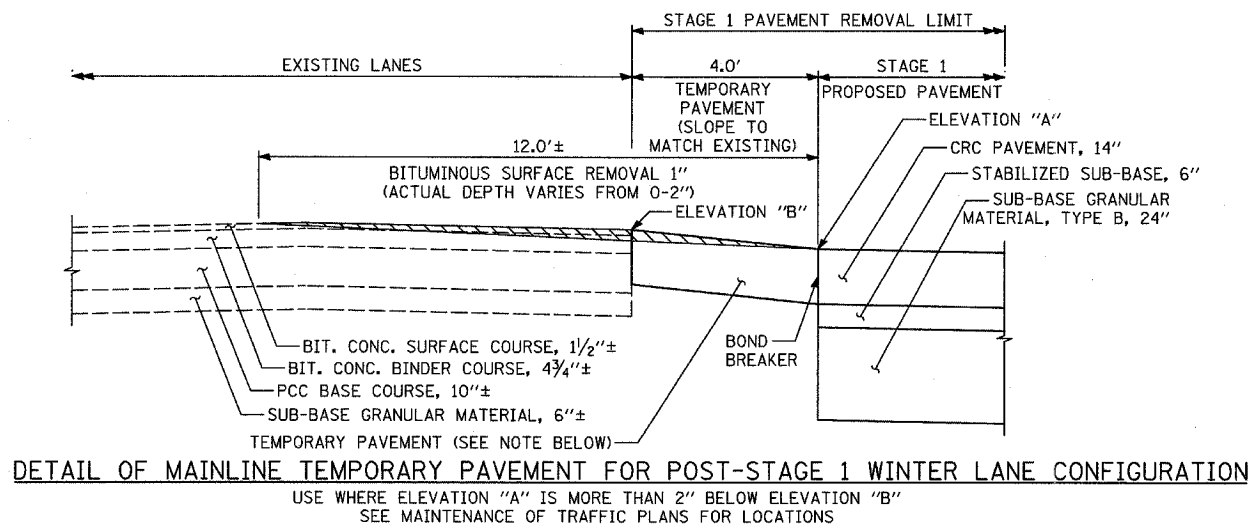


**SECTION 7-7**

**DETAIL C**

REVISIONS	
NAME	DATE

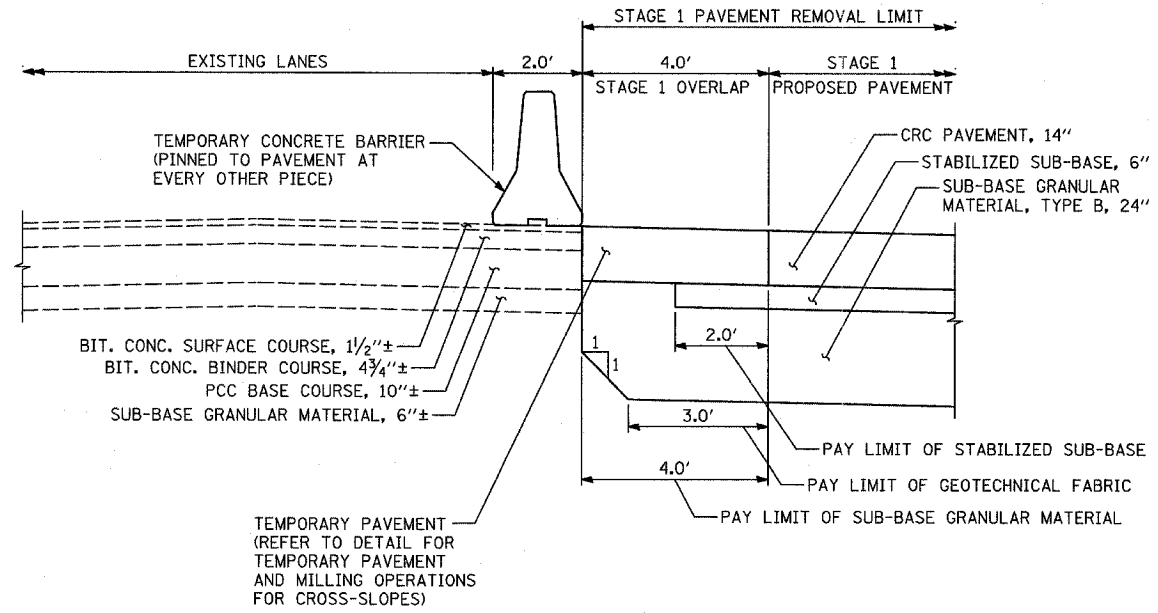
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 CTA FENCE  
 ELEVATIONS AND DETAILS  
 SHEET 3 OF 3  
 SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: RLK  
 CHECKED BY: EL



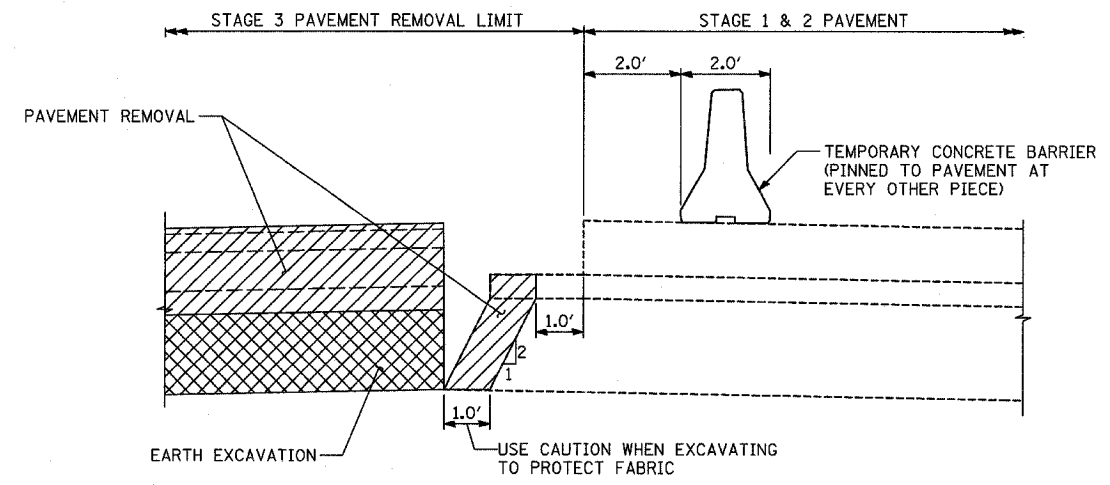
**NOTE:**  
 CONTRACTOR MUST USE A 14" THICK CONCRETE TEMPORARY PAVEMENT OPTION. ADDITIONAL THICKNESS OF CONCRETE TEMPORARY PAVEMENT WILL NOT BE PAID FOR SEPARATELY BUT BE INCLUDED IN THE COST OF THE TEMPORARY PAVEMENT.

REVISIONS	
NAME	DATE

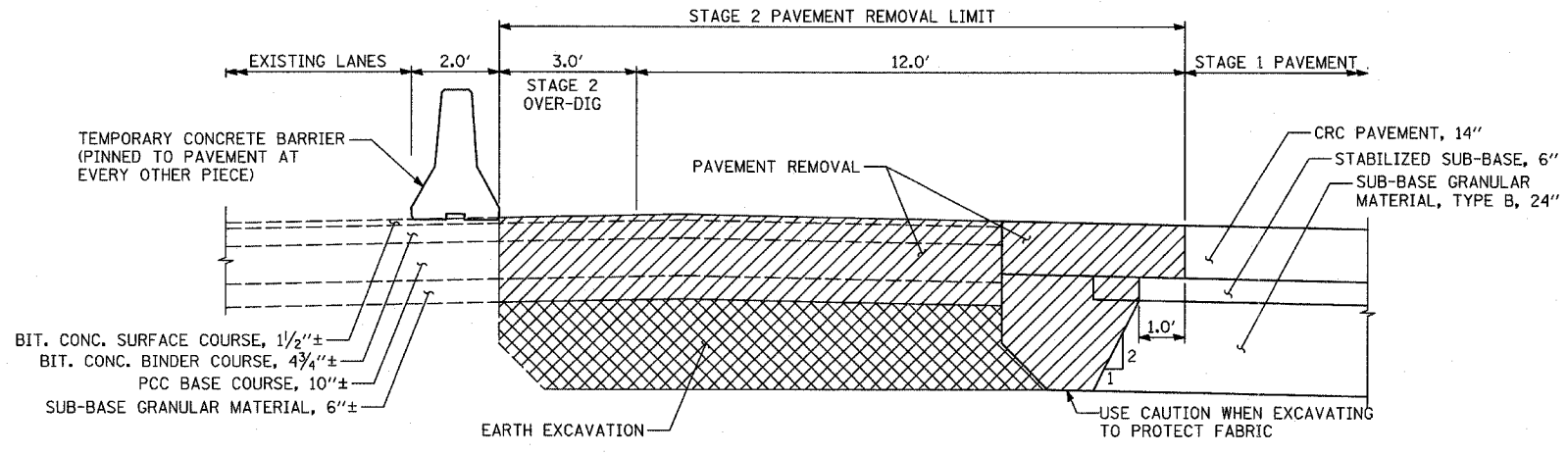
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**MISCELLANEOUS DETAILS:**  
 TEMPORARY PAVEMENT & MILLING OPERATIONS  
 SCALE: AS SHOWN  
 DATE: MARCH 7, 2006  
 DRAWN BY: MPG  
 CHECKED BY: TGB



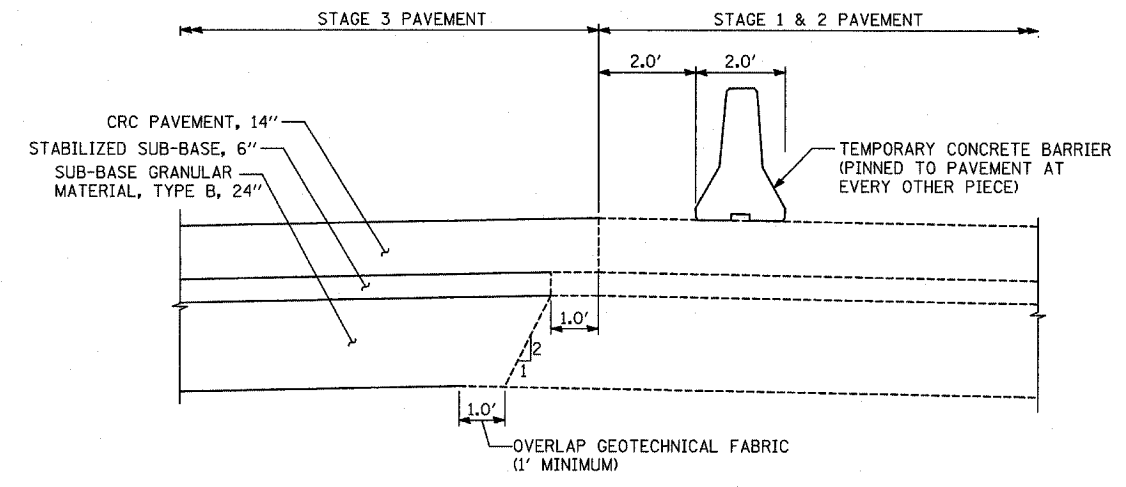
STAGE 1 PAVEMENT



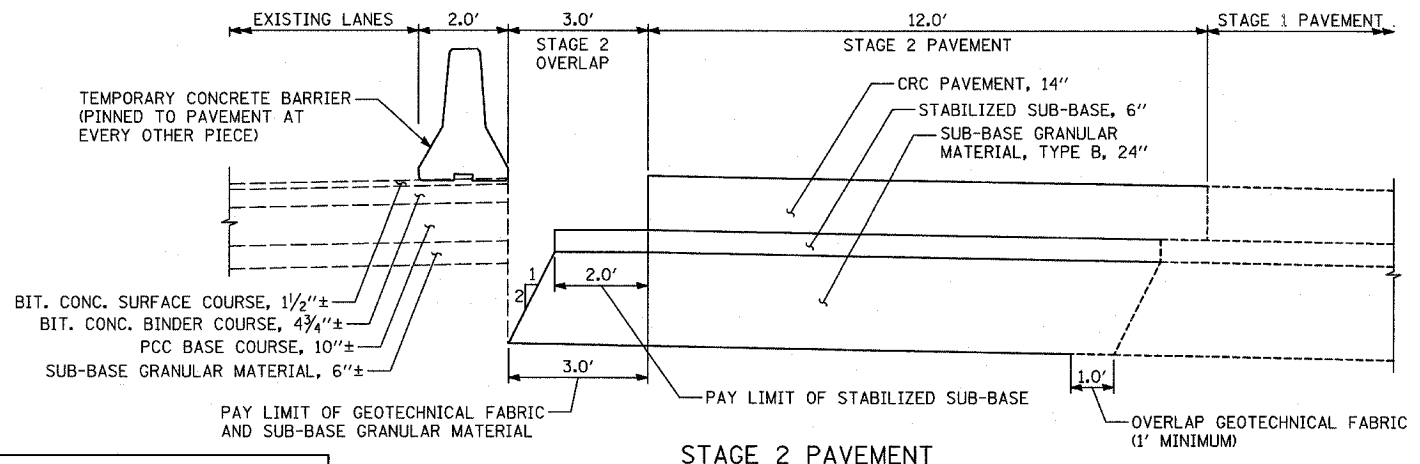
STAGE 3 REMOVAL



STAGE 2 REMOVAL & OVER-DIG



STAGE 3 PAVEMENT



STAGE 2 PAVEMENT

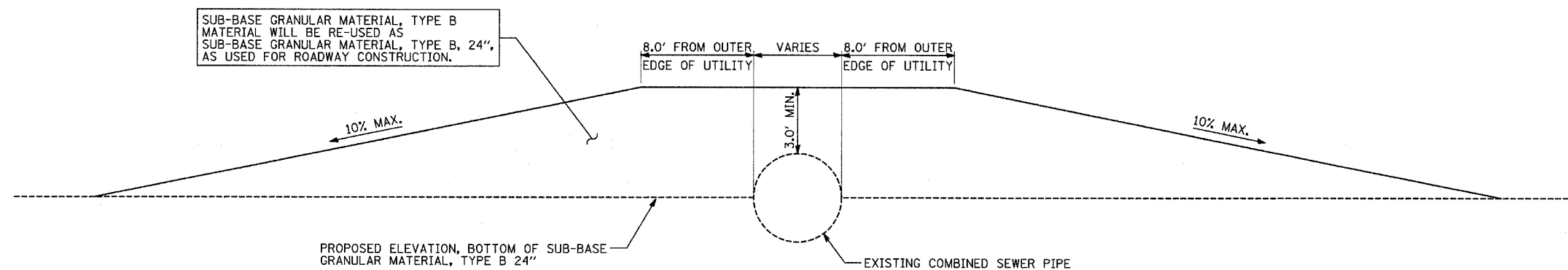
REVISIONS	
NAME	DATE

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

MISCELLANEOUS DETAILS:  
 OVER-DIG AREAS

SCALE: AS SHOWN  
 DATE: MARCH 7, 2006

DRAWN BY: RTM  
 CHECKED BY: TCB

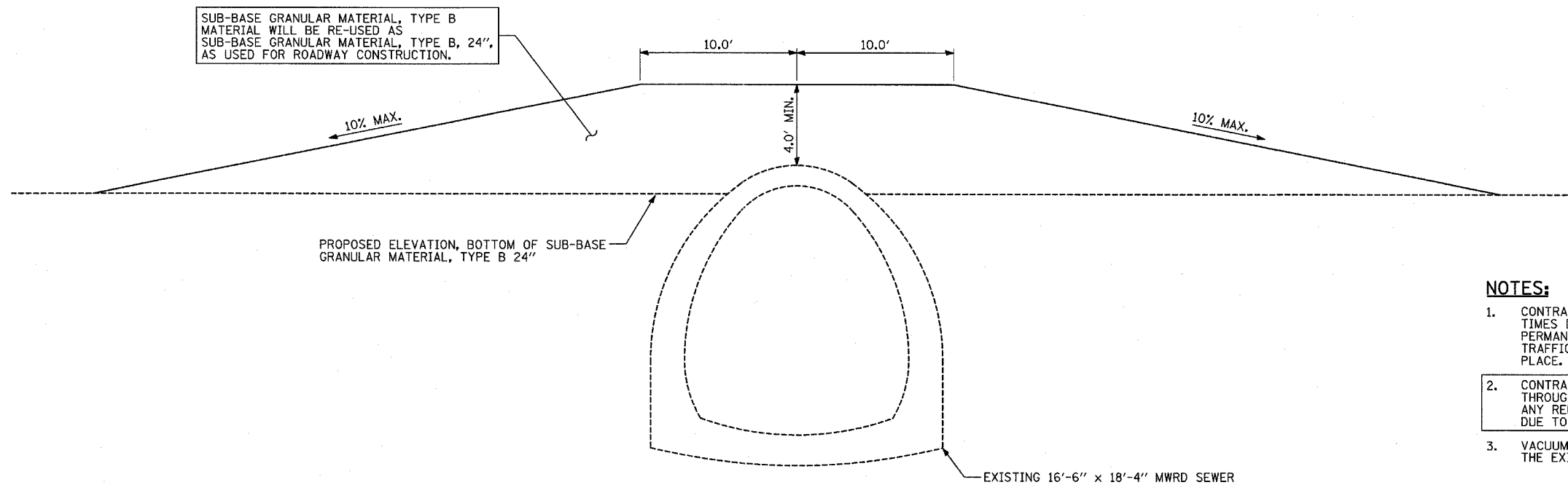


**COMBINED SEWER CROSSING STATIONS:**

1. NB I-94 STA. 2325+89.20 (10'-0" x 8'-0" BOX)
2. NB I-94 STA. 2345+88.46 (60")

**COMBINED SEWER CONSTRUCTION PROTECTION**

(SEE COMBINED SEWER CROSSING STATIONS)



**NOTES:**

1. CONTRACTOR WILL PROVIDE A MINIMUM COVER, AS SHOWN ABOVE AT ALL TIMES DURING CONSTRUCTION AND PRIOR TO THE INSTALLATION OF THE PERMANENT PROTECTION SLAB AND/OR ROADWAY. CONSTRUCTION TRAFFIC SHALL NOT CROSS THE SEWER PIPE WITHOUT PROTECTION IN PLACE.
2. CONTRACTOR IS RESPONSIBLE FOR THE INTEGRITY OF SEWER PIPE THROUGH THE DURATION OF THE PROJECT, AND WILL NOT BE PAID FOR ANY REPAIRS REQUIRED, AS DETERMINED BY THE ENGINEER, TO THE PIPE, DUE TO CONSTRUCTION ACTIVITIES.
3. VACUUM EXCAVATION OR HAND DIGGING MUST BE USED WITHIN 2'-0" OF THE EXISTING 16'-6" x 18'-4" MWRD SEWER ONLY.

**16'-6" x 18'-4" MWRD SEWER CONSTRUCTION PROTECTION**

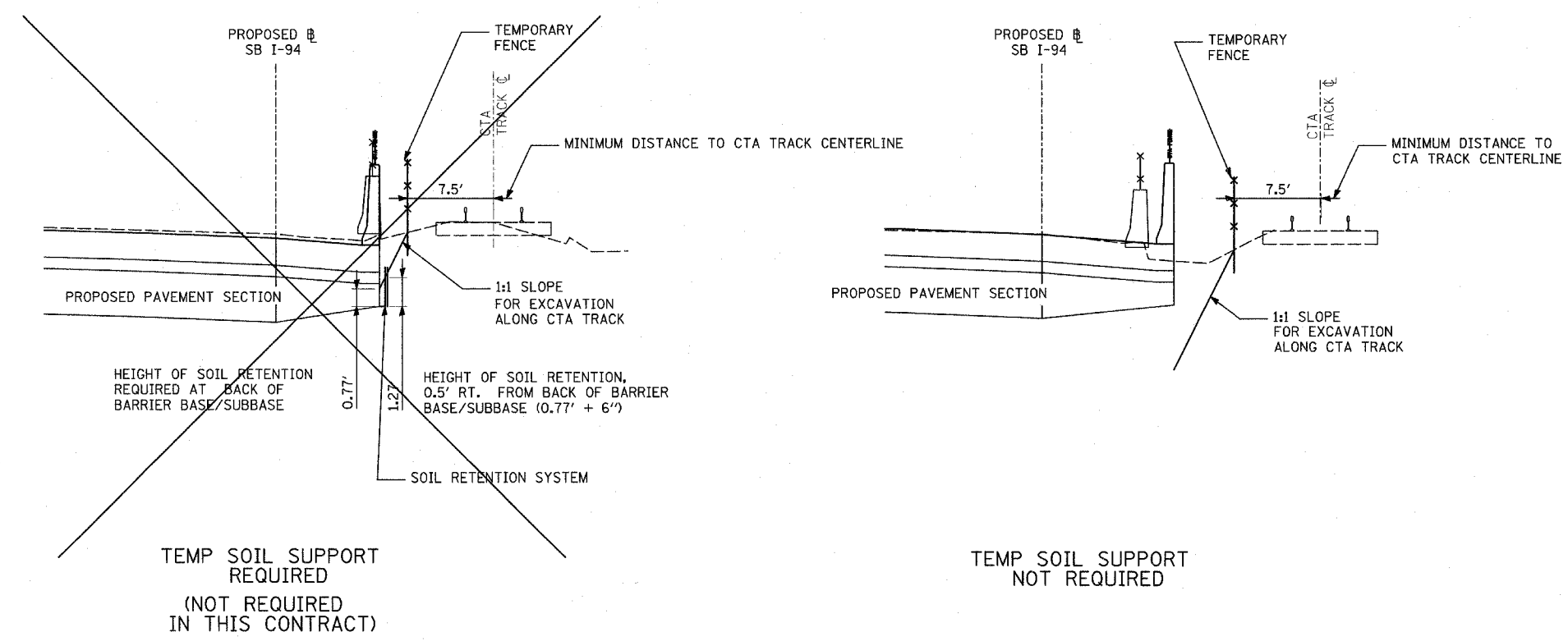
NB I-94 STA. 2359+12.18

REVISIONS	
NAME	DATE

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

MISCELLANEOUS DETAILS:  
WORK ZONE UTILITY PROTECTION

SCALE: NONE  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: TGB



**SOIL RETENTION SCHEDULE**

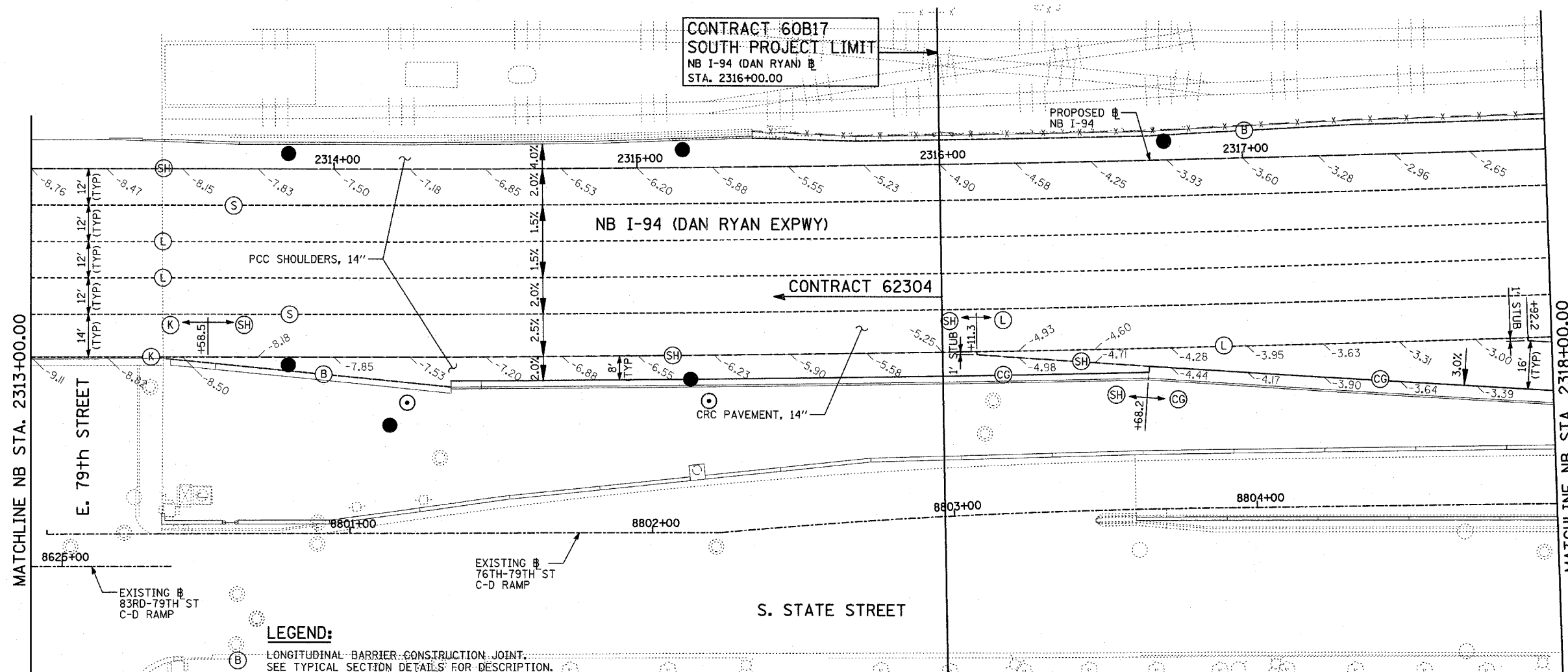
		SOIL RETENTION AREA SF
* NUMBER OF DRAINAGE STRUCTURES	33	2640
TOTAL		2640

\* 80 SF OF SOIL RETENTION IS REQUIRED FOR EACH DRAINAGE STRUCTURE. SEE DRAINAGE SCHEDULES FOR DRAINAGE STRUCTURES REQUIRING SOIL RETENTION

**CALCULATION OF HEIGHT OF TEMP SOIL SUPPORT**  
(SEE NOTE FOR RETENTION FOR DRAINAGE STRUCTURES ALONG CTA TRACK)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94 (DAN RYAN EXPRESSWAY)
NAME	DATE	
		MISCELLANEOUS DETAILS TEMPORARY SOIL RETENTION SECTIONS AND SCHEDULE

SCALE: NONE      DRAWN BY: JJS  
DATE: MARCH 7, 2006      CHECKED BY: JPM



MATCHLINE NB STA. 2313+00.00

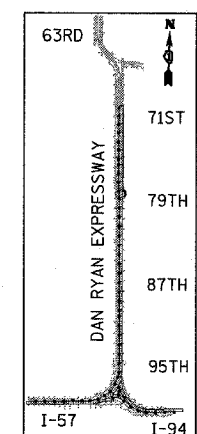
MATCHLINE NB STA. 2318+00.00

**LEGEND:**

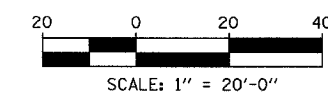
- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CG) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
- (S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)
- (T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)
- (SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)
- (L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (E) TRANSVERSE EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).
- (EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)

**NOTES:**

1. PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED
2. ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
3. CONSTRUCTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.



