

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DAN RYAN EXPRESSWAY:	ADT (2010)	DESIGN SPEED	POSTED SPEED
NB I-94 (DAN RYAN)	151,800	60 MPH	55 MPH
NB I-57	57,300	60 MPH	55 MPH
NB 87TH STREET ENTRANCE RAMP	14,300	45 MPH	45 MPH
NB 83RD STREET C-D ENTRANCE RAMP	8,100	45 MPH	45 MPH

MAJOR CROSS STREETS AND FRONTAGE ROADS:

	ADT	POSTED SPEED
87TH STREET	21,900	30 MPH
83RD STREET	13,700	30 MPH
S. STATE STREET	15,100	30 MPH

DESCRIPTION OF PROJECT

CONSTRUCTION OF FLUTED KNEE WALLS AND LIGHT TOWER SERVICE PAD LOCATED WITHIN THE PROJECT LIMITS

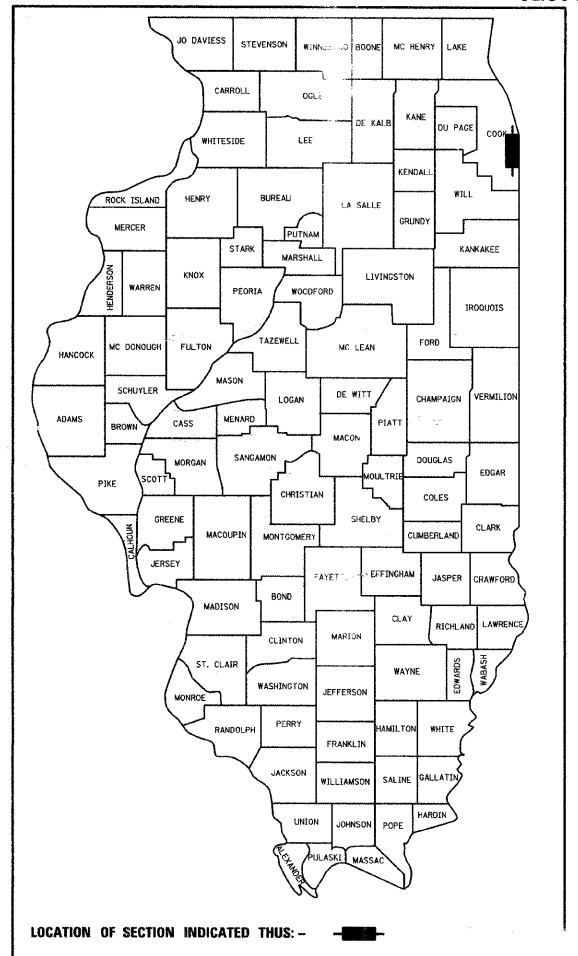
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

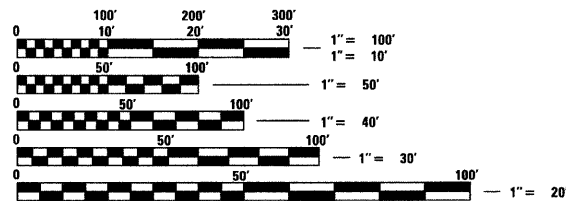
F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)
SECTION 1717 I-6
FLUTED KNEE WALL CONSTRUCTION
ALONG STATE STREET FROM 86TH STREET TO 83RD STREET
COOK COUNTY
C-91-231-05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	1