LOCATION MAP

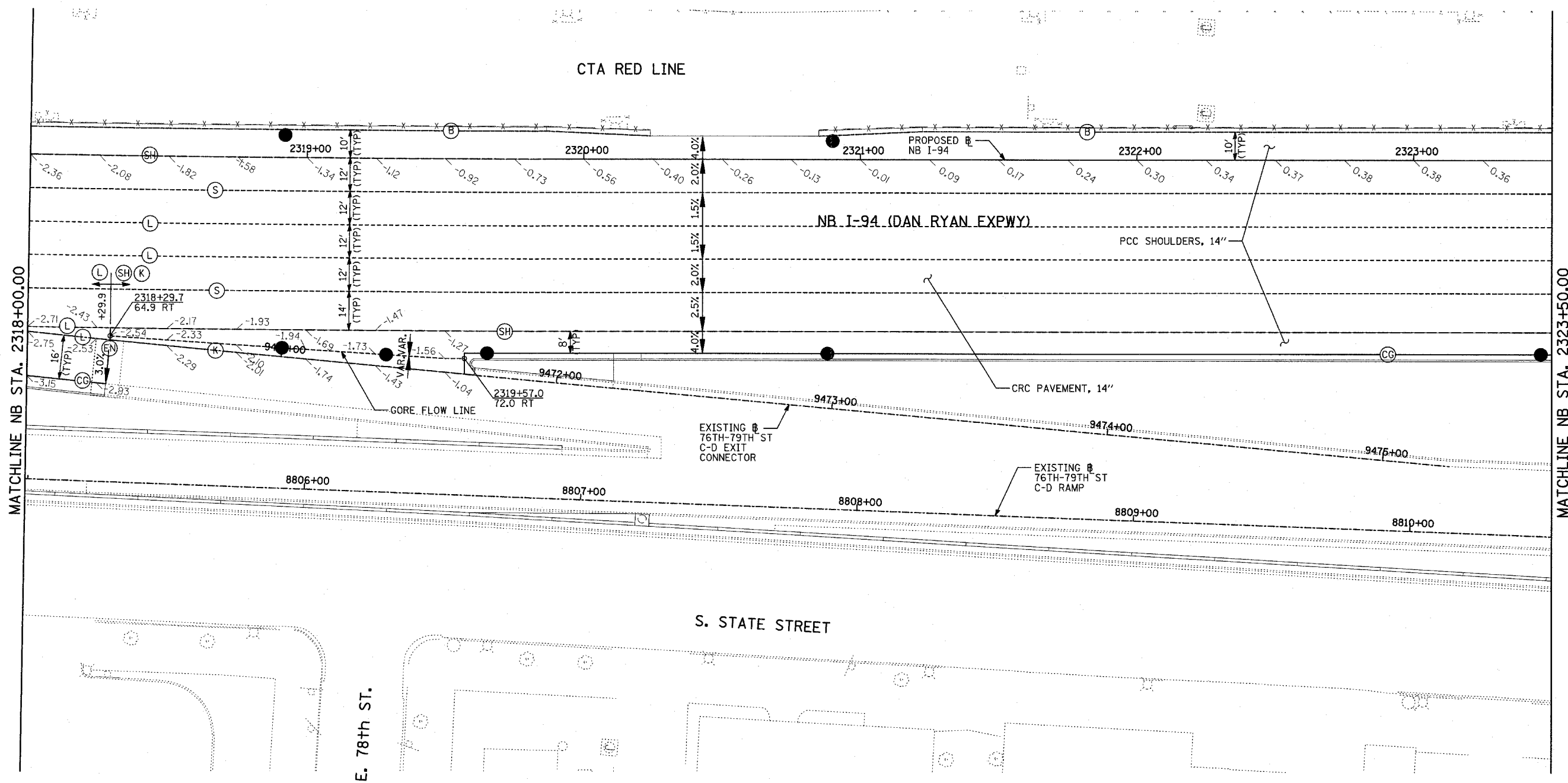
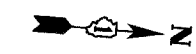


TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

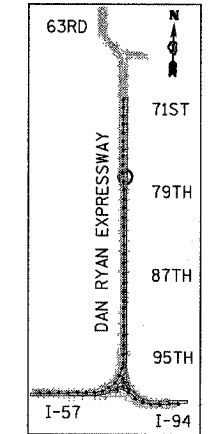
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 PAVEMENT JOINTING AND ELEVATION PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2313+00.00 TO 2318+00.00  
 (SHEET 1 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: MPG



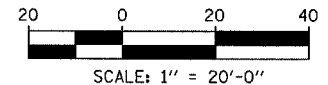


MATCHLINE NB STA. 2323+50.00

MATCHLINE NB STA. 2318+00.00



LOCATION MAP



**LEGEND:**

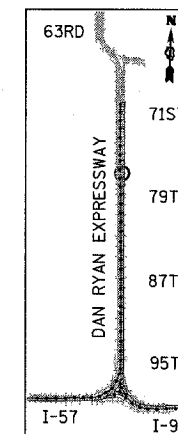
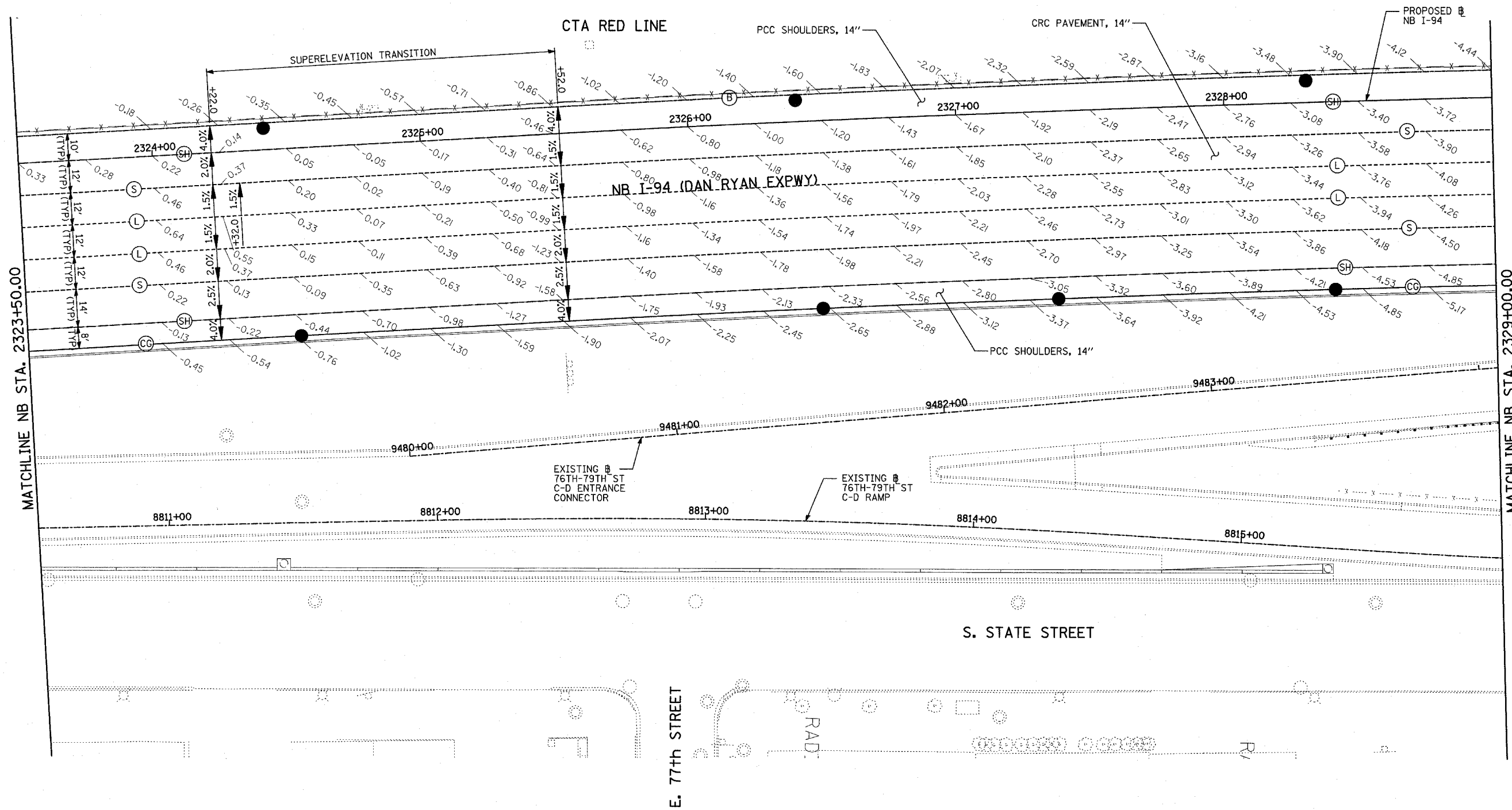
- |   |   |
|---|---|
| <p>(B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.</p> <p>(CG) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CURB &amp; GUTTER)</p> <p>(S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)</p> <p>(SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)</p> | <p>(L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(E) TRANSVERSE EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).</p> <p>(EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)</p> |
|---|---|

**NOTES:**

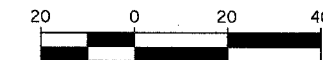
- PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED
- ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
- CONTRACTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 PAVEMENT JOINTING AND ELEVATION PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2318+00.00 TO 2323+50.00  
 (SHEET 2 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: MPG



LOCATION MAP



SCALE: 1" = 20'-0"

**LEGEND:**

- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
- (S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)
- (T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)
- (SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)

- (L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (E) TRANSVERSE EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).
- (EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)

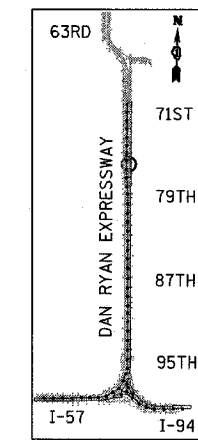
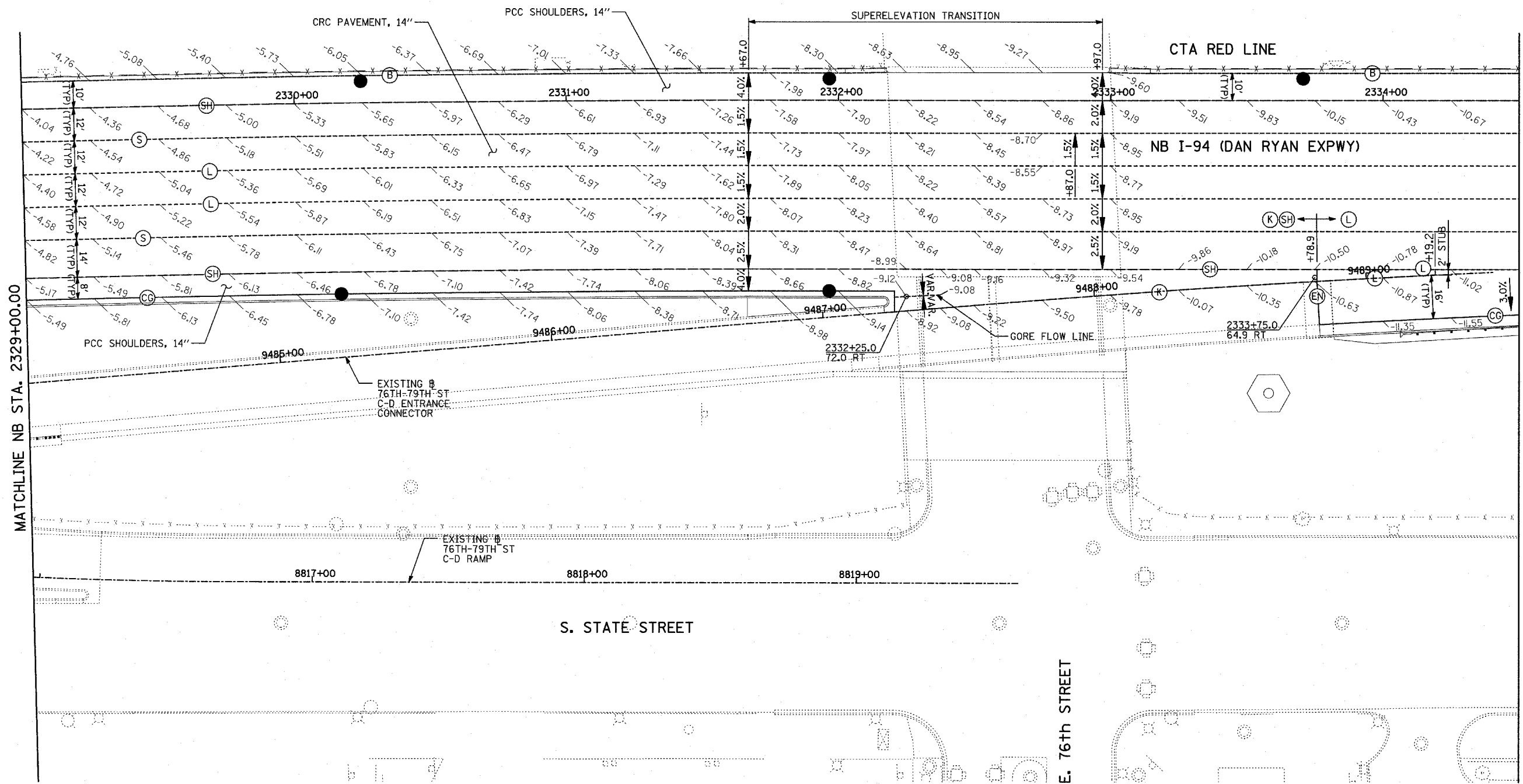
**NOTES:**

1. PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED
2. ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
3. CONTRACTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.

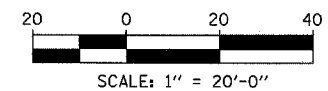
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 PAVEMENT JOINTING AND ELEVATION PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2323+50.00 TO 2329+00.00  
 (SHEET 3 OF 11)

SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JUS  
 CHECKED BY: MPG



LOCATION MAP



**LEGEND:**

- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
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- (L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
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- (K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).
- (EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)

**NOTES:**

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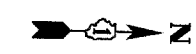
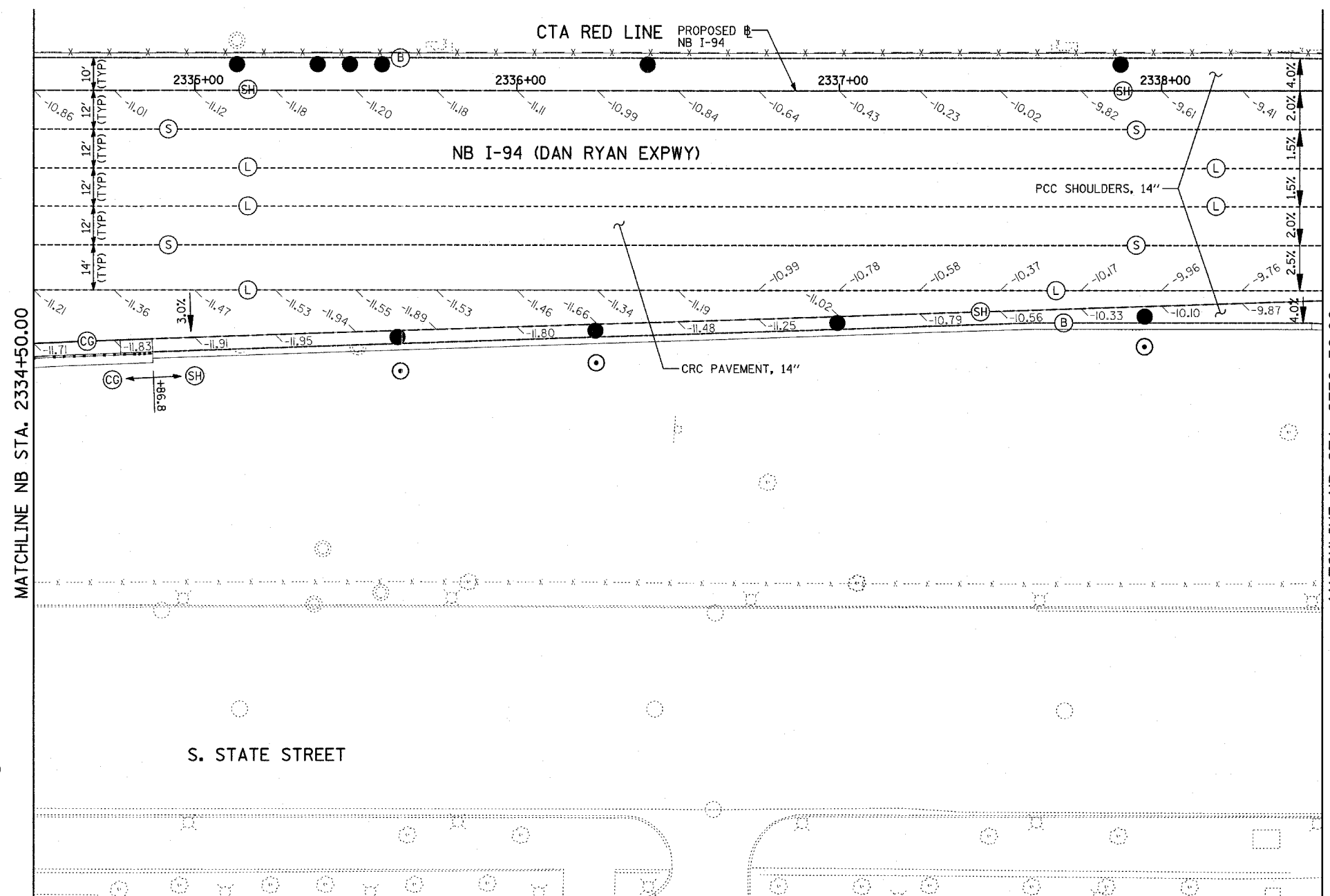
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2329+00.00 TO 2334+50.00**  
**(SHEET 4 OF 11)**

SCALE: 1"=20'  
 DATE: MARCH 7, 2006

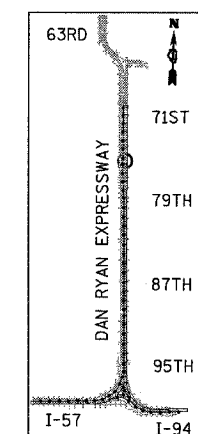
DRAWN BY: JJS  
 CHECKED BY: MPG

**TYLIN INTERNATIONAL**

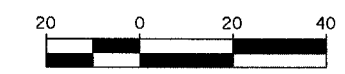


**LEGEND:**

- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CG) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
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- (EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)



LOCATION MAP



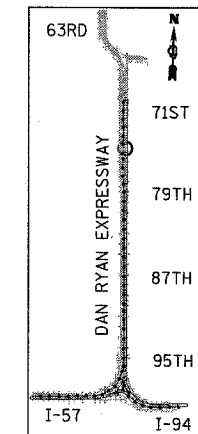
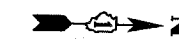
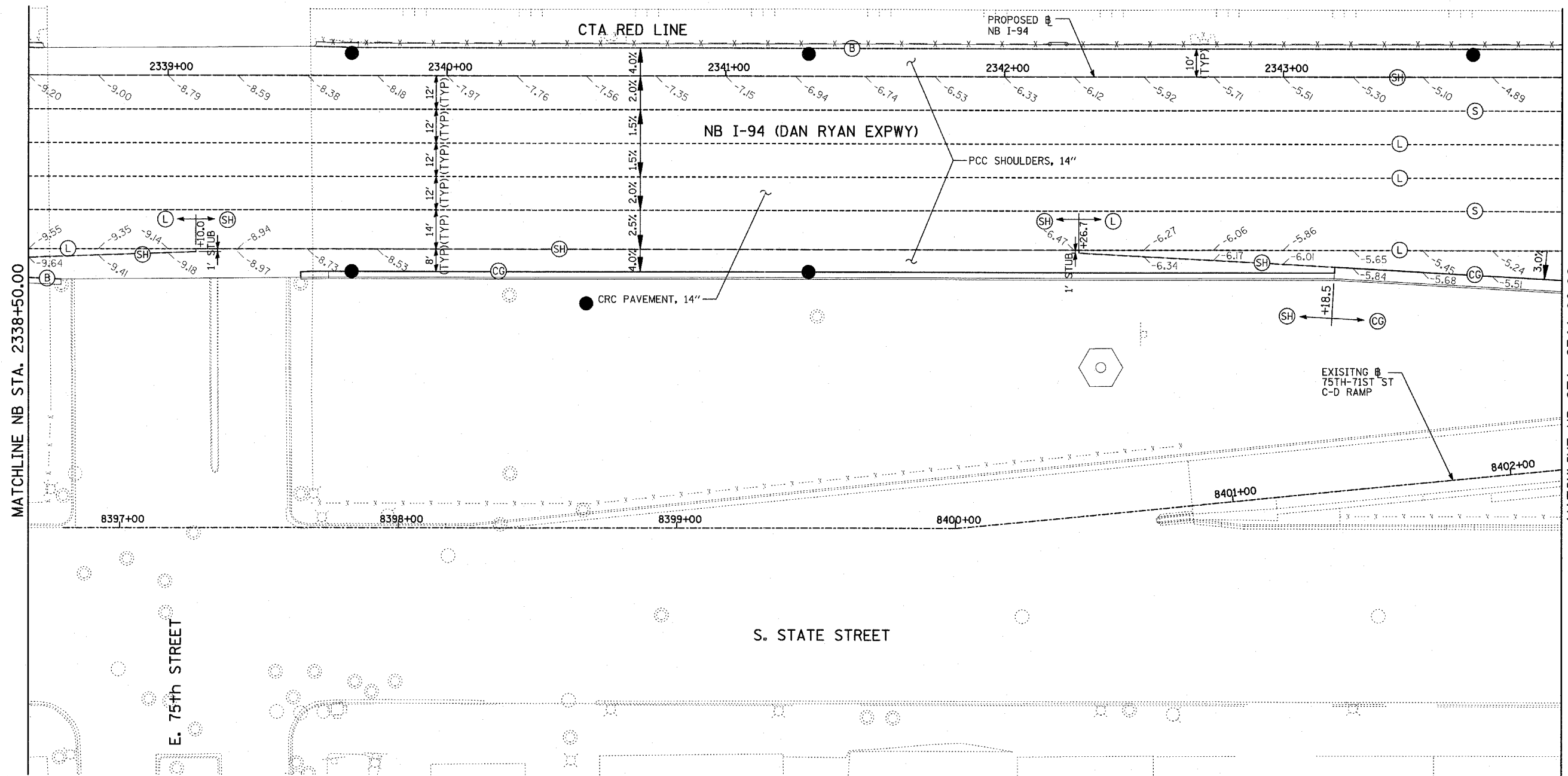
**NOTES:**

1. PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED
2. ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
3. CONTRACTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.

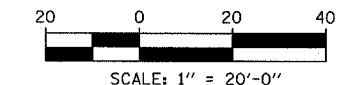
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 PAVEMENT JOINTING AND ELEVATION PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2334+50.00 TO 2338+50.00  
 (SHEET 5 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JUS  
 CHECKED BY: MPG





LOCATION MAP



**LEGEND:**

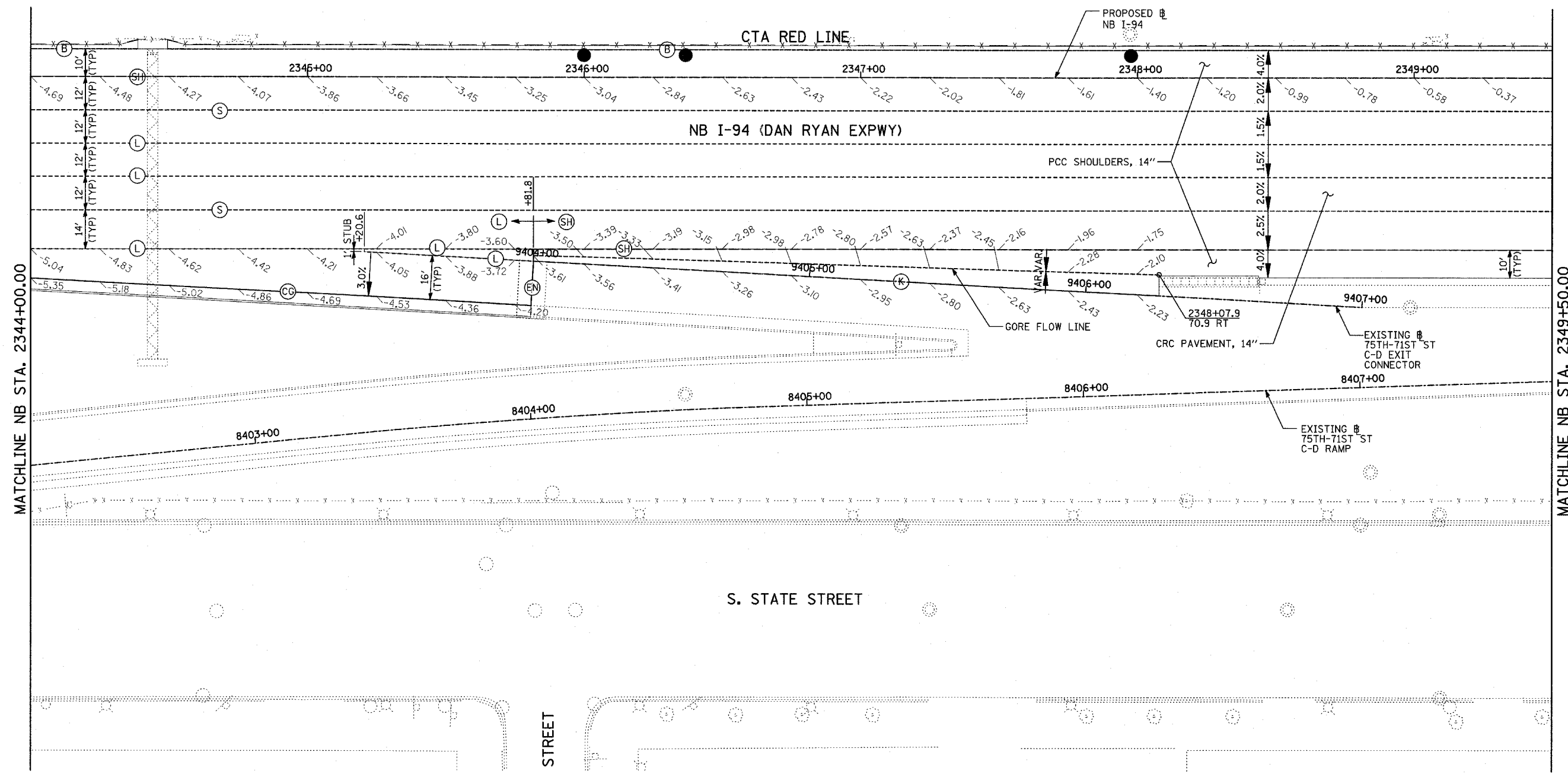
- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
- (S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)
- (T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)
- (SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)
- (L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (E) TRANSVERSE EXPANSION JOINT WITH 1 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)
- (K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).
- (EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)

**NOTES:**

1. PAVEMENT ELEVATIONS GIVEN ARE AT 25' SPACING UNLESS OTHERWISE NOTED
2. ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
3. CONTRACTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

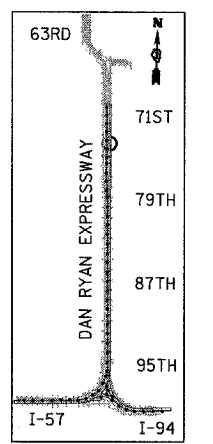
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2338+50.00 TO 2344+00.00**  
**(SHEET 6 OF 11)**  
 SCALE: 1"=20' DRAWN BY: JJS  
 DATE: MARCH 7, 2006 CHECKED BY: MPG



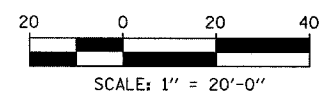
MATCHLINE NB STA. 2344+00.00

MATCHLINE NB STA. 2349+50.00

E. 74th STREET



LOCATION MAP



**LEGEND:**

- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
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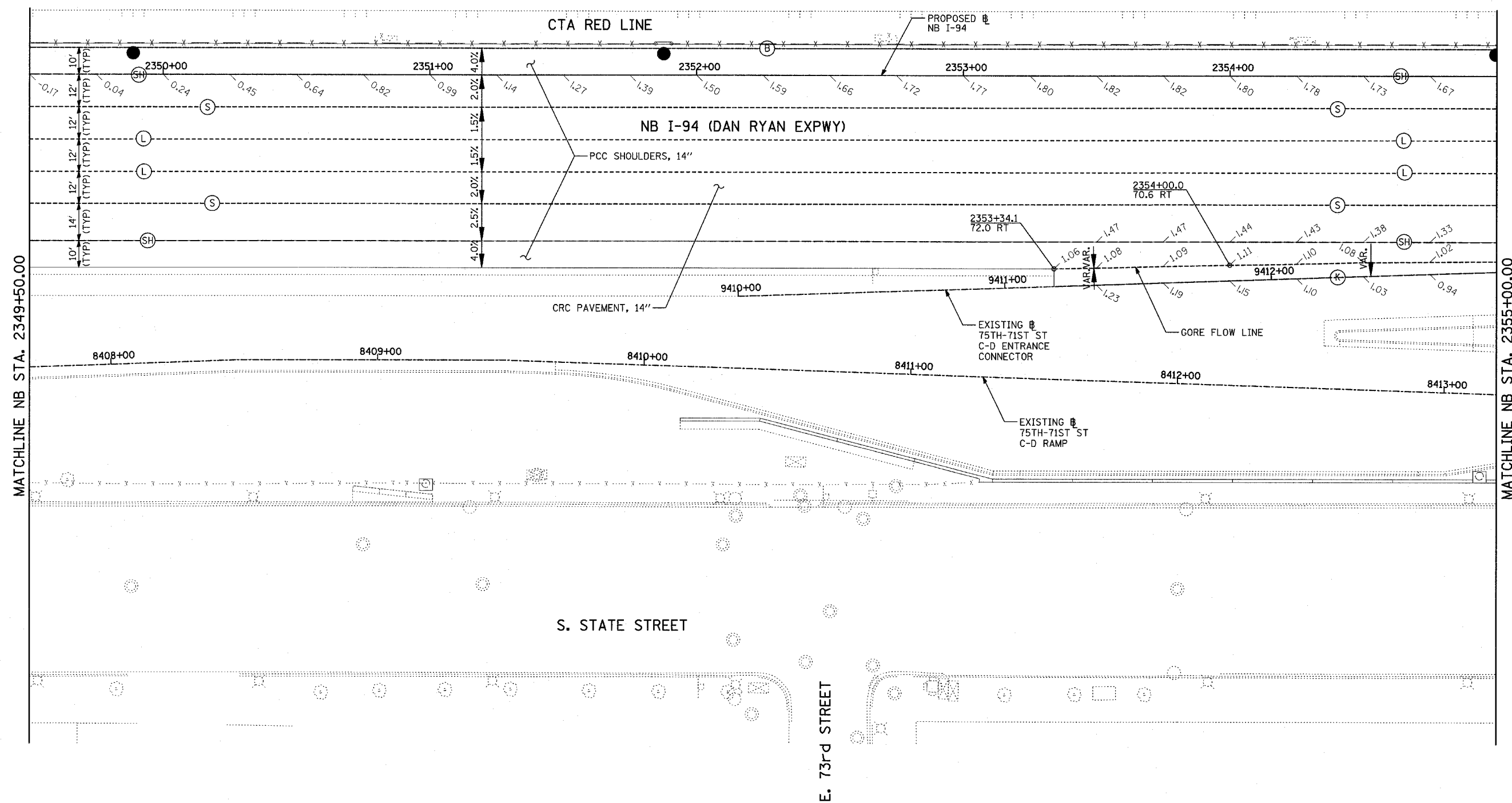
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REVISIONS	
NAME	DATE

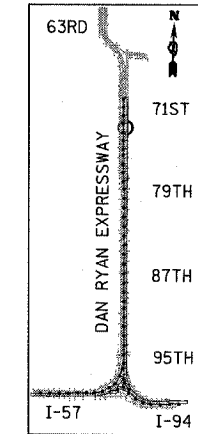
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB 75th TO 71st STREET C-D RAMP**  
**STA. 2344+00.00 TO 2349+50.00**  
**(SHEET 7 OF 11)**  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JUS  
 CHECKED BY: MPG



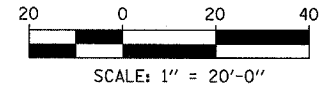


MATCHLINE NB STA. 2349+50.00

MATCHLINE NB STA. 2355+00.00



LOCATION MAP



**LEGEND:**

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| <p>(B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.</p> <p>(CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CURB &amp; GUTTER)</p> <p>(S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)</p> <p>(SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)</p> | <p>(L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(E) TRANSVERSE EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).</p> <p>(EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)</p> |
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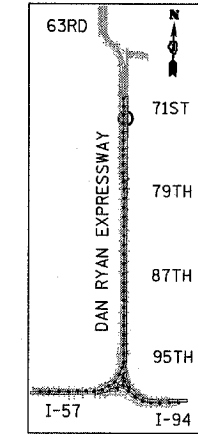
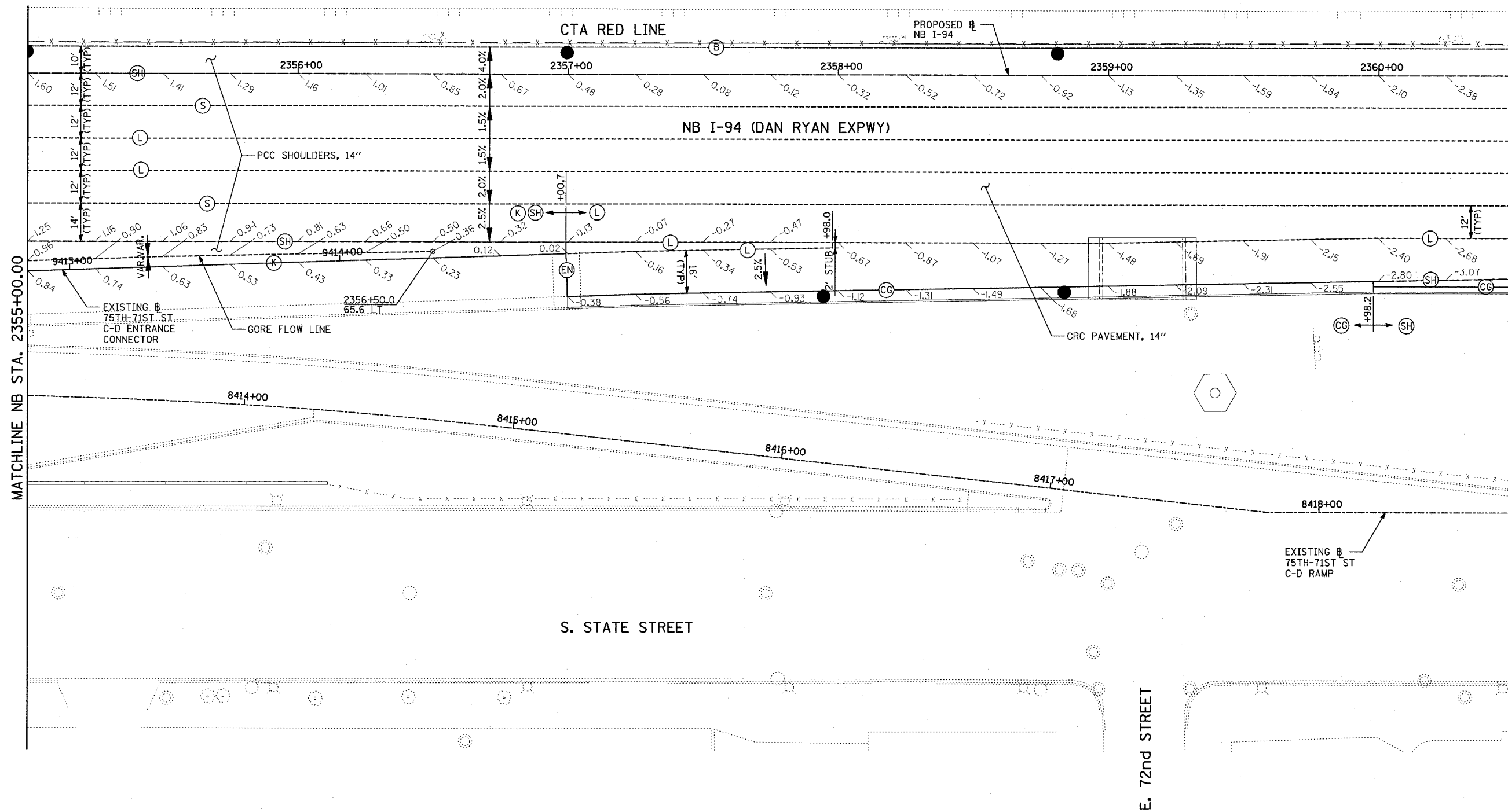
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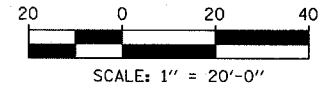
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2349+50.00 TO 2355+00.00**  
**(SHEET 8 OF 11)**

SCALE: 1"=20'  
DATE: MARCH 7, 2006  
DRAWN BY: JJS  
CHECKED BY: MPG



LOCATION MAP



**LEGEND:**

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|---|---|
| <p>(B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.</p> <p>(CC) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CURB &amp; GUTTER)</p> <p>(S) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)</p> <p>(SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)</p> | <p>(L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(TC) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(E) TRANSVERSE EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C, DRILL &amp; GROUT IN PLACE (INCLUDED IN THE COST OF CRC PAVEMENT)</p> <p>(K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF CRC PAVEMENT OR PCC SHOULDERS).</p> <p>(EN) TRANSVERSE EXPANSION JOINT (NO DOWELS INCLUDED) (INCLUDED IN THE COST OF CRC PAVEMENT)</p> |
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**NOTES:**

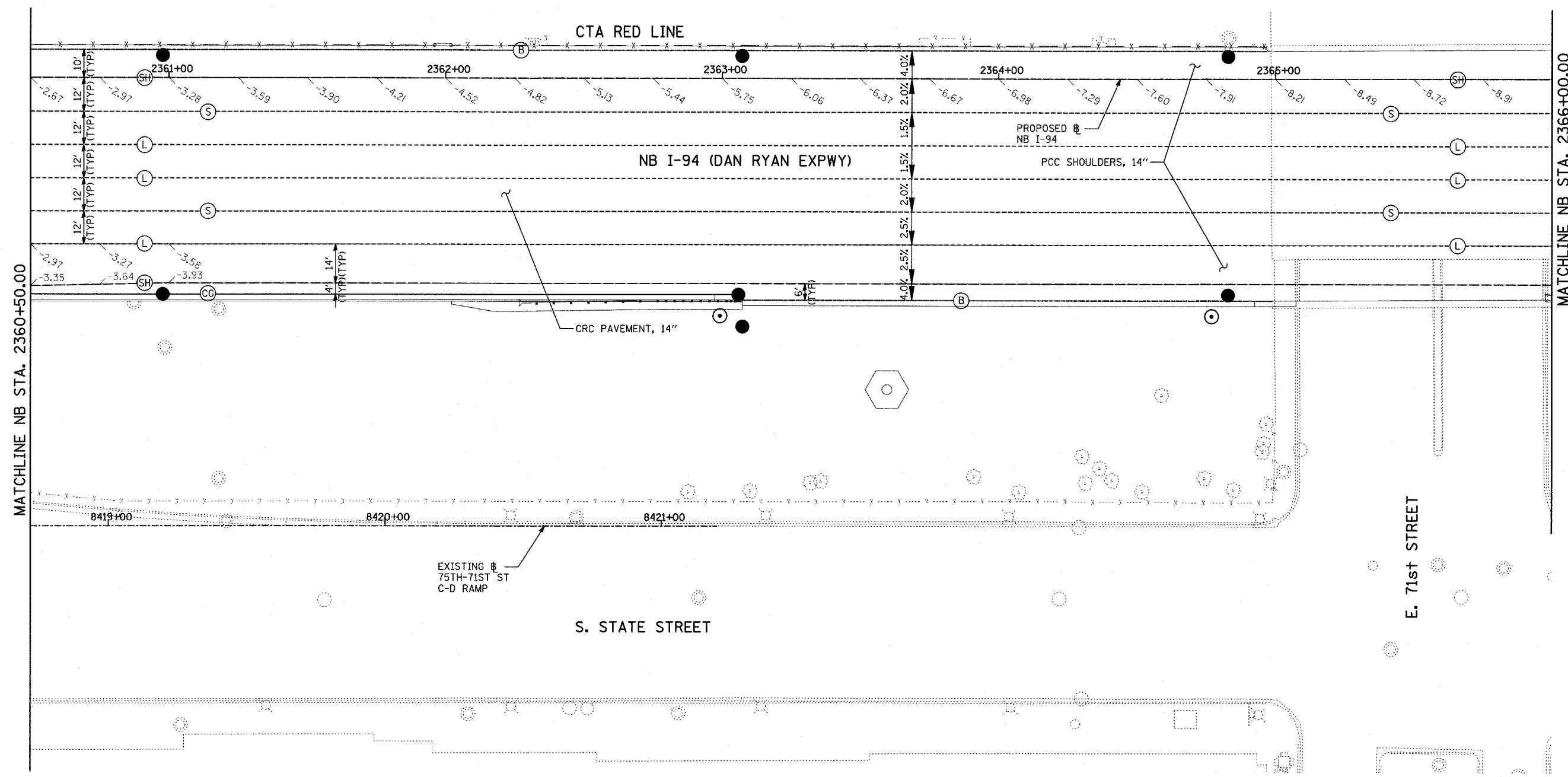
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2355+00.00 TO 2360+50.00**  
**(SHEET 9 OF 11)**

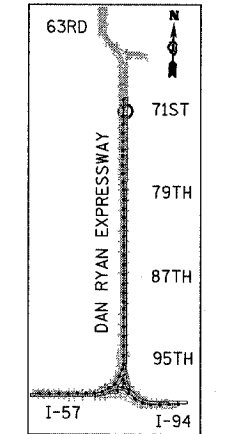
SCALE: 1"=20'  
 DATE: MARCH 7, 2006

DRAWN BY: JJS  
 CHECKED BY: MPG

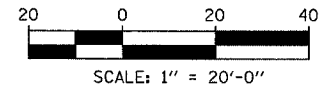


MATCHLINE NB STA. 2366+00.00

MATCHLINE NB STA. 2360+50.00



LOCATION MAP



**LEGEND:**

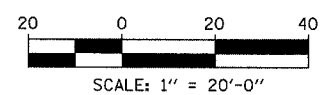
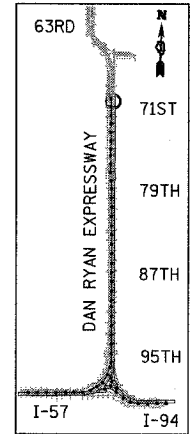
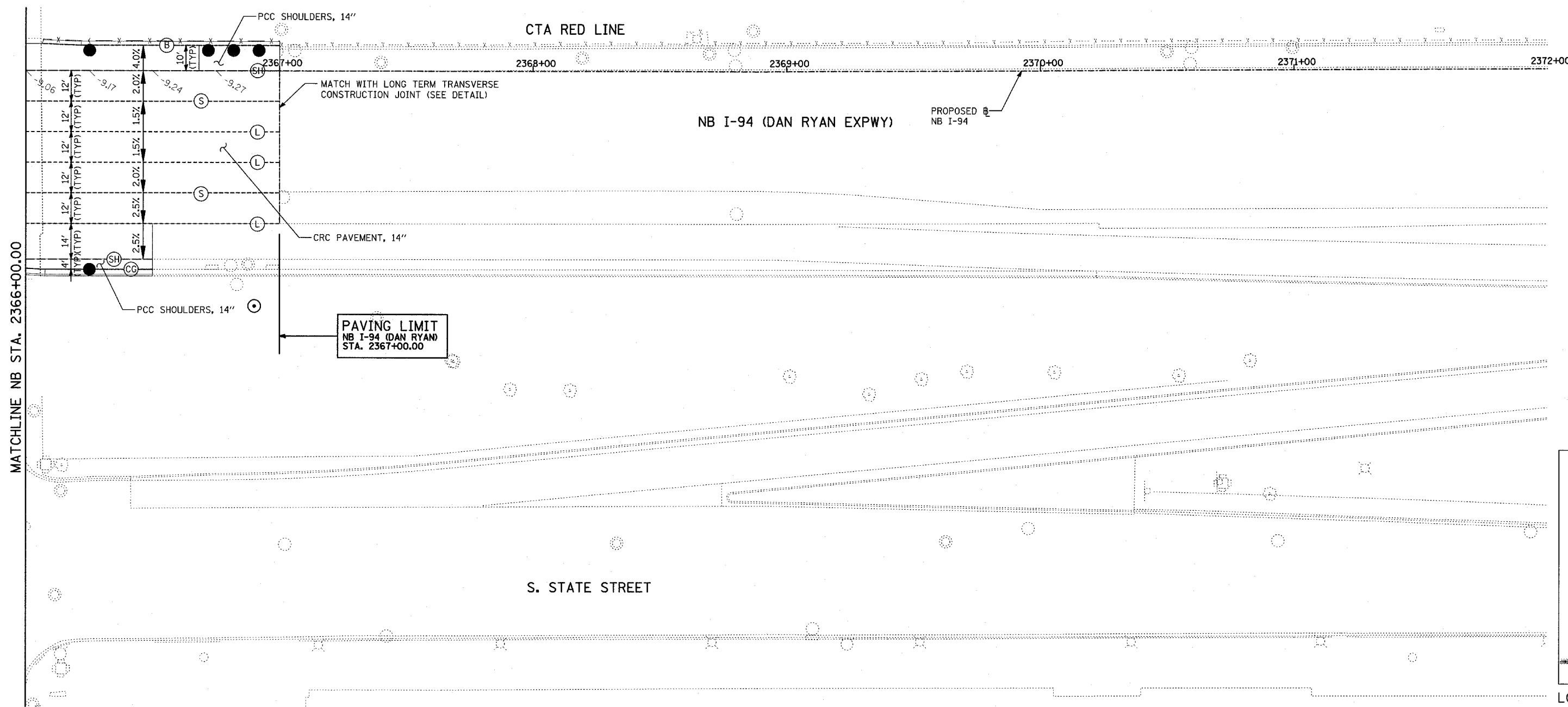
- (B) LONGITUDINAL BARRIER CONSTRUCTION JOINT. SEE TYPICAL SECTION DETAILS FOR DESCRIPTION.
- (CG) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
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- (T) TRANSVERSE CONSTRUCTION JOINT WITH 1-1/2" DIA. DEFORMED TIE BARS (EPOXY COATED), 18" LONG @ 12" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)
- (SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC AND CRC PAVEMENT)
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**NOTES:**

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2360+50.00 TO 2366+00.00**  
**(SHEET 10 OF 11)**  
 SCALE: 1"=20'      DRAWN BY: JJS  
 DATE: MARCH 7, 2006      CHECKED BY: MFG



**LEGEND:**

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
**PAVEMENT JOINTING AND ELEVATION PLAN**  
**NB I-94 (DAN RYAN EXPRESSWAY)**  
**STA. 2366+00.00 TO 2367+00.00**  
**(SHEET 11 OF 11)**  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: MPG

**GENERAL NOTES:**

SEE SPECIAL PROVISION TITLED TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)  
 A WORK ZONE SPEED LIMIT OF 45 M.P.H. MUST BE MAINTAINED AT ALL TIMES.  
 QUANTITY FOR TEMPORARY PAVEMENT MARKING - LINE 6" WAS ASSUMED EQUAL TO THE LENGTH OF TEMPORARY CONCRETE BARRIER. UTILIZED WHEN THE BARRIER IS LOCATED ONE FOOT OR LESS FROM THE EDGE OF TRAVELED WAY.  
 ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING THE WINTER SHUTDOWN STAGE OR ON EXISTING PAVEMENT SHALL BE PAID FOR AS EPOXY PAVEMENT MARKING OF THE LINE TYPE AND WIDTH SPECIFIED.  
 ALL TEMPORARY PAVEMENT MARKINGS PLACED ON NEW PAVEMENT SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE TYPE AND WIDTH SPECIFIED EXCEPT WHEN DIRECTED OTHERWISE.  
 A TOTAL OF 4 CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED ALONG THE MAINLINE AND NEAR RAMP CLOSURES FOR THE DURATION OF THIS CONTRACT. EXACT PLACEMENT OF THE SIGNS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.  
 ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE RESIDENT ENGINEER. MEASURE OF PAYMENT FOR REMOVAL OF REFLECTORS IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).  
 FOR ACCESS CONTROL, THE CONTRACTOR IS REQUIRED TO PLACE CHAIN LINK FENCE 6' (SPECIAL), 7'-2" CLEAR FROM THE CENTERLINE OF CTA TRACK, PRIOR TO REMOVING EXISTING CTA CHAIN LINK FENCE AND BARRIER WALL. THE CONTRACTOR MUST ALSO PLACE CHAIN LINK GATES, 6' X 6' SINGLE AT ALL LOCATIONS WHERE THERE ARE EXISTING CTA FENCE GATES. THE CHAIN LINK FENCE 6' (SPECIAL) MUST REMAIN IN PLACE UNTIL THE NEW PERMANENT CTA FENCE IS COMPLETED.  
 REFER TO MISCELLANEOUS DETAIL SHEETS FOR TEMPORARY PAVEMENT AND MILLING OPERATIONS AND FOR OVERDIE AREAS DETAILS.  
 THE RESIDENT ENGINEER SHALL ASSESS THE EXISTING CONDITION OF THE PAVEMENT LOCATED ALONG THE INSIDE SHOULDER. DAMAGED AREAS WILL REQUIRE SHOULDER REHABILITATION INCLUDING MILLING AND RESURFACING. ADDITIONAL QUANTITIES OF 155 SQ YD FOR BITUMINOUS SURFACE REMOVAL, 1 1/2" AND 13 TONS FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 HAVE BEEN INCLUDED IN THE PLANS.

**CONSTRUCTION STAGING NOTES**

**PRE STAGE 1 - NIGHT TIME OPERATIONS**

INSTALL RAMP CLOSURE ADVANCE INFORMATION SIGNS ON STAGE 1 RAMP CLOSURES A MINIMUM OF 2 WEEKS IN ADVANCE OF THE CLOSURE. SEE STAGE 1 RAMP CLOSURE GUIDELINES IN THE SPECIAL PROVISIONS.  
 COORDINATE 3 LANES OF TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 COORDINATE MULTI-LANE WEAVE AT NB I-94 (DAN RYAN) STA. 2367+00 WITH CONTRACT #62300 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 COMPLETE SHOULDER REHABILITATION FOR AREAS OF DAMAGED PAVEMENT PRIOR TO SHIFTING TRAFFIC.  
 REMOVE EXISTING PAVEMENT MARKINGS AND REPLACE WITH EPOXY PAVEMENT MARKINGS.  
 REMOVE LENSES FROM RAISED REFLECTIVE PAVEMENT MARKERS.  
 INSTALL TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 1 CONSTRUCTION.  
 COVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

**STAGE 1 CONSTRUCTION (AUGUST 1ST, 2006 - NOVEMBER 30, 2006)**

STAGE 1 CONSTRUCTS LANES 4, 5, & THE OUTSIDE SHOULDER ALONG THE MAINLINE I-94 (DAN RYAN) FROM STA. 2316+00 TO STA. 2367+00. THE AREA MENTIONED ABOVE INCLUDES ALL ADDITIONAL WORK WITHIN THE PROPOSED LIMITS.  
 MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 3-11' LANES UP TO STA. 2367+00 AND CONTRACT #62300.  
 IF CONTRACT #62300 IS COMPLETED PRIOR TO THE END OF STAGE 1, THE CONTRACTOR MUST MATCH THE FINAL LANE CONFIGURATION USING THE APPROPRIATE STATE AND DISTRICT 1 STANDARDS.  
 DURING STAGE 1 CONSTRUCTION ALONG NB I-94 (DAN RYAN), ALL CONSTRUCTION VEHICLES MUST STAY WITHIN THE HAUL ROAD. CROSSING EXIT RAMP TRAFFIC IS PROHIBITED. ADDITIONALLY, THE CONTRACTOR SHALL BE RESPONSIBLE TO DIFFERENTIATE BETWEEN THE RAMP EXIT AND HAUL ROAD ENTRANCE. THE CONTRACTOR SHALL UTILIZE EITHER THE A.I.S. OR C-D ROADWAY TO MERGE HAUL ROAD AND RAMP TRAFFIC. A STOP SIGN SHALL BE PLACED AT THE UPSTREAM END OF THE C-D ROADWAY TO STOP TRAFFIC ON THE RAMP FROM THE FRONTAGE ROAD. ALL SIGNING REQUIRED BY TC-18 SHALL BE APPLIED TO ANY WORK ZONE ACCESS OPTION EMPLOYED BY THE CONTRACTOR.

**PRE WINTER LANE CONFIGURATION - NIGHT TIME OPERATIONS**

PERFORM THE FOLLOWING TEMPORARY PAVEMENT AND COLD MILLING OPERATION ALONG MAINLINE NB I-94 (DAN RYAN) BETWEEN EXISTING LANE 3 AND NEWLY CONSTRUCTED LANE 4 FROM STA. 2316+00 TO STA. 2367+00  
 COORDINATE 4 LANES OF TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 COORDINATE MULTI-LANE WEAVE AT NB I-94 (DAN RYAN) STA. 2367+00 TO MATCH CONTRACT #62300'S FINAL PAVEMENT MARKINGS IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM STAGE 1 REPLACE WITH EPOXY PAVEMENT MARKINGS.  
 RELOCATE TEMPORARY CONCRETE BARRIER WALL TO CREATE ADEQUATE SHOULDERS FOR SNOW STORAGE AND RELOCATE REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR THE WINTER LANE CONFIGURATION.  
 COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

**WINTER LANE CONFIGURATION (DECEMBER 1, 2006 - APRIL 1, 2007)**

MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED RIGHT TO THE OUTSIDE SHOULDER IN 4-11' LANES FROM STA. 2316+00 TO STA. 2367+00. THE CONTRACTOR MUST MATCH THE FINAL LANE CONFIGURATION FROM CONTRACT #62300.

**PRE STAGE 2 - NIGHT TIME OPERATIONS**

COORDINATE 3 LANES OF SPLIT TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 COORDINATE SINGLE LANE WEAVE AND TRAFFIC MERGE AT NB I-94 (DAN RYAN) STA. 2367+00 WITH CONTRACTS #60A62 AND #62301 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM THE WINTER LANE CONFIGURATION STAGE AND REPLACE WITH EPOXY OR PAVEMENT MARKING TAPE.  
 RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 2.  
 COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

**STAGE 2 CONSTRUCTION (APRIL 2, 2007 - MAY 31, 2007)**

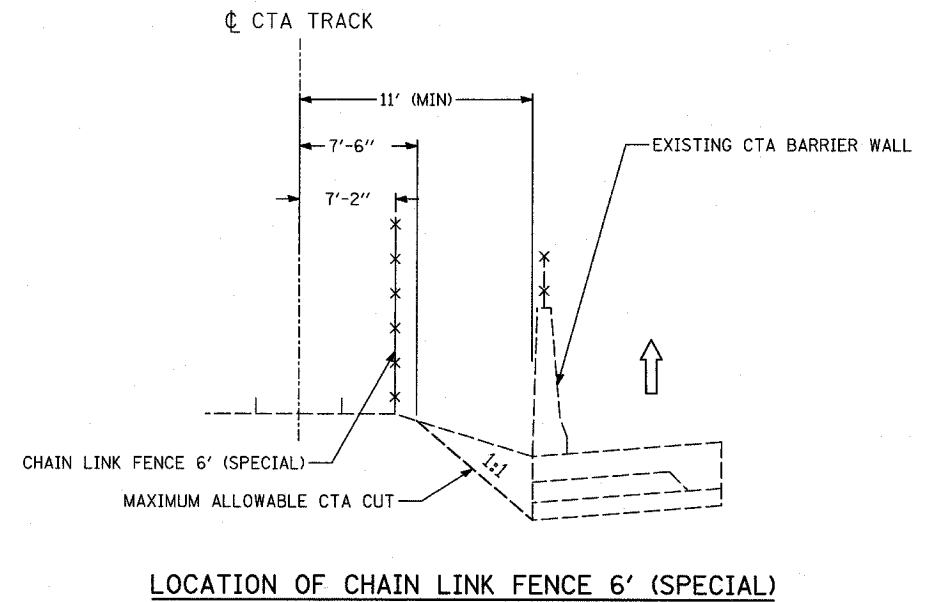
STAGE 2 CONSTRUCTS LANE 3 ALONG MAINLINE NB I-94 (DAN RYAN) FROM STA. 2316+00 TO STA. 2367+00.  
 MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED AND SPLIT INTO 2-11' LANES ON THE INSIDE SHOULDER AND 1-11' LANE ON THE OUTSIDE SHOULDER.  
 THE CONTRACTOR MUST COMPLETE LANE 3 FROM MAINLINE NB I-94 (DAN RYAN) STA. 2316+00 TO STA. 2367+00 DURING THE TIME PROVIDED IN STAGE 2.

**PRE STAGE 3 - NIGHT TIME OPERATIONS**

COORDINATE 3 LANES OF TRAFFIC AT NB I-94 (DAN RYAN) STA. 2316+00 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 COORDINATE TRAFFIC MERGE AT NB I-94 (DAN RYAN) STA. 2367+00 WITH CONTRACTS #60A62 AND #62301 IN ORDER TO MAINTAIN TRAFFIC FLOW.  
 REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM STAGE 2 AND REPLACE WITH EPOXY OR PAVEMENT MARKING TAPE.  
 RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 3.  
 COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

**STAGE 3 CONSTRUCTION (JUNE 1, 2007 - OCTOBER 31, 2007)**

STAGE 3 CONSTRUCTS LANES 1, 2, AND THE INSIDE SHOULDER ALONG MAINLINE NB I-94 (DAN RYAN) FROM STA. 2316+00 TO STA. 2367+00.  
 MAINLINE NB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED TO THE OUTSIDE SHOULDER IN 3-11' LANES FROM STA. 2316+00 TO STA. 2367+00.

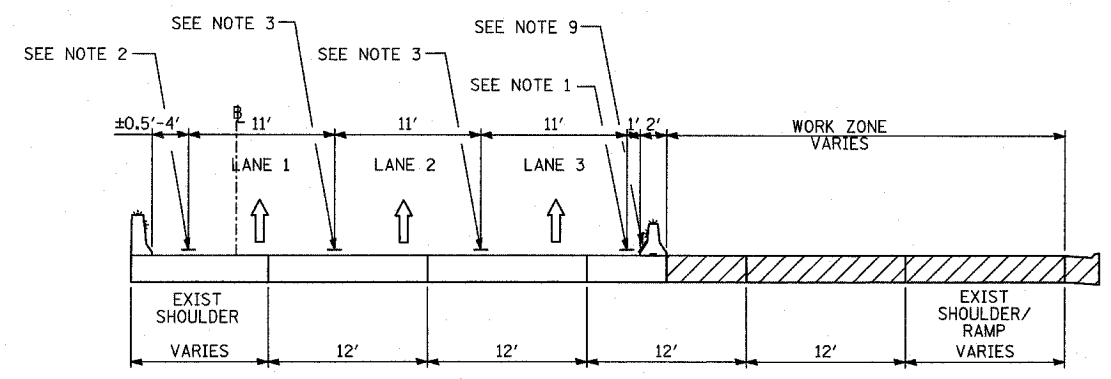


**LOCATION OF CHAIN LINK FENCE 6' (SPECIAL)**



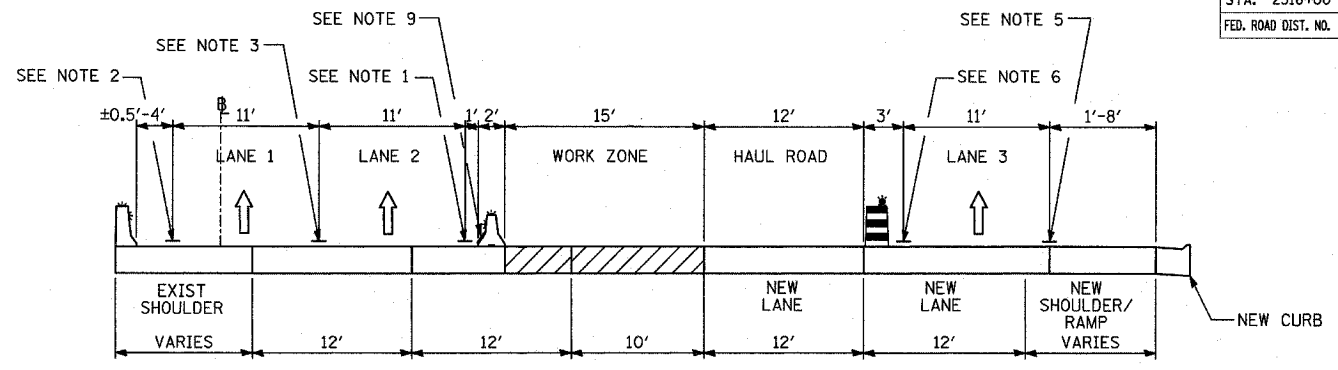
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 GENERAL NOTES  
 CONSTRUCTION STAGING NOTES  
 MAINTENANCE OF TRAFFIC DETAILS  
 SHEET 1 OF 4  
 SCALE: NO SCALE  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: TGB



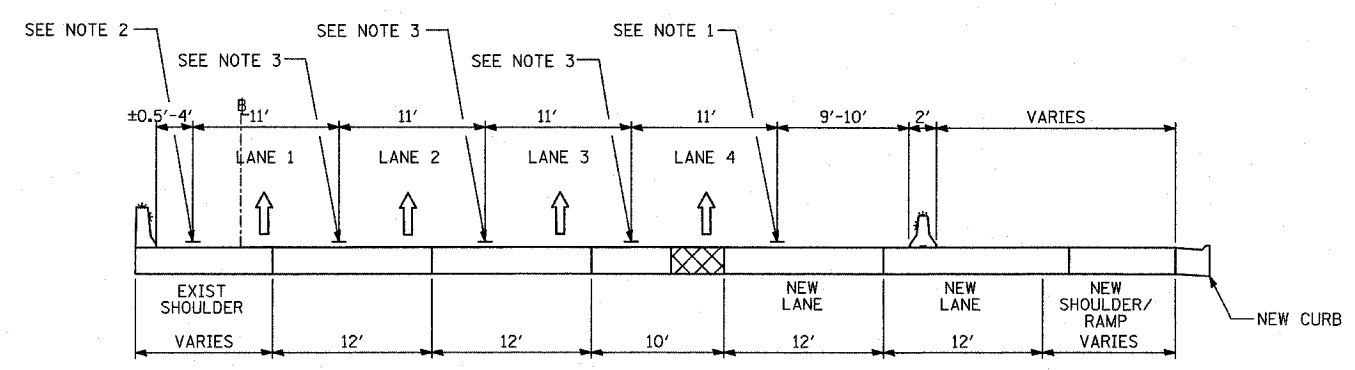
I-I

STAGE 1: NB I-94 (DAN RYAN); STA. 2316+00 TO STA. 2365+74



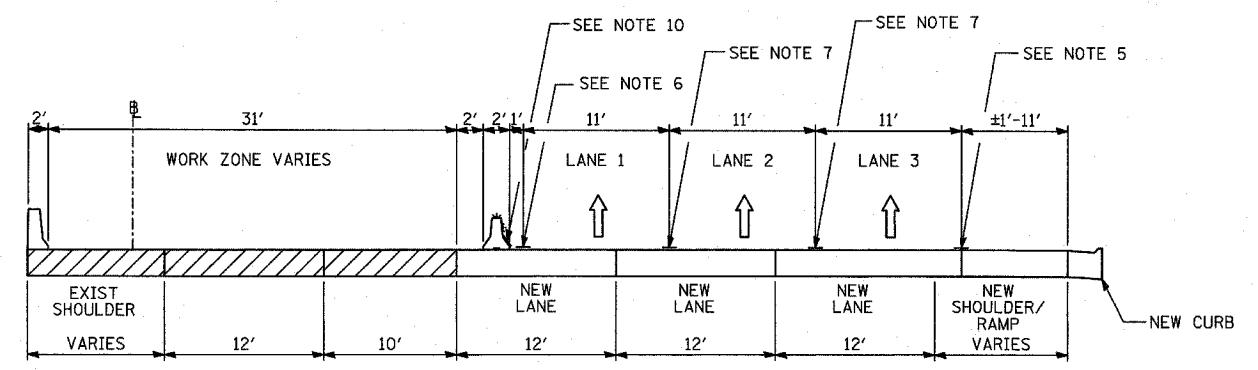
MM-MM

STAGE 2: NB I-94 (DAN RYAN); STA. 2316+00 TO STA. 2367+00



CC-CC

WINTER LANE CONFIGURATION: NB I-94 (DAN RYAN); STA. 2316+00 TO STA. 2365+60



QQ-QQ

STAGE 3: NB I-94 (DAN RYAN); STA. 2316+00 TO STA. 2367+00

- NOTE 1 - EPOXY PAVEMENT MARKING-LINE 4" (WHITE)
- NOTE 2 - EPOXY PAVEMENT MARKING-LINE 4" (YELLOW)
- NOTE 3 - EPOXY PAVEMENT MARKING-SKIP-DASH 5" (WHITE), 10' LINE WITH 30' SPACE
- NOTE 4 - EPOXY PAVEMENT MARKING LINE 8" (WHITE)
- NOTE 5 - PAVEMENT MARKING TAPE, TYPE III 4" LINE (WHITE)
- NOTE 6 - PAVEMENT MARKING TAPE, TYPE III 4" LINE (YELLOW)
- NOTE 7 - PAVEMENT MARKING TAPE, TYPE III 5" SKIP-DASH (WHITE), 10' LINE WITH 30' SPACE
- NOTE 8 - PAVEMENT MARKING TAPE, TYPE III 8" LINE (WHITE)
- NOTE 9 - TEMPORARY PAVEMENT MARKING-LINE 6" (WHITE)
- NOTE 10 - TEMPORARY PAVEMENT MARKING-LINE 6" (YELLOW)

**LEGEND:**

- TEMPORARY CONCRETE BARRIER (WITH REFLECTORS ON TOP AND SIDE FACING TRAFFIC)
- TRAFFIC MOVEMENT
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- SINGLE-FACE CONCRETE BARRIER, 32"
- SINGLE-FACE CONCRETE BARRIER, 32" (WITH REFLECTORS ON TOP AND SIDE FACING TRAFFIC)
- PAVEMENT REMOVAL AREA
- TEMPORARY PAVEMENT

\*ALL NOT TYPICAL SECTIONS ARE DRAWN IN THE DIRECTION OF TRAFFIC

REVISIONS	
NAME	DATE

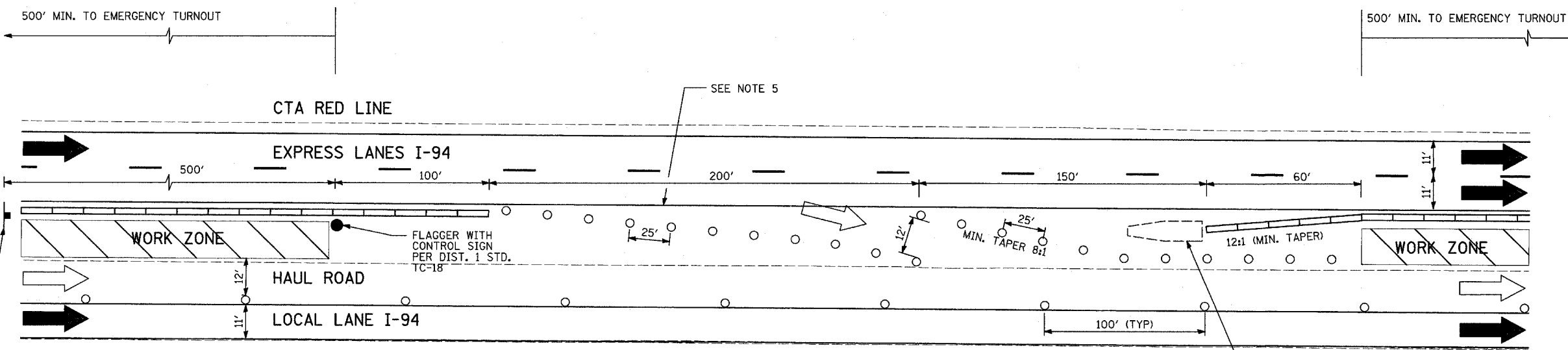
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 94 (DAN RYAN EXPRESSWAY)**  
 GENERAL NOTES  
 CONSTRUCTION STAGING NOTES  
 MAINTENANCE OF TRAFFIC DETAILS  
 SHEET 2 OF 4

SCALE: NO SCALE  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: TGB



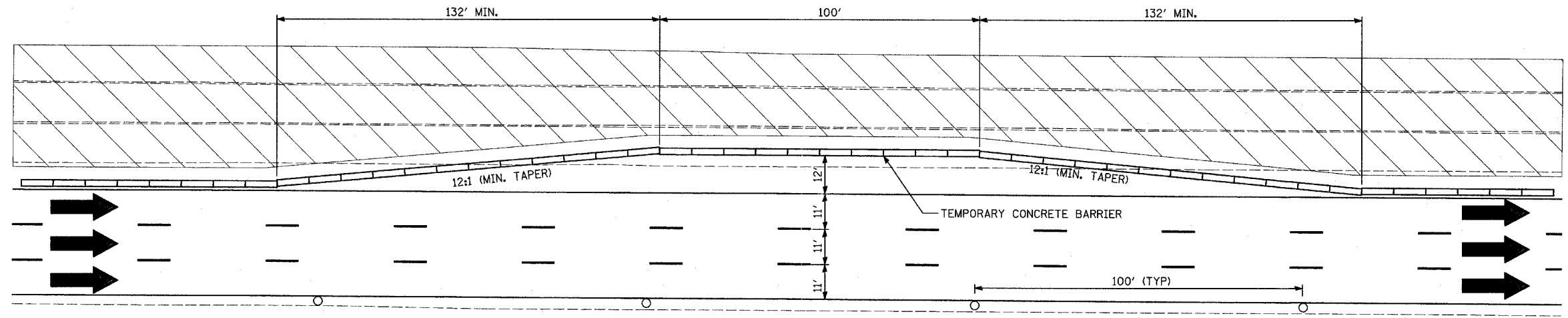






**SUGGESTED ACCESS FROM EXPRESS LANES**

- LEGEND:**
- TEMPORARY CONCRETE BARRIER
  - TRAFFIC LANE
  - CONSTRUCTION TRAFFIC
  - WORK ZONE
  - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - ARROW BOARD



**MAINTENANCE OF TRAFFIC EMERGENCY TURNOUT DETAIL**  
EMERGENCY TURNOUTS WILL BE LOCATED APPROXIMATELY EVERY HALF MILE

**NOTES:**

1. THERE CAN BE NO MORE THAN ONE (1) WORK ZONE ACCESS/EGRESS COMBINATIONS AND THE CONTRACTOR MUST MAINTAIN AT LEAST ONE (1) EXPRESS LANE ACCESS DURING STAGE 2 CONSTRUCTION.
2. THE CONTRACTOR SHALL NOT ENTER OR EXIT THE HAUL ROAD WITHIN THE 100' BARREL-SPACING AREA. WORK ZONE ACCESS AND EGRESS WILL ONLY BE PERMITTED AT THE DESIGNATED LOCATIONS.
3. FOR EXPRESS LANE WORK ZONE EGRESS, TAPER LENGTHS SHALL FOLLOW DISTRICT 1 STANDARD TC-18.
4. THE CONTRACTOR SHALL CLOSE OPENINGS WITH BARRELS WHEN NOT BEING USED FOR ACCESS.
5. TEMPORARY PAVEMENT MARKINGS SHALL BE CARRIED THRU THE OPENING.

REVISIONS	
NAME	DATE

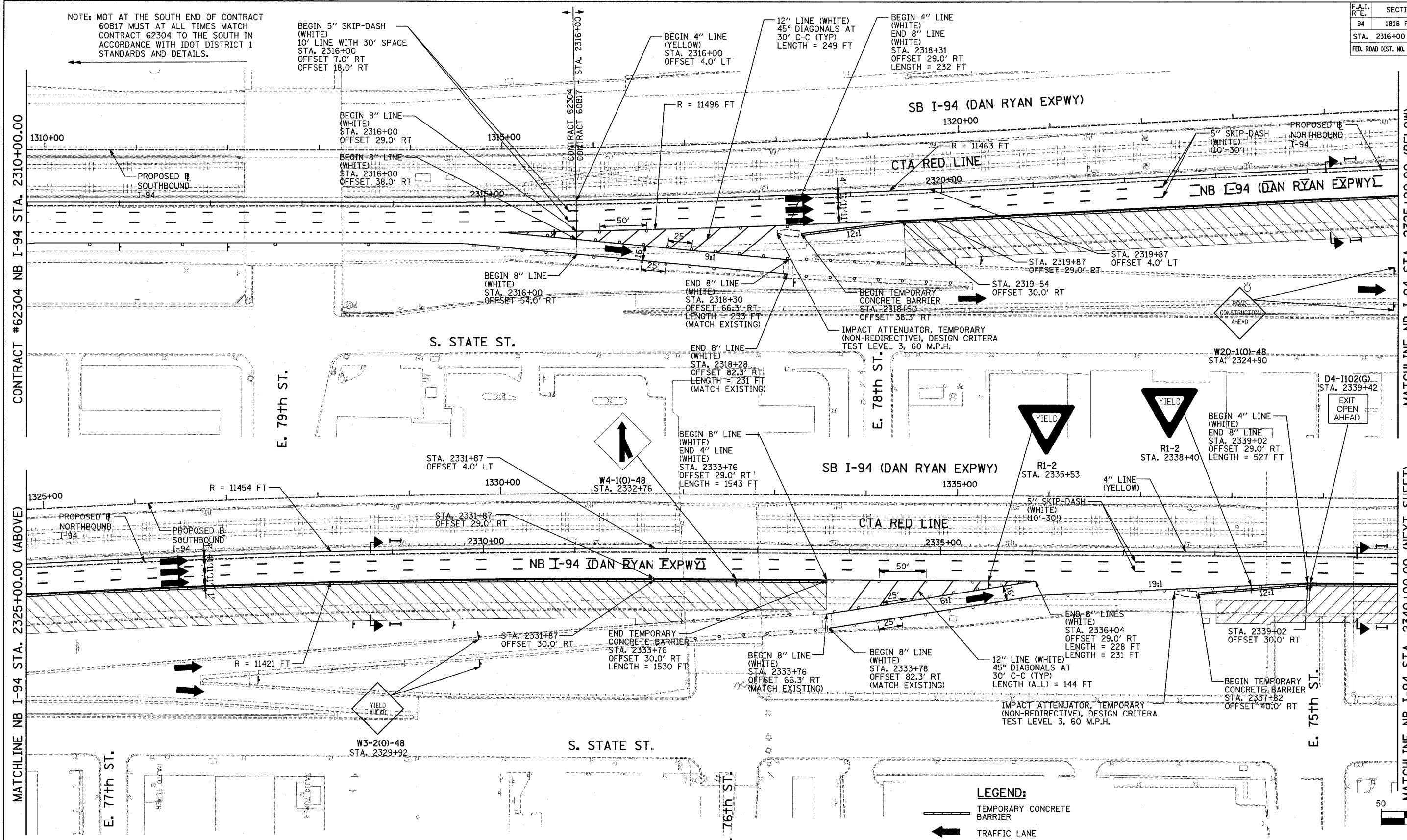
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
GENERAL NOTES  
CONSTRUCTION STAGING NOTES  
MAINTENANCE OF TRAFFIC DETAILS  
SHEET 4 OF 4

SCALE: NO SCALE  
DATE: MARCH 7, 2006

DRAWN BY: RTM  
CHECKED BY: TGB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	79
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B17



NOTE: MOT AT THE SOUTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACT 62304 TO THE SOUTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.

BEGIN 5" SKIP-DASH (WHITE) 10' LINE WITH 30' SPACE STA. 2316+00 OFFSET 7.0' RT OFFSET 18.0' LT

BEGIN 4" LINE (YELLOW) STA. 2316+00 OFFSET 4.0' LT

12" LINE (WHITE) 45° DIAGONALS AT 30' C-C (TYP) LENGTH = 249 FT

BEGIN 4" LINE (WHITE) END 8" LINE (WHITE) STA. 2318+31 OFFSET 29.0' RT LENGTH = 232 FT

BEGIN 8" LINE (WHITE) STA. 2316+00 OFFSET 29.0' RT

BEGIN 8" LINE (WHITE) STA. 2316+00 OFFSET 38.0' RT

BEGIN 8" LINE (WHITE) STA. 2316+00 OFFSET 54.0' RT

END 8" LINE (WHITE) STA. 2318+30 OFFSET 66.3' RT LENGTH = 233 FT (MATCH EXISTING)

END 8" LINE (WHITE) STA. 2318+28 OFFSET 82.3' RT LENGTH = 231 FT (MATCH EXISTING)

BEGIN 8" LINE (WHITE) END 4" LINE (WHITE) STA. 2333+76 OFFSET 29.0' RT LENGTH = 1543 FT

BEGIN 8" LINE (WHITE) STA. 2333+76 OFFSET 66.3' RT (MATCH EXISTING)

BEGIN 8" LINE (WHITE) STA. 2333+78 OFFSET 82.3' RT (MATCH EXISTING)

12" LINE (WHITE) 45° DIAGONALS AT 30' C-C (TYP) LENGTH (ALL) = 144 FT

END 8" LINES (WHITE) STA. 2336+04 OFFSET 29.0' RT LENGTH = 228 FT

STA. 2339+02 OFFSET 30.0' RT

BEGIN TEMPORARY CONCRETE BARRIER STA. 2337+82 OFFSET 40.0' RT

W3-2(O)-48 STA. 2329+92

W4-1(O)-48 STA. 2332+76

W20-1(O)-48 STA. 2324+90

D4-1102(G) STA. 2339+42

YIELD R1-2 STA. 2335+53

YIELD R1-2 STA. 2338+40

BEGIN 4" LINE (WHITE) END 8" LINE (WHITE) STA. 2339+02 OFFSET 29.0' RT LENGTH = 527 FT

EXIT OPEN AHEAD

**LEGEND:**

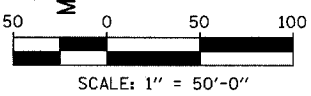
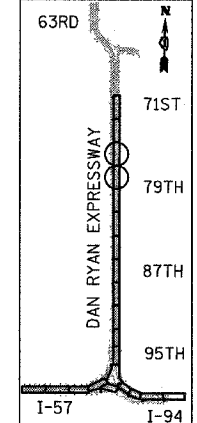
- TEMPORARY CONCRETE BARRIER
- TRAFFIC LANE
- WORK ZONE
- BARRICADE, TYPE III
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- ARROW BOARD
- TEMPORARY PAVEMENT

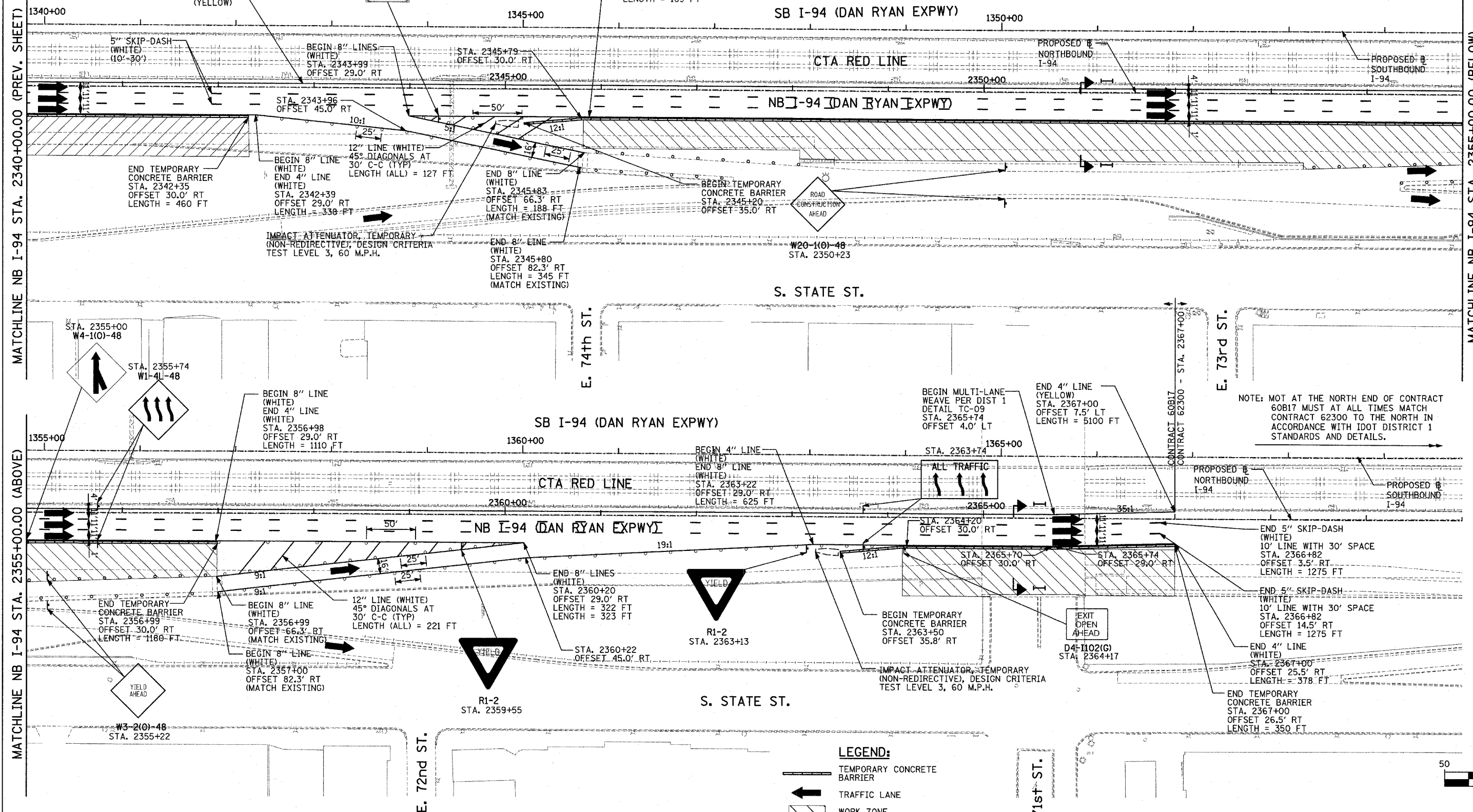
NOTE: ON ALL THE STAGE 1 PLAN SHEETS, CALLOUTS FOR TEMPORARY CONCRETE BARRIER ARE TO THE FRONT FACE OF THE WALL.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 1 - NB I-94  
 NB I-94 STA. 2310+00 TO 2340+00  
 SHEET 1 OF 2  
 SCALE: 1"=50'-0"  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: JDF

TYLIN INTERNATIONAL

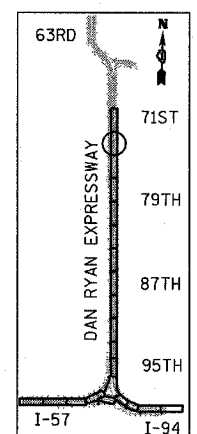




MATCHLINE NB I-94 STA. 2340+00.00 (PREV. SHEET)

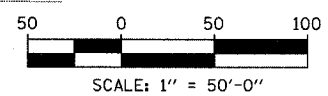
MATCHLINE NB I-94 STA. 2355+00.00 (ABOVE)

NOTE: MOT AT THE NORTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACT 62300 TO THE NORTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.



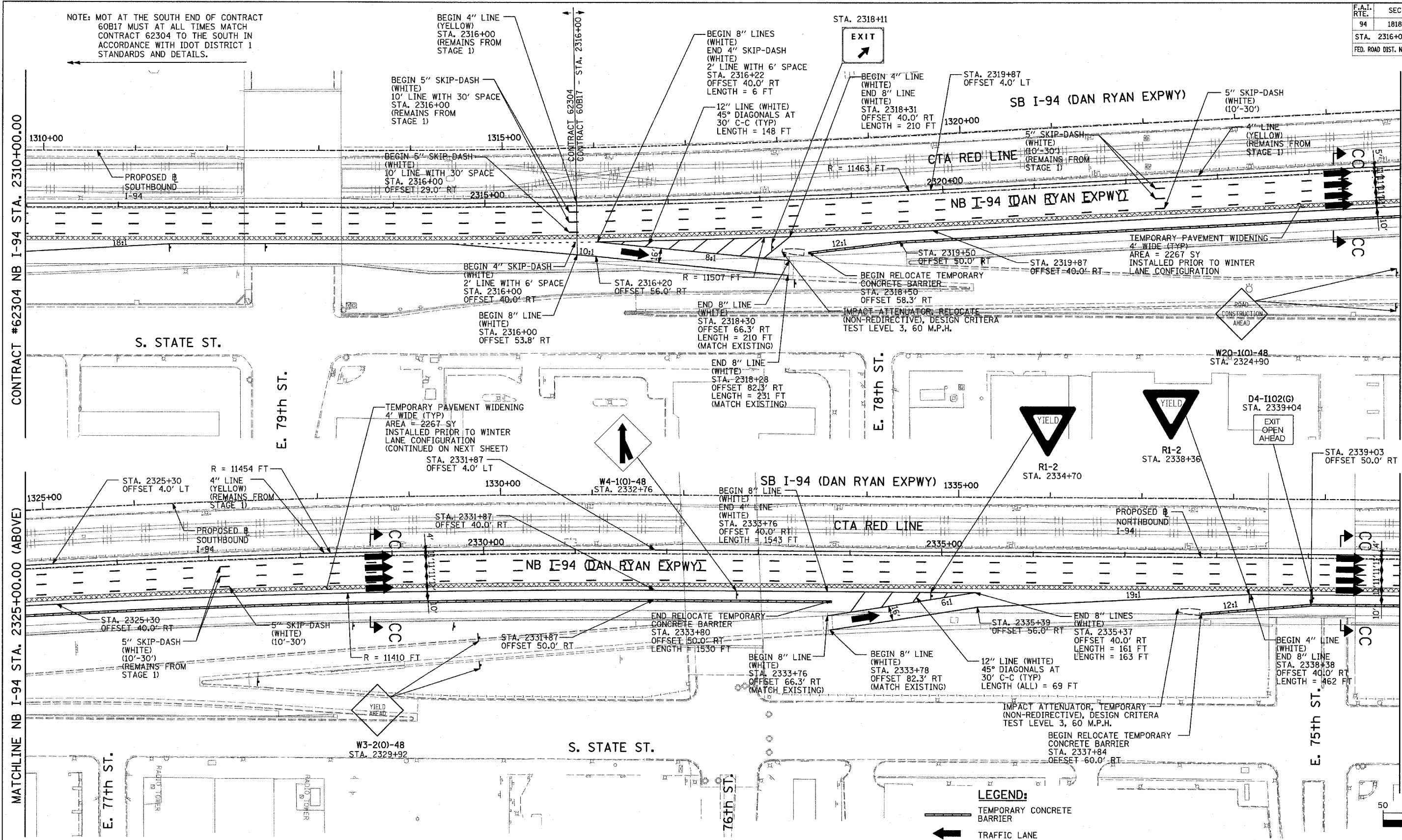
LOCATION MAP

- LEGEND:**
- TEMPORARY CONCRETE BARRIER
  - TRAFFIC LANE
  - WORK ZONE
  - BARRICADE, TYPE III
  - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - ARROW BOARD
  - TEMPORARY PAVEMENT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 1 - NB I-94  
 NB I-94 STA. 2340+00 TO 2370+00  
 SHEET 2 OF 2  
 SCALE: 1"=50'-0"  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: JDF



CONTRACT #62304 NB I-94 STA. 2310+00.00

MATCHLINE NB I-94 STA. 2325+00.00 (ABOVE)

MATCHLINE NB I-94 STA. 2325+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2340+00.00 (NEXT SHEET)

NOTE: MOT AT THE SOUTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACT 62304 TO THE SOUTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.

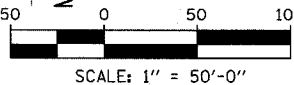
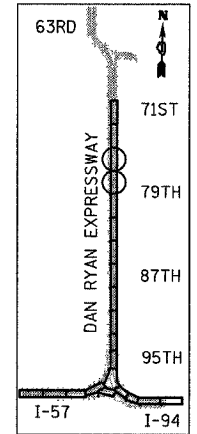
**NOTE:**  
ON ALL THE WINTER LANE CONFIGURATION PLAN SHEETS, CALLOUTS FOR TEMPORARY CONCRETE BARRIER ARE TO THE FRONT FACE OF THE WALL.

- LEGEND:**
- TEMPORARY CONCRETE BARRIER
  - TRAFFIC LANE
  - WORK ZONE
  - BARRICADE, TYPE III
  - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - ARROW BOARD
  - TEMPORARY PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
MAINTENANCE OF TRAFFIC PLAN  
WINTER LANE CONFIGURATION - NB I-94  
NB I-94 STA. 2310+00 TO 2340+00  
SHEET 1 OF 2  
SCALE: 1"=50'-0"  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: JDF

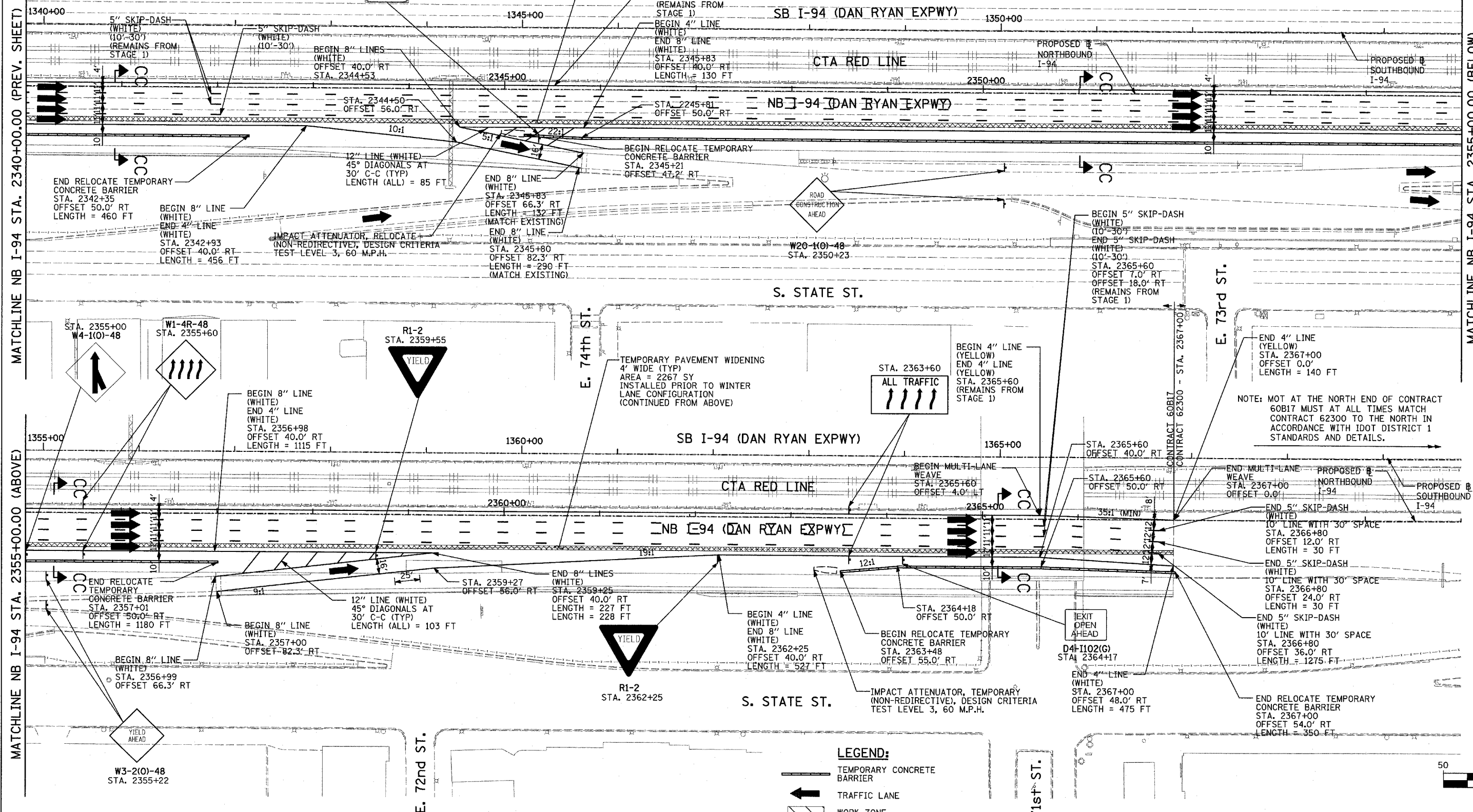
**TYLIN** INTERNATIONAL





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	82
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

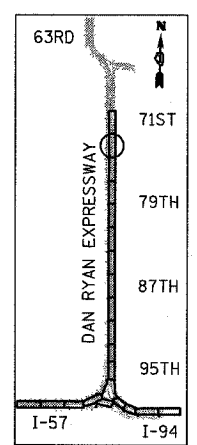
60B17



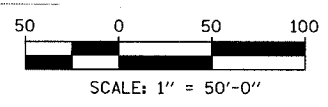
MATCHLINE NB I-94 STA. 2355+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2340+00.00 (PREV. SHEET)

MATCHLINE NB I-94 STA. 2355+00.00 (ABOVE)



LOCATION MAP



**LEGEND:**

	TEMPORARY CONCRETE BARRIER
	TRAFFIC LANE
	WORK ZONE
	BARRICADE, TYPE III
	DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
	ARROW BOARD
	TEMPORARY PAVEMENT

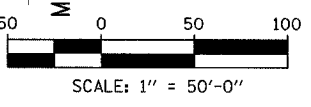
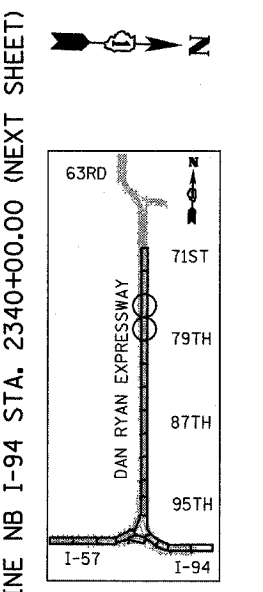
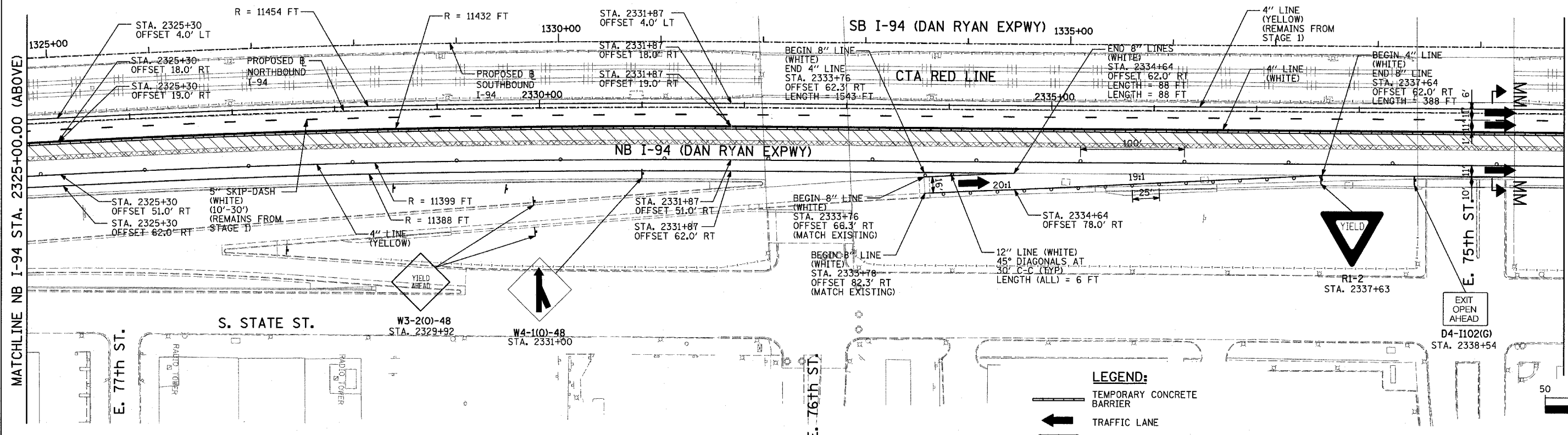
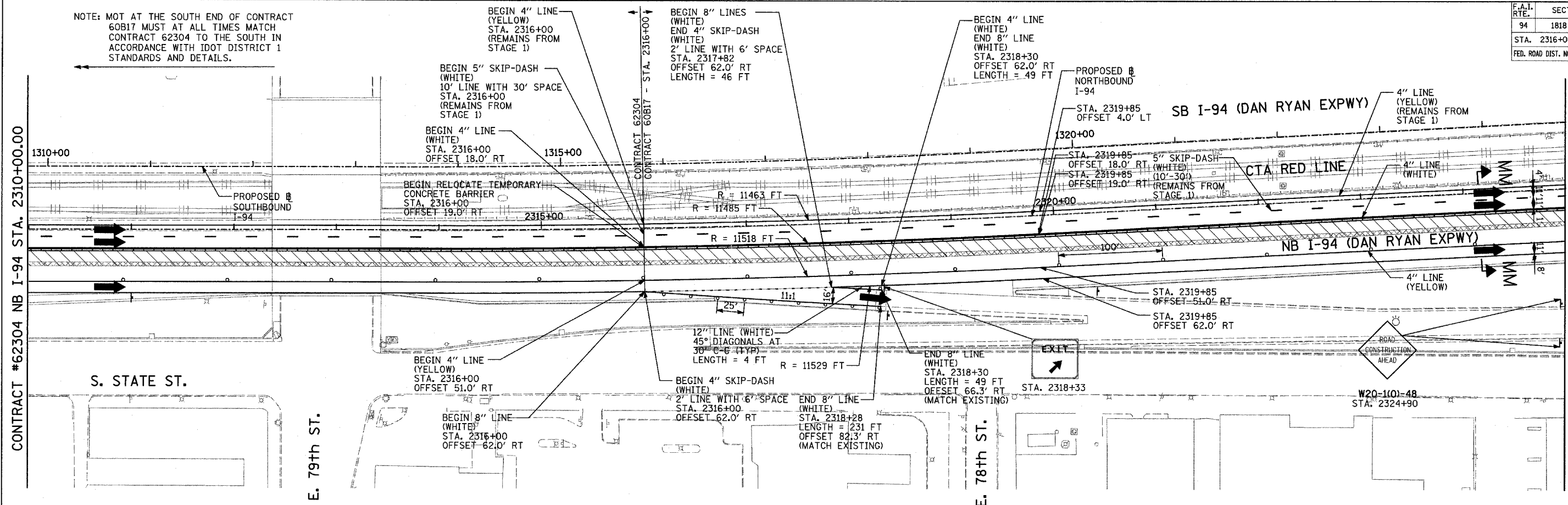
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 WINTER LANE CONFIGURATION - NB I-94  
 NB I-94 STA. 2340+00 TO 2370+00  
 SHEET 2 OF 2  
 SCALE: 1"=50'-0"  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: JDF

**TYLIN** INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	83
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B17



- LEGEND:**
- TEMPORARY CONCRETE BARRIER
  - TRAFFIC LANE
  - WORK ZONE
  - BARRICADE, TYPE III
  - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - ARROW BOARD
  - TEMPORARY PAVEMENT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 2 - NB I-94  
 NB I-94 STA. 2310+00 TO 2340+00  
 SHEET 1 OF 2  
 SCALE: 1"=50'-0"  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: JDF

**NOTE:**  
 ON ALL THE STAGE 2 PLAN SHEETS, CALLOUTS FOR TEMPORARY CONCRETE BARRIER ARE TO THE FRONT FACE OF THE WALL.

TYLIN INTERNATIONAL

CONTRACT #62304 NB I-94 STA. 2310+00.00

MATCHLINE NB I-94 STA. 2325+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2325+00.00 (ABOVE)

MATCHLINE NB I-94 STA. 2340+00.00 (NEXT SHEET)

NOTE: MOT AT THE SOUTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACT 62304 TO THE SOUTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.



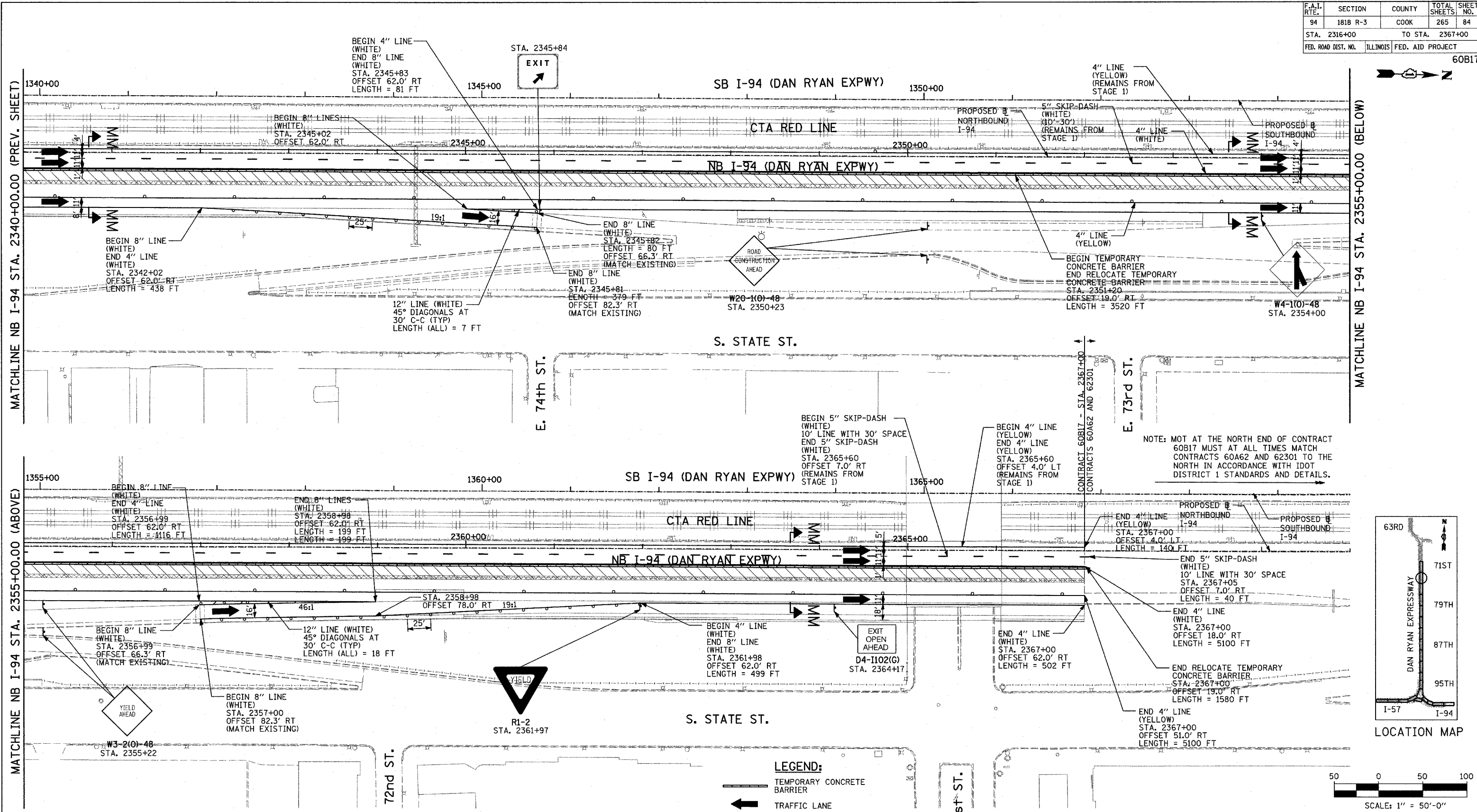
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	84
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B17

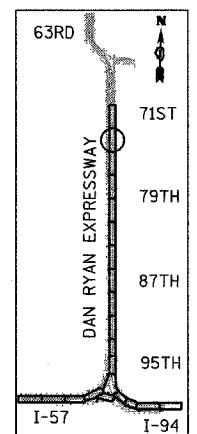
MATCHLINE NB I-94 STA. 2340+00.00 (PREV. SHEET)

MATCHLINE NB I-94 STA. 2355+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2355+00.00 (ABOVE)



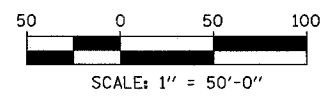
NOTE: MOT AT THE NORTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACTS 60A62 AND 62301 TO THE NORTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.



LOCATION MAP

**LEGEND:**

	TEMPORARY CONCRETE BARRIER
	TRAFFIC LANE
	WORK ZONE
	BARRICADE, TYPE III
	DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
	ARROW BOARD
	TEMPORARY PAVEMENT



REVISIONS	
NAME	DATE

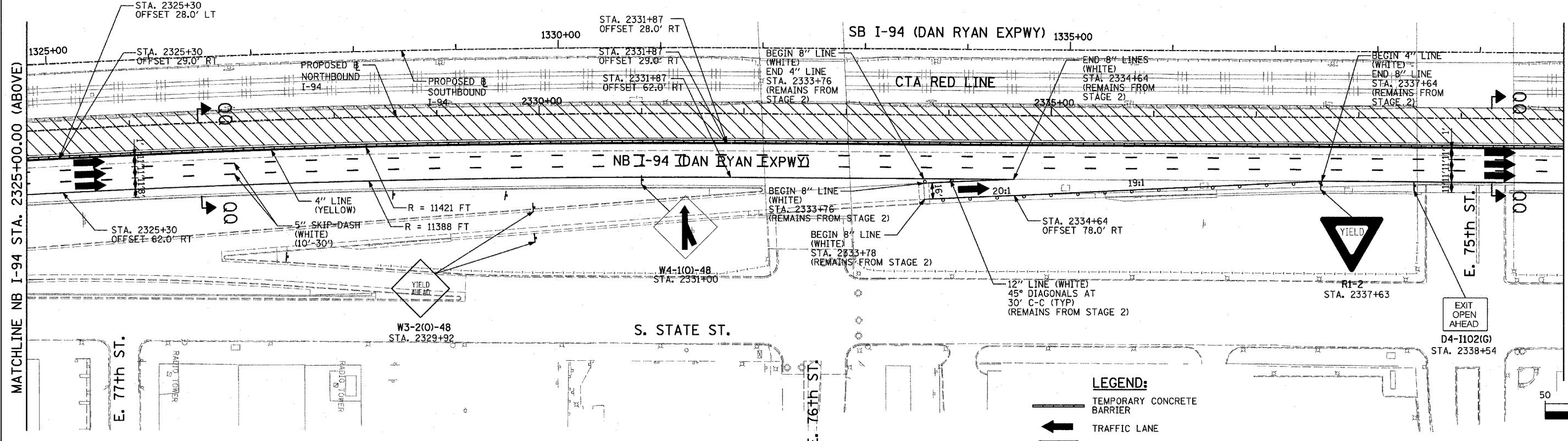
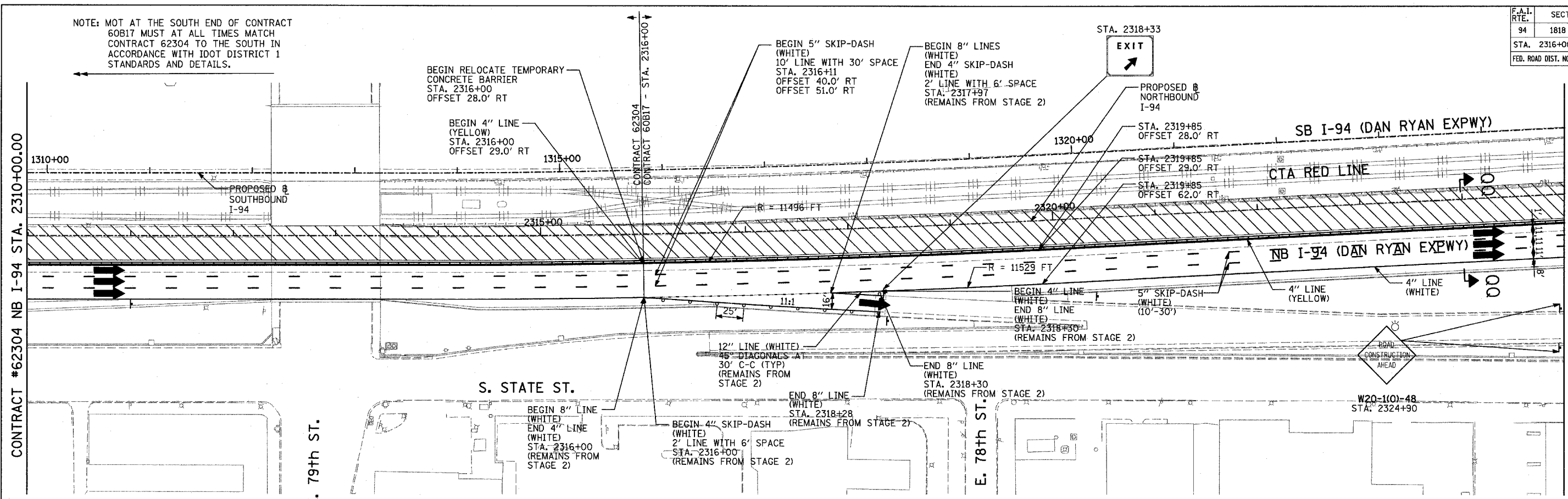
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 2 - NB I-94  
 NB I-94 STA. 2340+00 TO 2370+00  
 SHEET 2 OF 2  
 SCALE: 1"=50'-0" DRAWN BY: RTM  
 DATE: MARCH 7, 2006 CHECKED BY: JDF

**TYLIN** INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	85
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

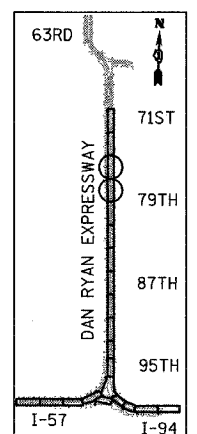
60B17

NOTE: MOT AT THE SOUTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACT 62304 TO THE SOUTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.



MATCHLINE NB I-94 STA. 2325+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2340+00.00 (NEXT SHEET)



LOCATION MAP

- LEGEND:**
- TEMPORARY CONCRETE BARRIER
  - TRAFFIC LANE
  - WORK ZONE
  - BARRICADE, TYPE III
  - DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - ARROW BOARD
  - TEMPORARY PAVEMENT

**NOTE:**  
ON ALL THE STAGE 3 PLAN SHEETS, CALLOUTS FOR TEMPORARY CONCRETE BARRIER ARE TO THE FRONT FACE OF THE WALL.

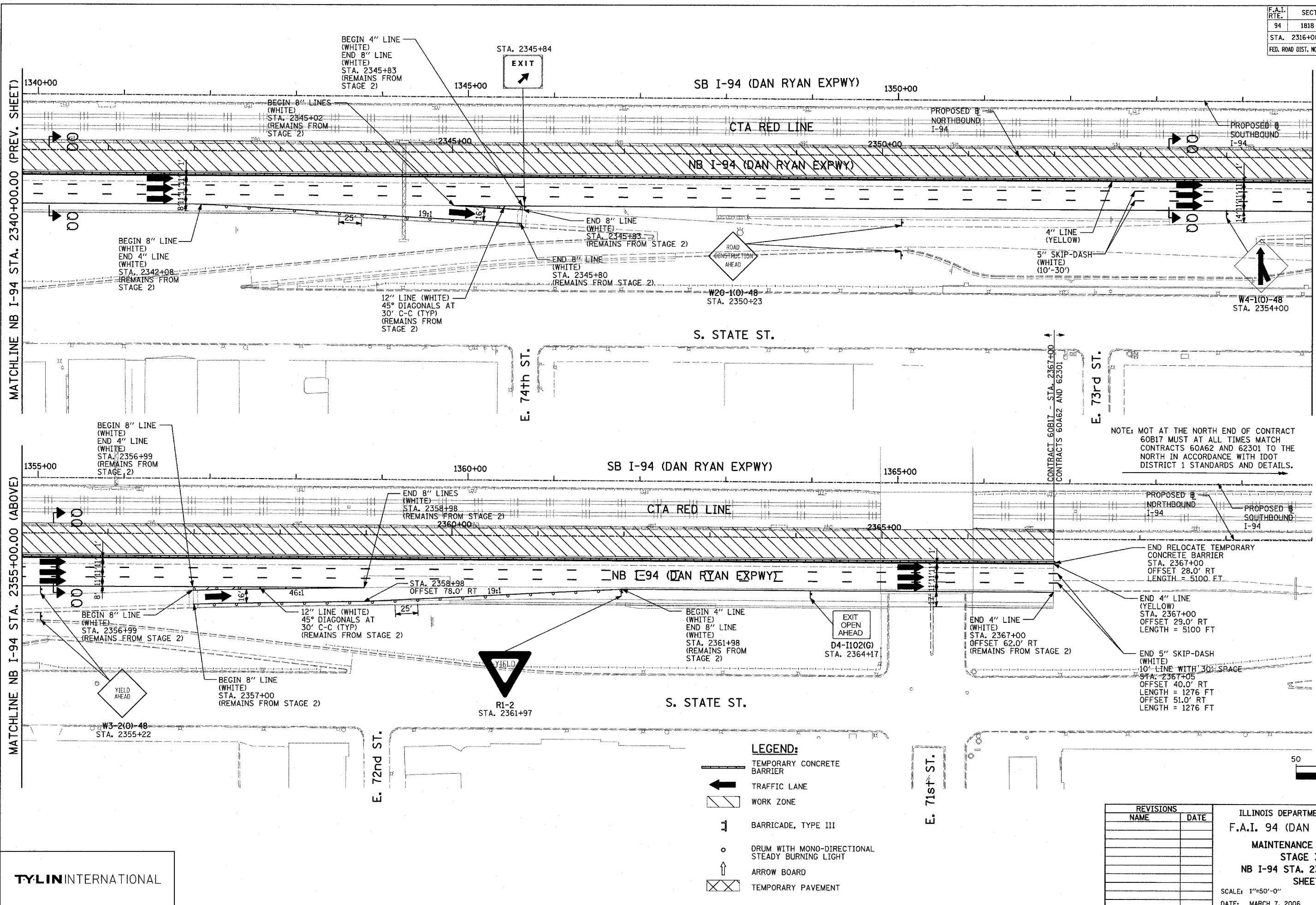
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
MAINTENANCE OF TRAFFIC PLAN  
STAGE 3 - NB I-94  
NB I-94 STA. 2310+00 TO 2340+00  
SHEET 1 OF 2  
SCALE: 1"=50'-0"  
DATE: MARCH 7, 2006  
DRAWN BY: RTM  
CHECKED BY: JDF

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	86
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B17

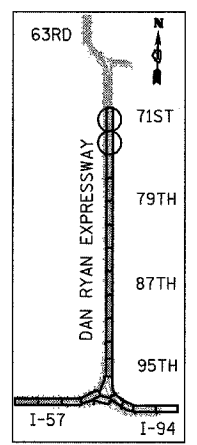


NOTE: MOT AT THE NORTH END OF CONTRACT 60B17 MUST AT ALL TIMES MATCH CONTRACTS 60A62 AND 62301 TO THE NORTH IN ACCORDANCE WITH IDOT DISTRICT 1 STANDARDS AND DETAILS.

MATCHLINE NB I-94 STA. 2355+00.00 (BELOW)

MATCHLINE NB I-94 STA. 2340+00.00 (PREV. SHEET)

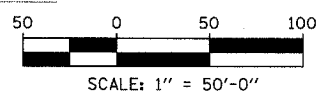
MATCHLINE NB I-94 STA. 2355+00.00 (ABOVE)



LOCATION MAP

**LEGEND:**

	TEMPORARY CONCRETE BARRIER
	TRAFFIC LANE
	WORK ZONE
	BARRICADE, TYPE III
	DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
	ARROW BOARD
	TEMPORARY PAVEMENT



REVISIONS	
NAME	DATE

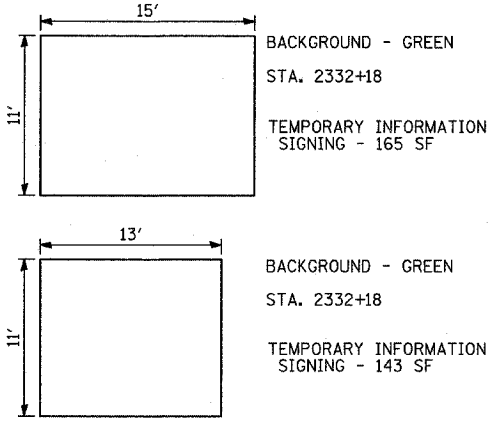
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 MAINTENANCE OF TRAFFIC PLAN  
 STAGE 3 - NB I-94  
 NB I-94 STA. 2340+00 TO 2370+00  
 SHEET 2 OF 2  
 SCALE: 1"=50'-0"  
 DATE: MARCH 7, 2006  
 DRAWN BY: RTM  
 CHECKED BY: JDF

TYLIN INTERNATIONAL



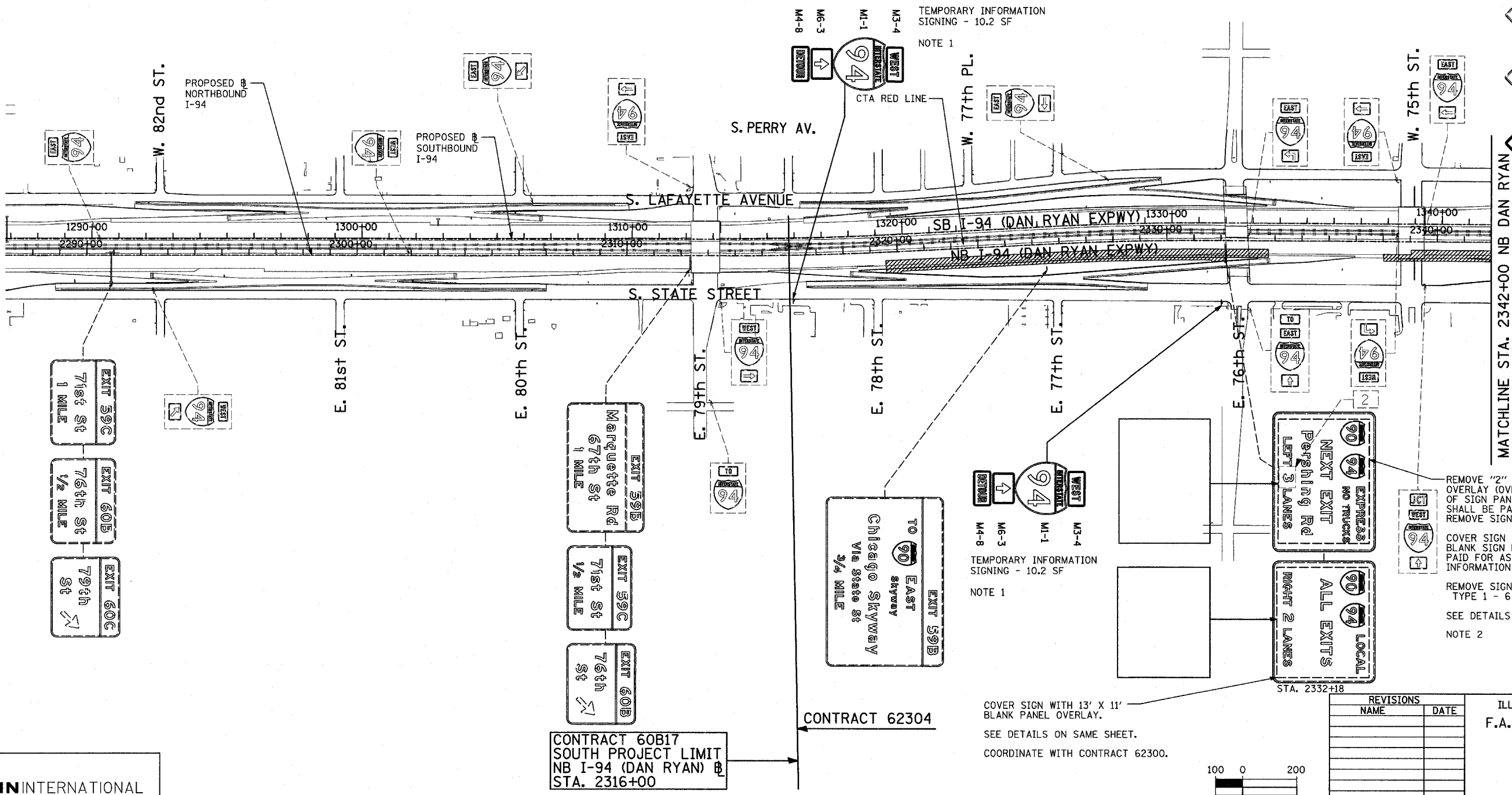
**NOTES:**

1. PROPOSED DETOUR TRAILBLAZER TO BE REMOVED AFTER APPROPRIATE ENTRANCE RAMP HAS BEEN OPENED. COST SHALL BE INCLUDED IN TEMPORARY INFORMATION SIGNING. SEE SHEET 1 OF STAGE 1 CONSTRUCTION SIGNING PLANS FOR TRAILBLAZER SIZE.
2. REMOVED SIGN PANEL SHALL BECOME THE PROPERTY OF CONTRACTOR AND BE DISPOSED OFFSITE.
3. RELOCATION OF SIGNS SHALL BE INCLUDED IN THE COST OF TEMPORARY INFORMATION SIGNING.



**SIGNING LEGEND:**

- - - EXISTING GROUND MOUNTED SIGN
- - - EXISTING OVERHEAD TRUSS MOUNTED SIGN
- - - EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- - - EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- - - PROPOSED GROUND MOUNTED SIGN
- - - PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- ▨ CONSTRUCTION ZONE
- ◊ EXISTING SIGN
- ◊ EXISTING SIGN TO BE REMOVED
- ◊ PROPOSED SIGN



REMOVE "2" SIGN PANEL OVERLAY (OVER 3). REMOVAL OF SIGN PANEL OVERLAY SHALL BE PAID FOR AS REMOVE SIGN PANEL - TYPE 1.

COVER SIGN WITH 15' X 11' BLANK SIGN PANEL OVERLAY. PAID FOR AS TEMPORARY INFORMATION SIGNING.

REMOVE SIGN PANEL - TYPE 1 - 6 SF

SEE DETAILS ON SAME SHEET.

NOTE 2

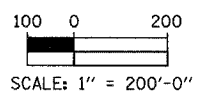
TEMPORARY INFORMATION SIGNING - 10.2 SF

NOTE 1

COVER SIGN WITH 13' X 11' BLANK PANEL OVERLAY.

SEE DETAILS ON SAME SHEET.

COORDINATE WITH CONTRACT 62300.



REVISIONS	
NAME	DATE

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

**CONSTRUCTION SIGNING-STAGE 1**  
STA. 2287+00 TO STA 2342+00  
SHEET 1 OF 2

SCALE: 1" = 200'  
DATE: MARCH 7, 2006  
DRAWN BY: AMB  
CHECKED BY: TGB

TYLIN INTERNATIONAL

CONTRACT 60B17  
SOUTH PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2316+00

CONTRACT 62304

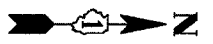
ALTERNATE ROUTE SIGNING IS BEING DONE UNDER CONTRACTS 62300 (14) AND 62302 (15). COORDINATION MAY BE REQUIRED TO ELIMINATE DUPLICATE OR CONFLICTING SIGNING.

**NOTES:**

1. PROPOSED DETOUR TRAILBLAZER TO BE REMOVED AFTER APPROPRIATE ENTRANCE RAMP HAS BEEN OPENED. COST SHALL BE INCLUDED IN TEMPORARY INFORMATION SIGNING. SEE SHEET 1 OF STAGE 1 CONSTRUCTION SIGNING PLANS FOR TRAILBLAZER SIZE.

2. REMOVED SIGN PANEL SHALL BECOME THE PROPERTY OF CONTRACTOR AND BE DISPOSED OFFSITE.

3. RELOCATION OF SIGNS SHALL BE INCLUDED IN THE COST OF TEMPORARY INFORMATION SIGNING.

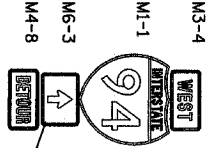


**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

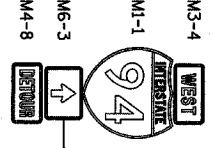
TEMPORARY INFORMATION SIGNING - 10.2 SF

NOTE 1

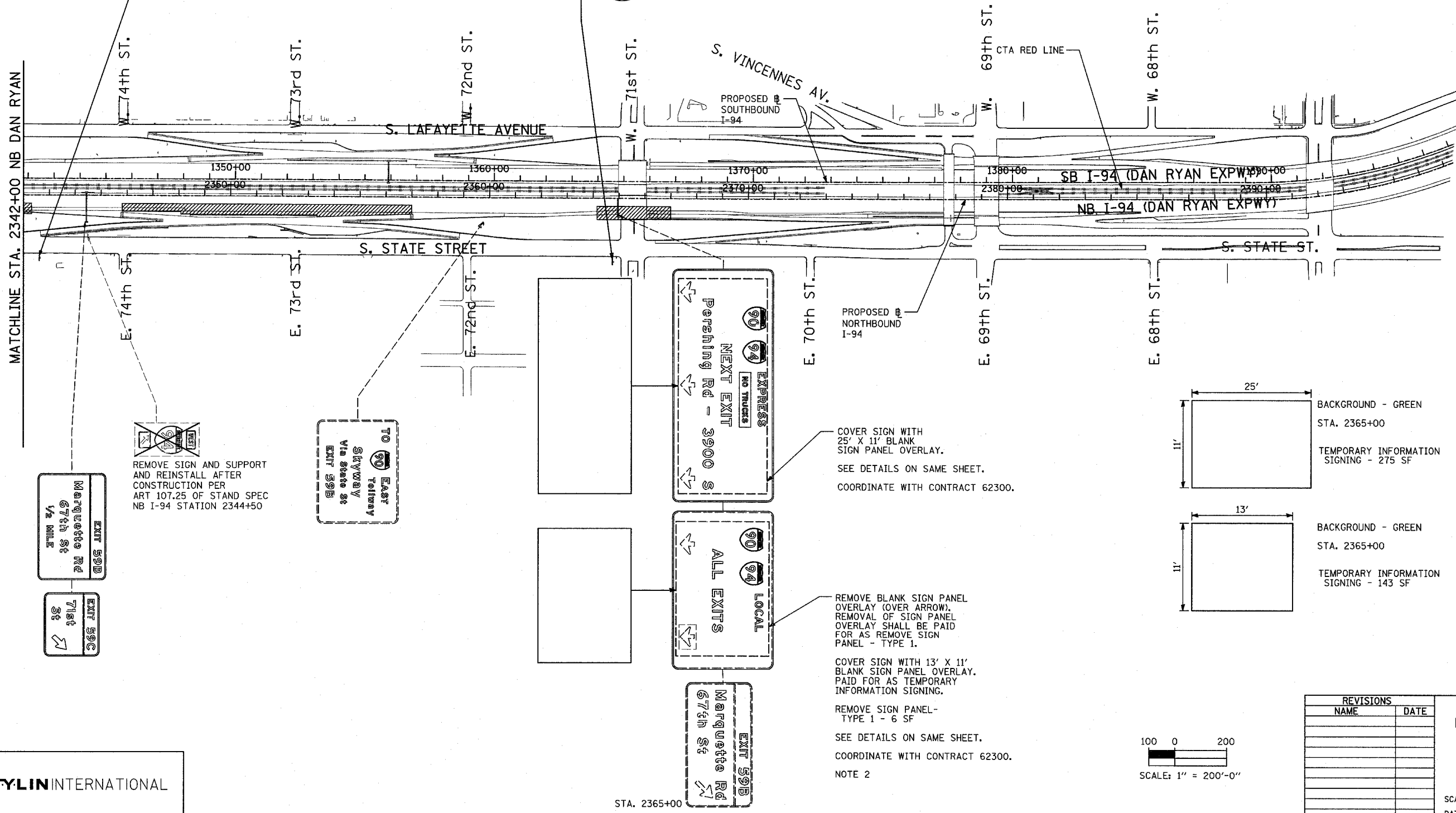


TEMPORARY INFORMATION SIGNING - 10.2 SF

NOTE 1



MATCHLINE STA. 2342+00 NB DAN RYAN



REMOVE SIGN AND SUPPORT AND REINSTALL AFTER CONSTRUCTION PER ART 107.25 OF STAND SPEC NB I-94 STATION 2344+50

COVER SIGN WITH 25' X 11' BLANK SIGN PANEL OVERLAY. SEE DETAILS ON SAME SHEET. COORDINATE WITH CONTRACT 62300.

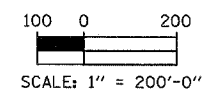
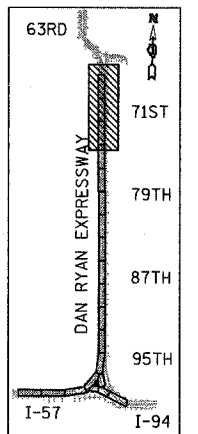
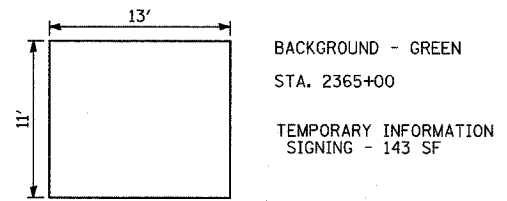
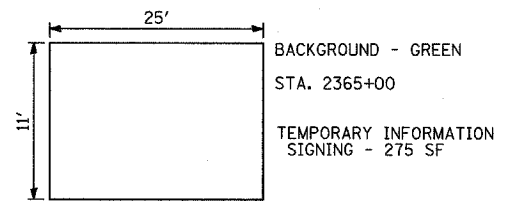
REMOVE BLANK SIGN PANEL OVERLAY (COVER ARROW). REMOVAL OF SIGN PANEL OVERLAY SHALL BE PAID FOR AS REMOVE SIGN PANEL - TYPE 1.

COVER SIGN WITH 13' X 11' BLANK SIGN PANEL OVERLAY. PAID FOR AS TEMPORARY INFORMATION SIGNING.

REMOVE SIGN PANEL - TYPE 1 - 6 SF. SEE DETAILS ON SAME SHEET.

COORDINATE WITH CONTRACT 62300.

NOTE 2



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
CONSTRUCTION SIGNING-STAGE 1  
STA. 2342+00 TO STA. 2396+00  
SHEET 2 OF 2

SCALE: 1" = 200'  
DATE: MARCH 7, 2006  
DRAWN BY: AMB  
CHECKED BY: TGB

EXIT RAMP CLOSURE SIGNING SCHEDULE

RAMP	LOCATION	STATION	TYPE OF SUPPORT	SIGN	COVER
71ST ST	NB I-94 (Dan Ryan Expressway)	2290+90	Span	Exit 59C 71st St 1 Mile	•1 Mile
	NB I-94 (Dan Ryan Expressway)	2312+37	Bridge-Mounted	Exit 59C 71st St 1/2 Mile	•1/2 Mile
	NB I-94 (Dan Ryan Expressway)	2344+44	Span	Exit 59C 71st St & Arrow	St & Arrow

**NOTE**

WHEN RAMP IS CLOSED DURING STAGE 1, COVER SIGNS WITH SIGN PANEL OVERLAY "RAMP CLOSED" PER DISTRICT 1 STANDARD TC-8 FOLLOWING EXIT RAMP CLOSURE SIGNING SCHEDULE. SIGN PANEL OVERLAY SHALL BE ADJUSTED IF EXISTING SIGN PANELS ARE LESS THAN 10'. SIGN PANEL OVERLAY SHALL BE REMOVED AFTER DESIGNATED RAMP IS OPENED. INSTALLATION AND REMOVAL OF SIGN PANEL OVERLAY SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

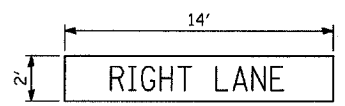
\*SIGNS LOCATED OUTSIDE OF PROJECT AREA. CONTRACTOR SHALL COORDINATE WITH CONTRACT 62304 CONTRACTOR.

REVISIONS	
NAME	DATE



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	90
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

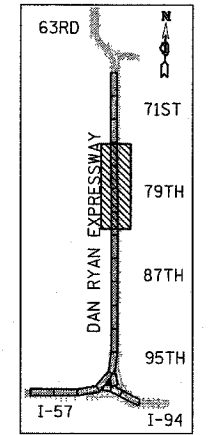
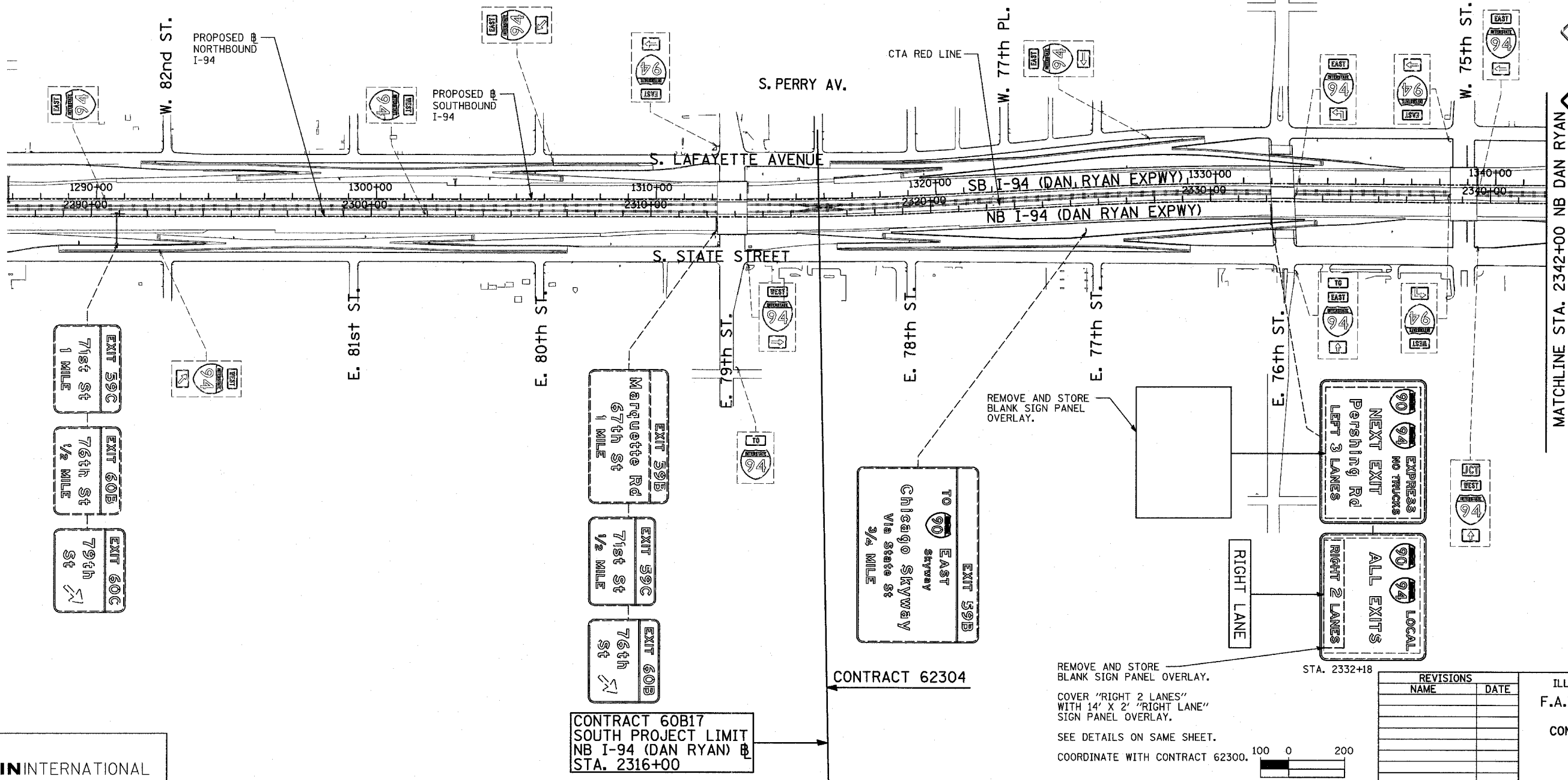
60B17



LEGEND - WHITE  
BACKGROUND - GREEN  
10" E LETTERS  
STA. 2332+18  
TEMPORARY INFORMATION  
SIGNING - 28 SF

**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN



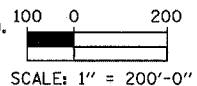
LOCATION MAP

TYLIN INTERNATIONAL

CONTRACT 60B17  
SOUTH PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2316+00

CONTRACT 62304

REMOVE AND STORE  
BLANK SIGN PANEL  
OVERLAY.  
COVER "RIGHT 2 LANES"  
WITH 14' X 2' "RIGHT LANE"  
SIGN PANEL OVERLAY.  
SEE DETAILS ON SAME SHEET.  
COORDINATE WITH CONTRACT 62304.



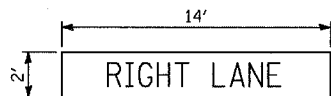
STA. 2332+18

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
CONSTRUCTION SIGNING-STAGE WINTER  
STA. 2287+00 TO STA 2342+00  
SHEET 1 OF 2

SCALE: 1" = 200'  
DATE: MARCH 7, 2006  
DRAWN BY: AMB  
CHECKED BY: TGB





LEGEND - WHITE BACKGROUND - GREEN 10" E LETTERS

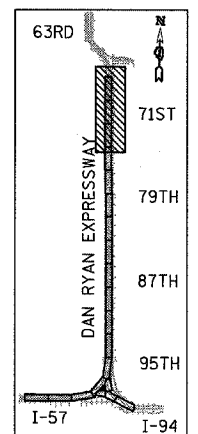
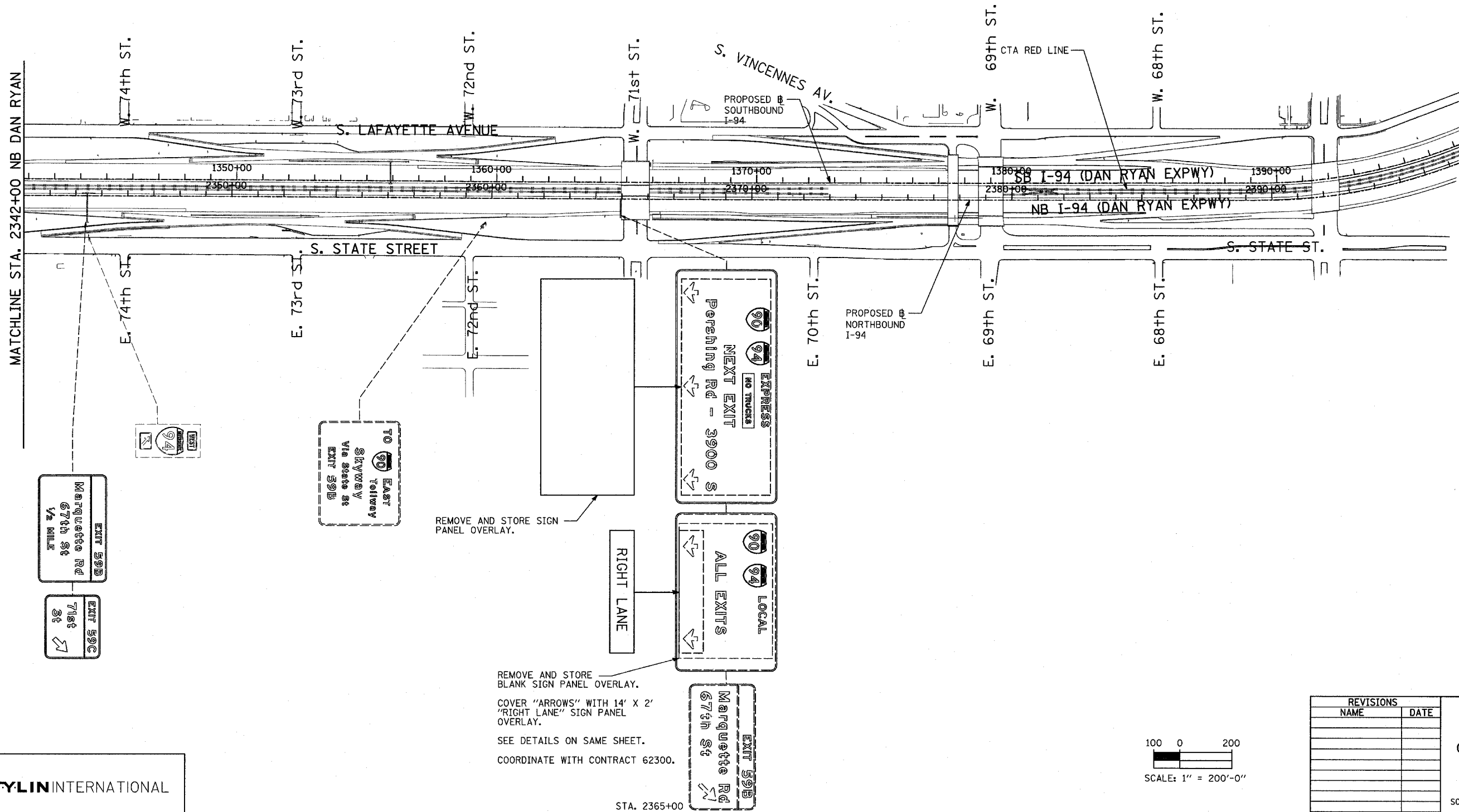
STA. 2365+00

TEMPORARY INFORMATION SIGNING - 28 SF



**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN



LOCATION MAP

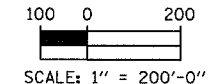
REMOVE AND STORE SIGN PANEL OVERLAY.

REMOVE AND STORE BLANK SIGN PANEL OVERLAY.

COVER "ARROWS" WITH 14' X 2' "RIGHT LANE" SIGN PANEL OVERLAY.

SEE DETAILS ON SAME SHEET.

COORDINATE WITH CONTRACT 62300.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 CONSTRUCTION SIGNING-STAGE WINTER  
 STA. 2342+00 TO STA. 2396+00  
 SHEET 2 OF 2

SCALE: 1" = 200'  
 DATE: MARCH 7, 2006  
 DRAWN BY: AMB  
 CHECKED BY: TGB

**TYLIN INTERNATIONAL**

STA. 2365+00

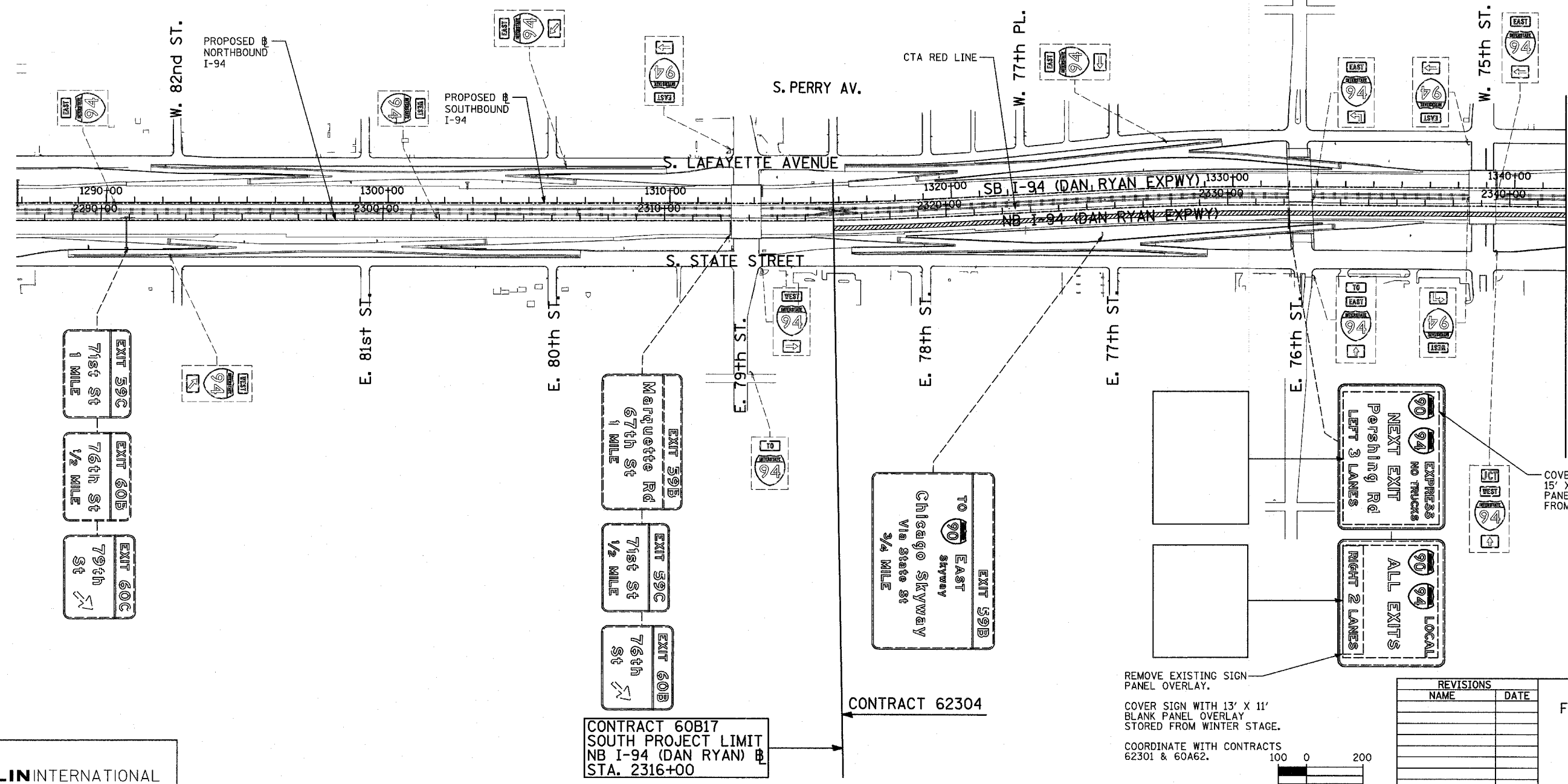
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	92
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60B17



**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

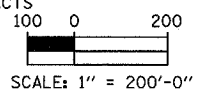


**TYLIN INTERNATIONAL**

CONTRACT 60B17  
SOUTH PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2316+00

CONTRACT 62304

REMOVE EXISTING SIGN  
PANEL OVERLAY.  
COVER SIGN WITH 13' X 11'  
BLANK PANEL OVERLAY  
STORED FROM WINTER STAGE.  
COORDINATE WITH CONTRACTS  
62301 & 60A62.

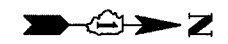


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**CONSTRUCTION SIGNING-STAGE 2**  
STA. 2287+00 TO STA 2342+00  
SHEET 1 OF 2  
SCALE: 1" = 200'  
DATE: MARCH 7, 2006  
DRAWN BY: AMB  
CHECKED BY: TGB

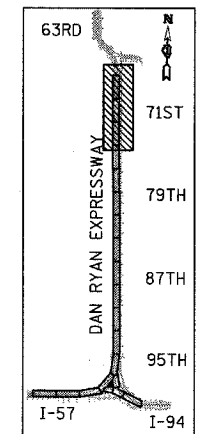
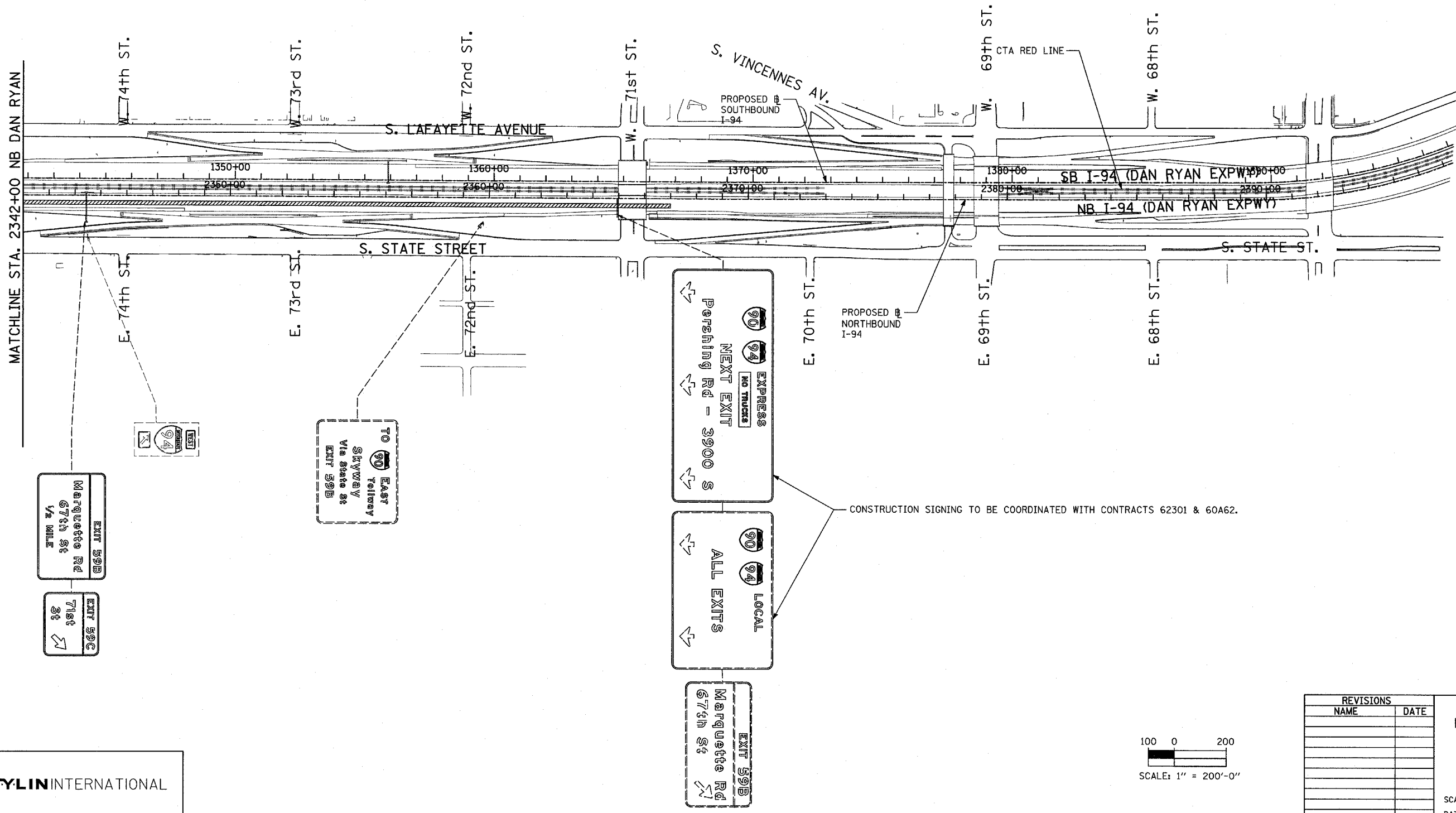
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	93
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B17

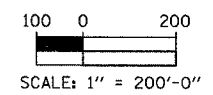


**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN



LOCATION MAP



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 CONSTRUCTION SIGNING-STAGE 2  
 STA. 2342+00 TO STA. 2396+00  
 SHEET 2 OF 2

SCALE: 1" = 200'  
 DATE: MARCH 7, 2006

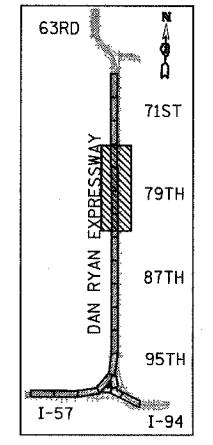
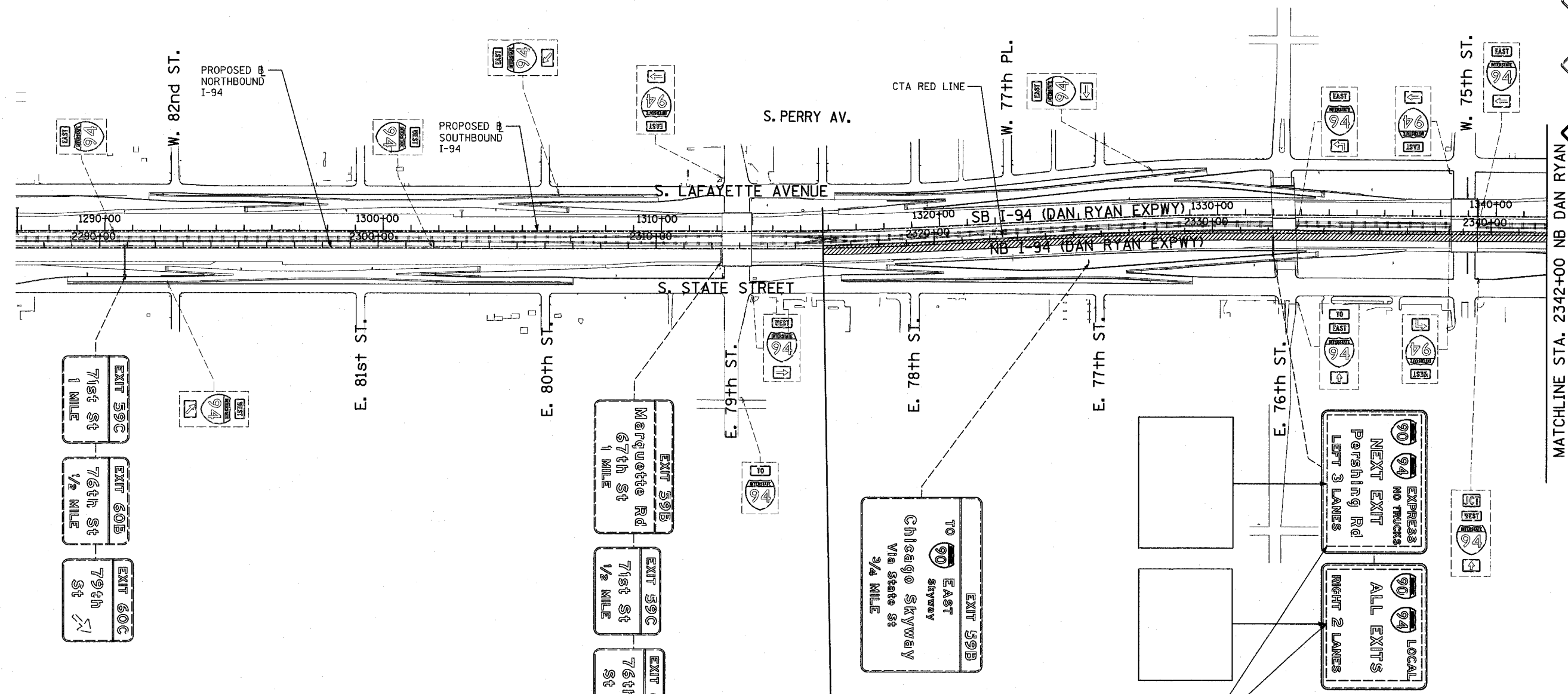
DRAWN BY: AMB  
 CHECKED BY: TGB

TYLIN INTERNATIONAL



**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN



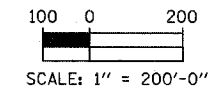
LOCATION MAP

**TYLIN** INTERNATIONAL

CONTRACT 60B17  
SOUTH PROJECT LIMIT  
NB I-94 (DAN RYAN) @  
STA. 2316+00

CONTRACT 62304

REMOVE BLANK SIGN PANEL OVERLAY  
AT END OF STAGE 3. COORDINATE WITH  
CONTRACTS 62301 & 60A62.



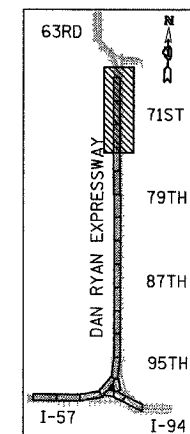
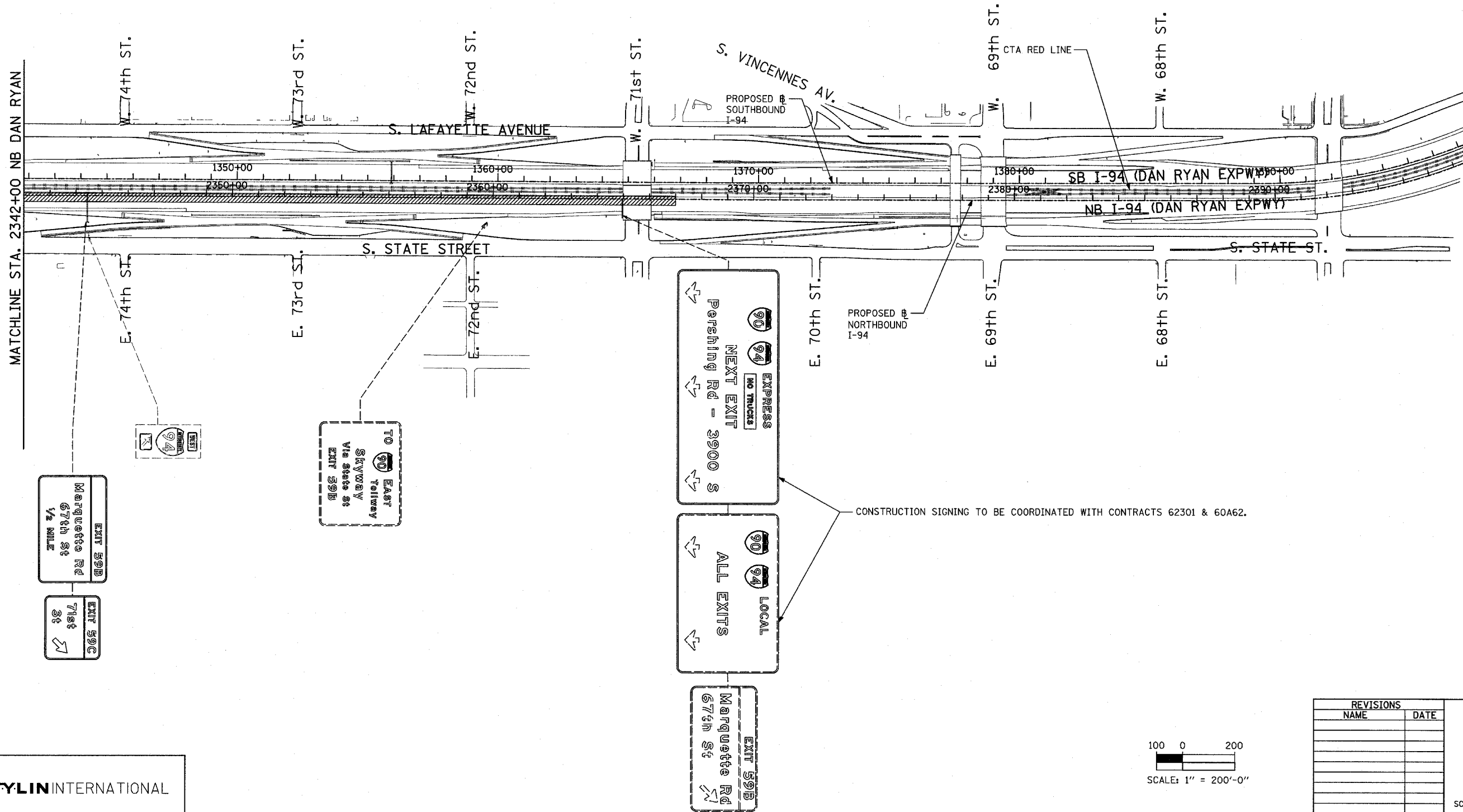
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
  
CONSTRUCTION SIGNING-STAGE 3  
STA. 2287+00 TO STA 2342+00  
SHEET 1 OF 2  
  
SCALE: 1" = 200'  
DATE: MARCH 7, 2006  
  
DRAWN BY: AMB  
CHECKED BY: TGB



**SIGNING LEGEND:**

- EXISTING GROUND MOUNTED SIGN
- EXISTING OVERHEAD TRUSS MOUNTED SIGN
- EXISTING OVERHEAD SIGN STRUCTURE-BRIDGE MOUNTED
- EXISTING OVERHEAD CANTILEVER MOUNTED SIGN
- PROPOSED GROUND MOUNTED SIGN
- PROPOSED OVERHEAD SIGN STRUCTURE - TRUSS
- CONSTRUCTION ZONE
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

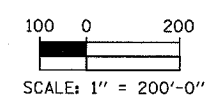


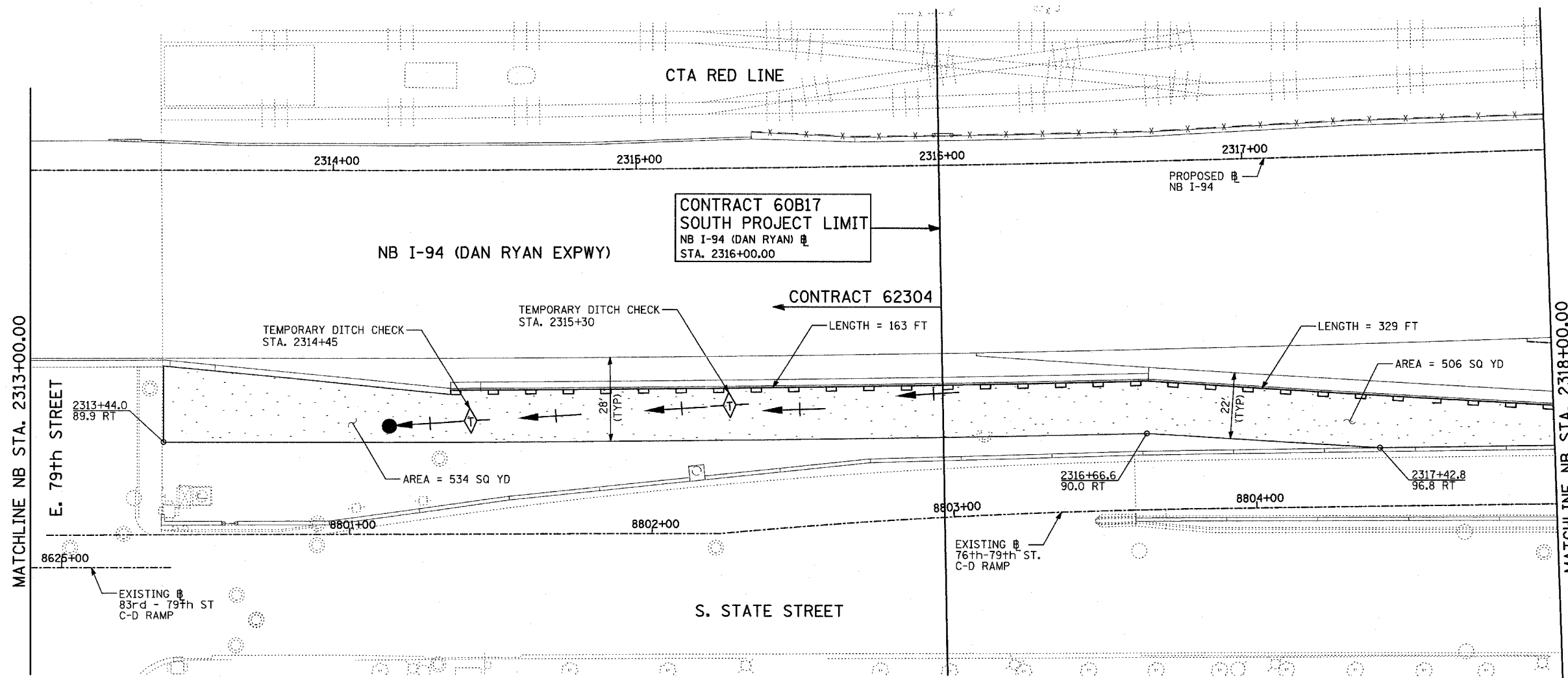
LOCATION MAP

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 CONSTRUCTION SIGNING-STAGE 3  
 STA. 2342+00 TO STA. 2396+00  
 SHEET 2 OF 2

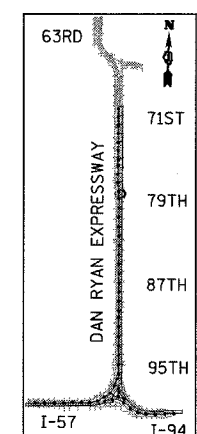
SCALE: 1" = 200'  
 DATE: MARCH 7, 2006  
 DRAWN BY: AMB  
 CHECKED BY: TGB





MATCHLINE NB STA. 2313+00.00

MATCHLINE NB STA. 2318+00.00



LOCATION MAP

**LEGEND:**

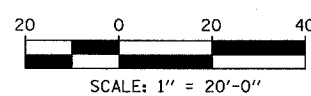
- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

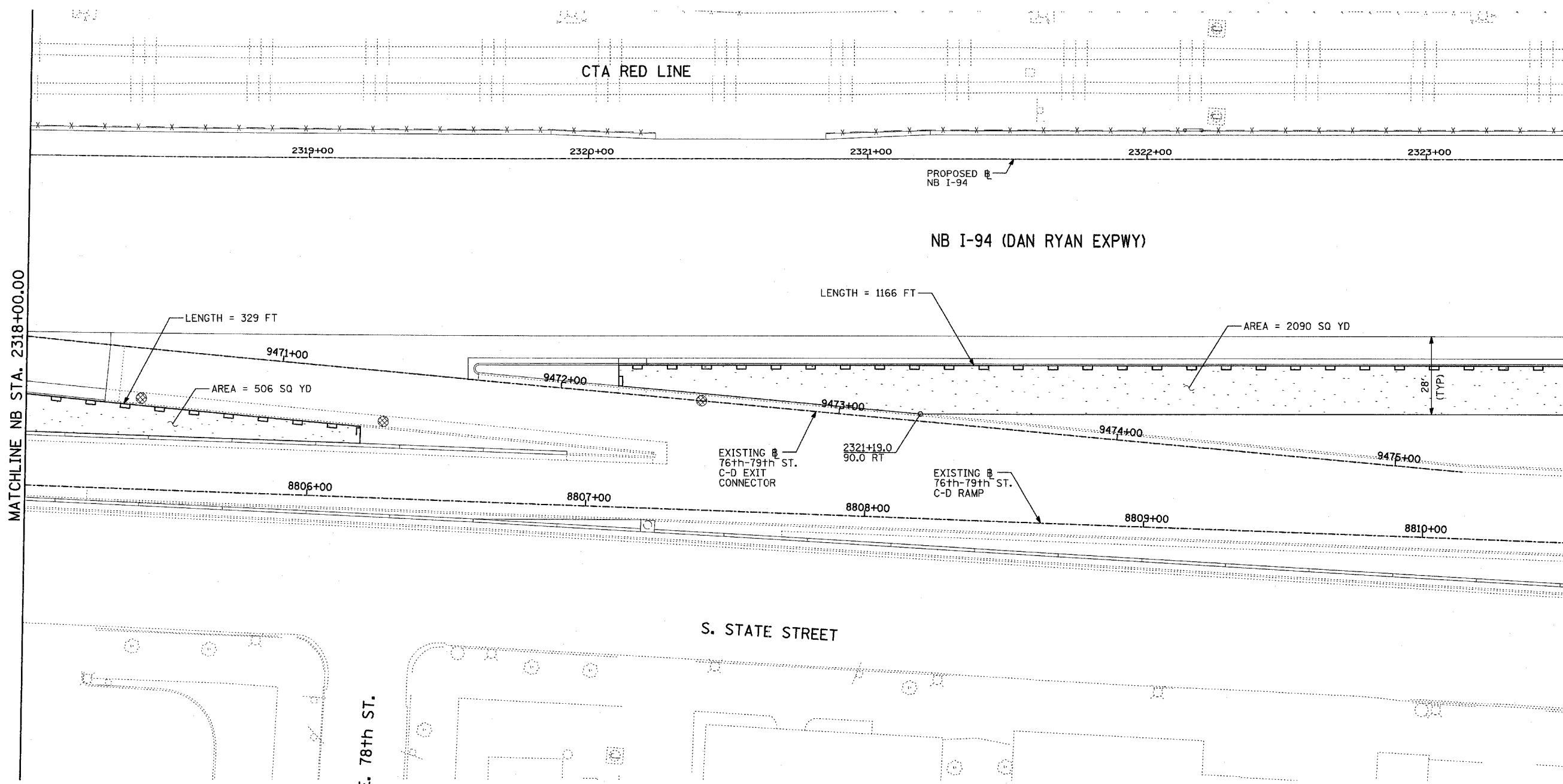
TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0  
 TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 2  
 TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

**TYLIN** INTERNATIONAL

REVISIONS	
NAME	DATE

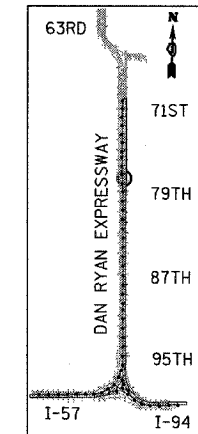
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
**EROSION CONTROL PLAN**  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2313+00.00 TO 2318+00.00  
 (SHEET 1 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: JPA



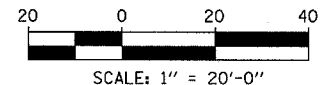


MATCHLINE NB STA. 2318+00.00

MATCHLINE NB STA. 2323+50.00



LOCATION MAP



**LEGEND:**

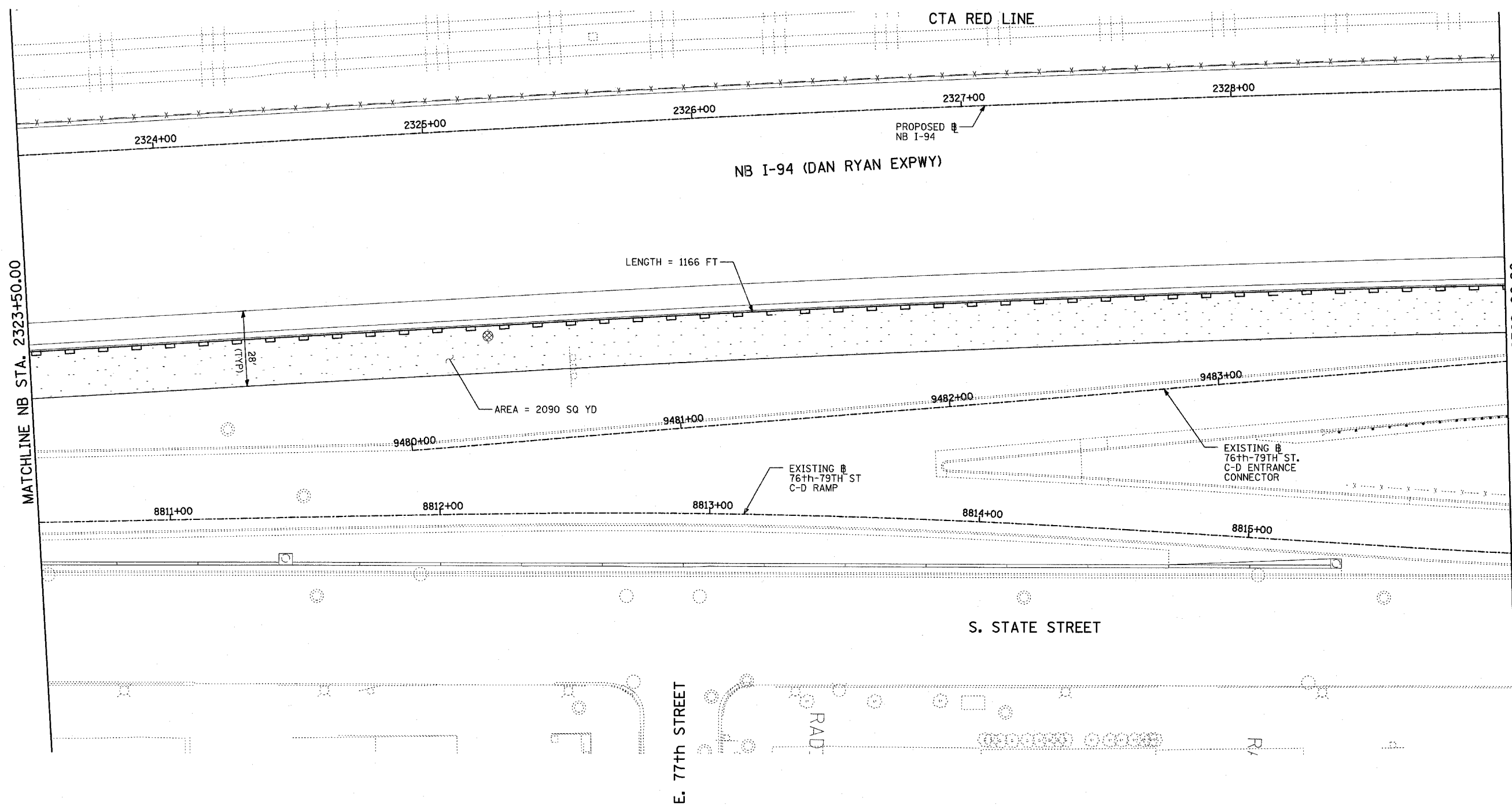
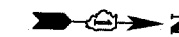
- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 3  
 TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0  
 TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

REVISIONS	
NAME	DATE

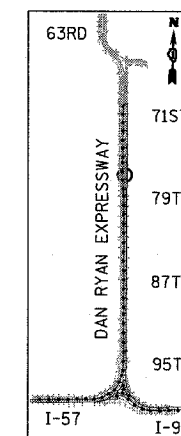
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EROSION CONTROL PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2318+00.00 TO 2323+50.00  
 (SHEET 2 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: JPA



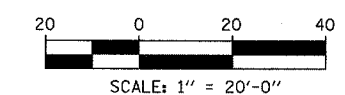


MATCHLINE NB STA. 2329+00.00

MATCHLINE NB STA. 2323+50.00



LOCATION MAP



**LEGEND:**

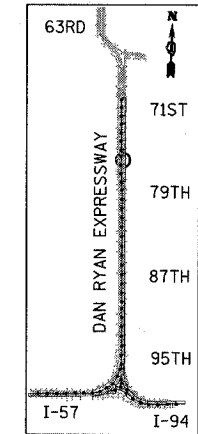
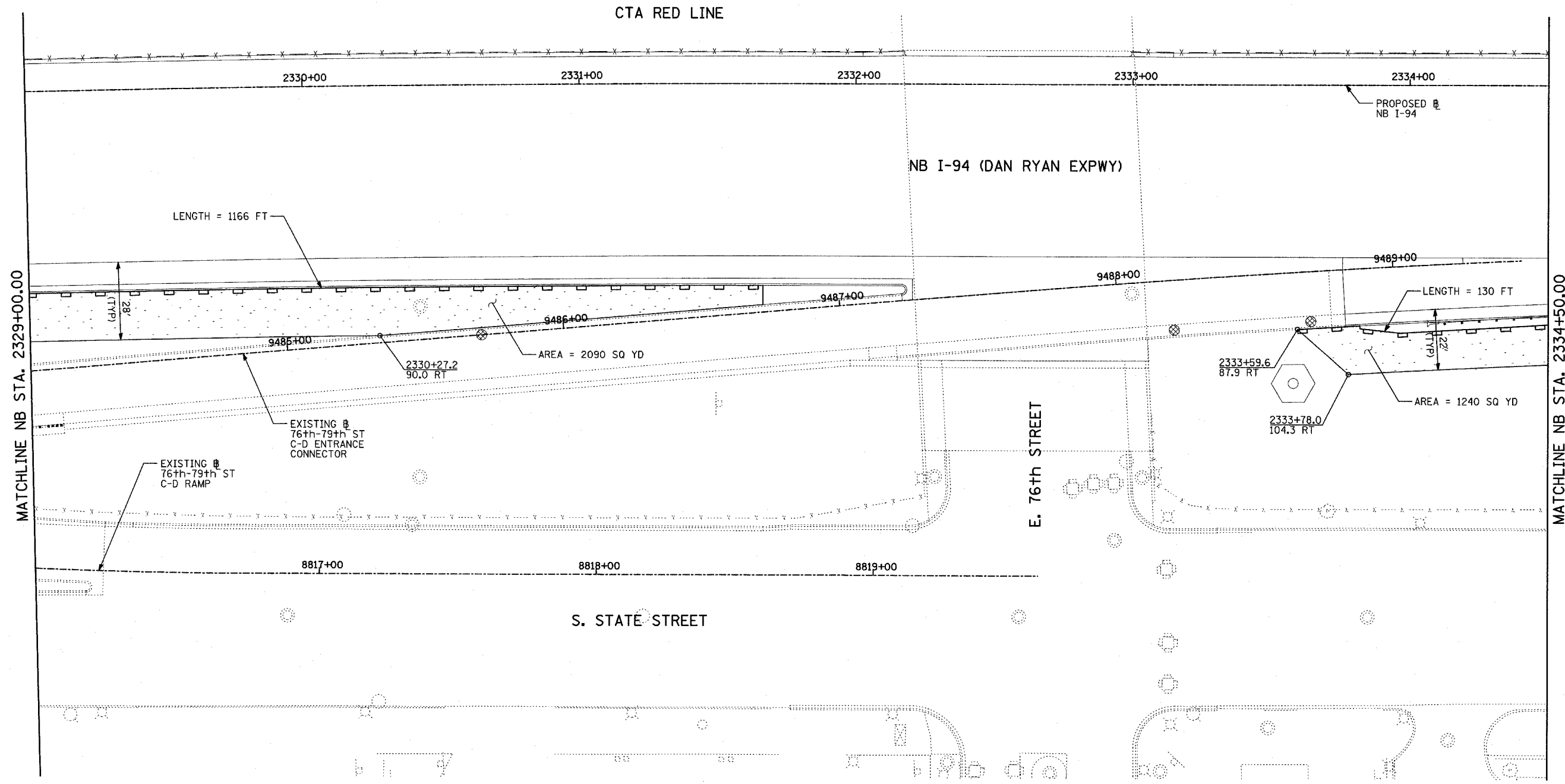
- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 1  
 TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0  
 TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

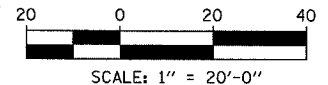
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EROSION CONTROL PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2323+50.00 TO 2329+00.00  
 (SHEET 3 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JUS  
 CHECKED BY: JPA

**TYLIN** INTERNATIONAL



LOCATION MAP



- LEGEND:**
- TEMPORARY EROSION CONTROL SEEDING
  - SEDIMENT CONTROL, SILT FENCE
  - INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
  - TEMPORARY FENCE
  - TEMPORARY DITCH CHECK
  - PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
  - EXISTING DRAINAGE SWALE
  - TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 3  
 TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0  
 TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

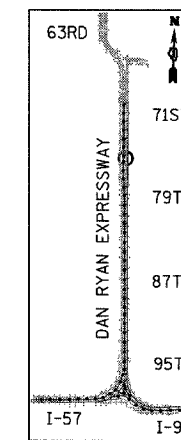
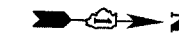
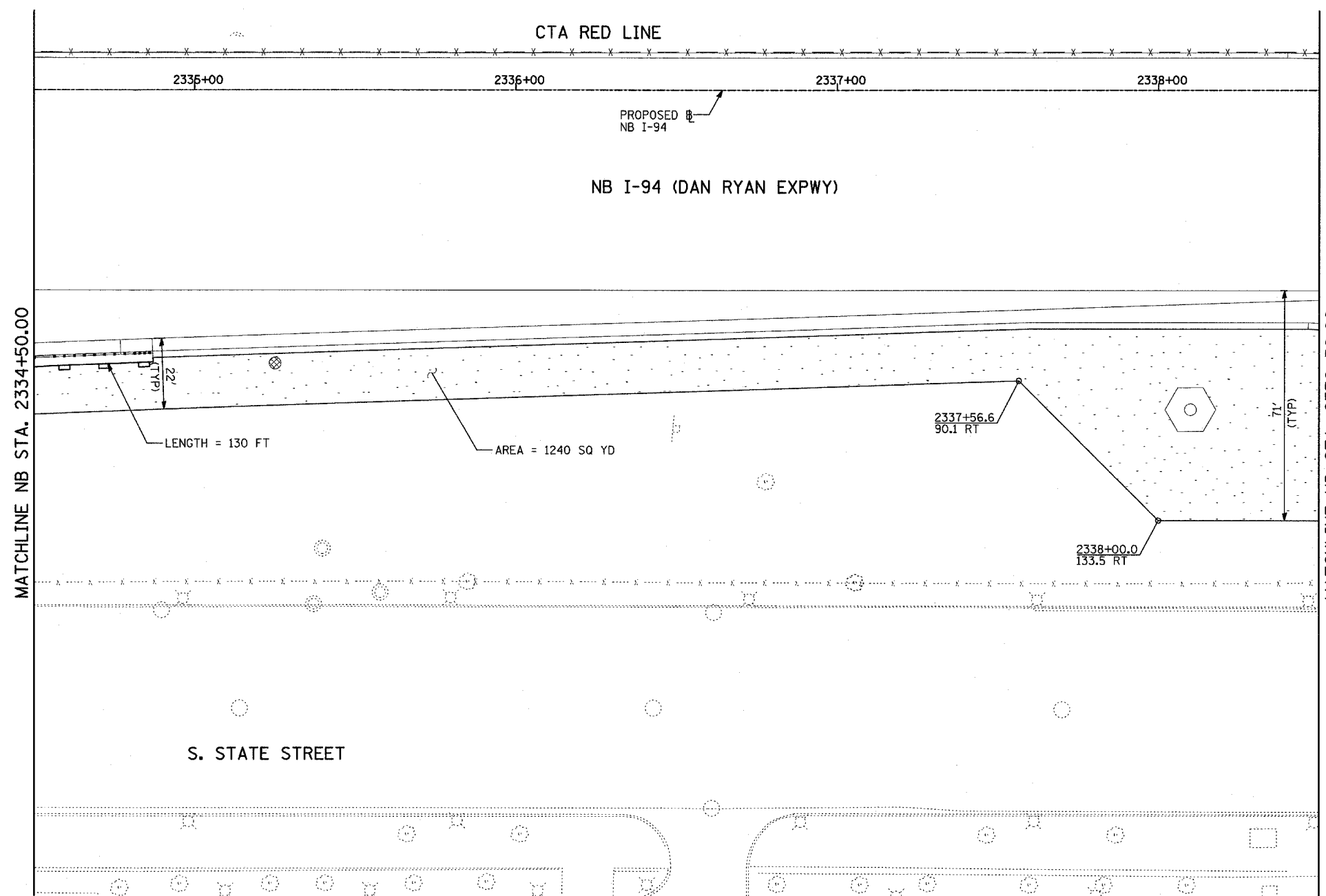
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EROSION CONTROL PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2329+00.00 TO 2334+50.00  
 (SHEET 4 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JJS  
 CHECKED BY: JPA

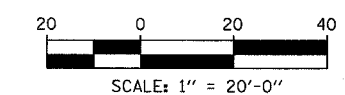
**TYL** INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 R-3	COOK	265	100
STA. 2316+00		TO STA. 2367+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B17



LOCATION MAP



**TYLIN** INTERNATIONAL

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 1  
 TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0  
 TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

- LEGEND:**
- TEMPORARY EROSION CONTROL SEEDING
  - SEDIMENT CONTROL, SILT FENCE
  - INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
  - TEMPORARY FENCE
  - TEMPORARY DITCH CHECK
  - PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
  - EXISTING DRAINAGE SWALE
  - TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 EROSION CONTROL PLAN  
 NB I-94 (DAN RYAN EXPRESSWAY)  
 STA. 2334+50.00 TO 2338+50.00  
 (SHEET 5 OF 11)  
 SCALE: 1"=20'  
 DATE: MARCH 7, 2006  
 DRAWN BY: JUS  
 CHECKED BY: JPA