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT D-91-231-05 62973



PROJECT LOCATED IN THE CITY OF CHICAGO

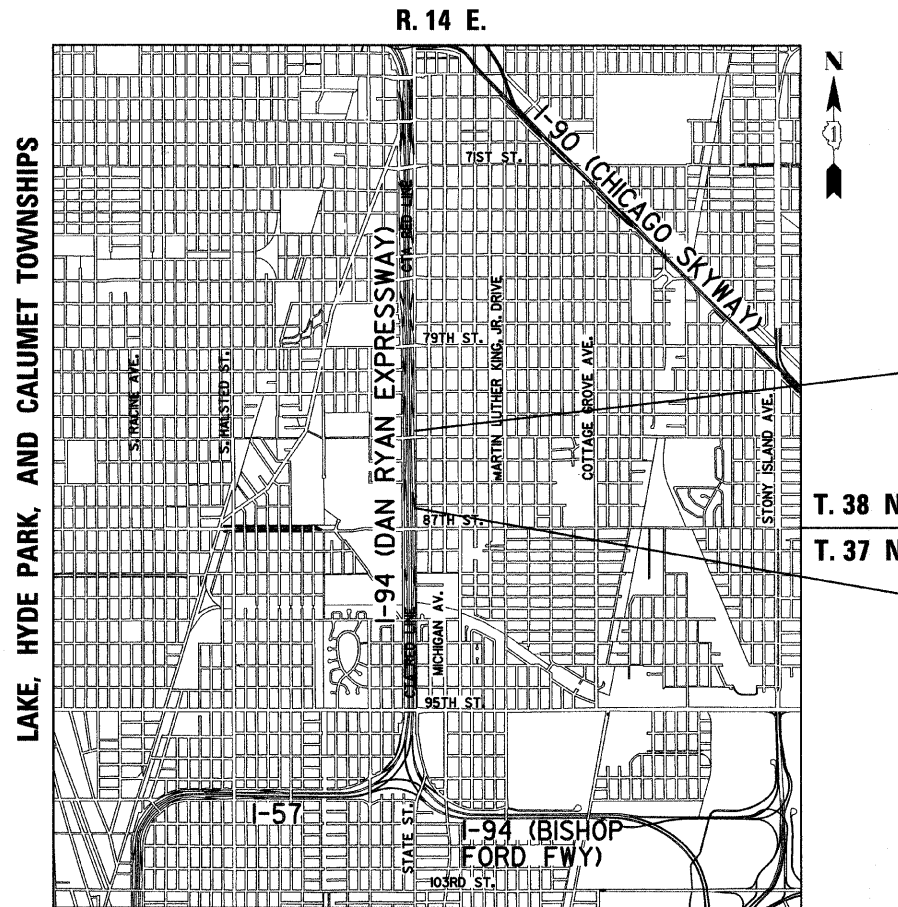


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES; REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED

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

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

CONTRACT NO. 62973



LOCATION MAP

MAP SCALE: 1" = 1/2 MILE
GROSS LENGTH OF PROJECT = 2188.64 FT. = 0.41 MI.
NET LENGTH OF PROJECT = 2188.64 FT. = 0.41 MI.

F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2287 + 21.27 (NB I-94)

F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2265 + 32.63 (NB I-94)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 9, 2008

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

June 26, 2009
Charles J. Ingersoll, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

June 26, 2009
Christine M. Reed, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

CONTRACT 25D

Signed Dean A. Kiesling
Date October 7, 2008

32957 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	2
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

62973

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER
2	INDEX OF SHEETS, INDEX OF STATE STANDARDS, GENERAL NOTES AND CONTRACTOR ACCESS ASSUMPTIONS
3	SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES
4-5	EXISTING AND PROPOSED TYPICAL SECTIONS
6-16	ALIGNMENT PLANS AND SURVEY TIES
17-26	REMOVAL AND PROPOSED PLANS
27	HIGH MAST LIGHT TOWER SPEF4 SERVICE PAD DETAIL
28	CONCRETE MEDIAN SURFACE, 5" (MODIFIED) WITH CALIFORNIA FINISH DETAILS
29-31	CITY OF CHICAGO STANDARD DETAILS - DETAILS OF CURB RAMPS FOR PEOPLE WITH DISABILITIES
32-34	FLUTED KNEE WALL STANDARD DETAILS, FLUTED KNEE WALL TRANSITION DETAILS, AND FLUTED KNEE WALL, SPECIAL STANDARD DETAILS
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55-56	BE 501 DIST 1, HIGH MAST LIGHT TOWER - 90 FT TO 120 FT (27 m TO 36 m) FOUNDATION DETAILS - FOR INFORMATION ONLY
57	TC-10 DIST 1, TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
58	TC-17 DIST 1, TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
59	TC-18 DIST 1, SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS
60	TC-22 DIST 1, ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES:

- UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO AND THOSE PRIVATELY OWNED. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL THE CHICAGO UTILITY ALERT NETWORK AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). CONTACT THE CHICAGO DEPARTMENT OF WATER MANAGEMENT PERMIT SECTION AT (312) 747-7893 FOR WATER AND SEWER LOCATIONS.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
- THE CONTRACTOR SHALL NOT SET UP A YARD OR FIELD OFFICE ON IDOT PROPERTY WITHOUT WRITTEN PERMISSION FROM IDOT.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- ALL ELEVATIONS SHOWN ARE BASED ON THE CHICAGO CITY DATUM OF 0.00, WHICH IS 579.19 FEET ABOVE MEAN TIDE NEW YORK. (NAVD 88)
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED RELOCATED FENCING OR WHERE PROPOSED RELOCATED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
- ALL EXISTING FENCE THAT IS REQUIRED TO BE REMOVED AND RE-ERECTED SHALL BE RELOCATED PRIOR TO THE START OF INSTALLATION OF THE PROPOSED KNEE WALL OR AS DIRECTED BY THE ENGINEER.
- THE LOCATIONS OF VARIOUS ITEMS SUCH AS PAVEMENT, RETAINING WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION ARE BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR SHALL VERIFY AS-BUILT CONDITIONS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- THE INTENT OF THE CONTRACT DOCUMENTS IS TO CONSTRUCT THE FLUTED KNEE WALL BEHIND THE EXISTING CURB AND GUTTER. ANY DAMAGE TO THE EXISTING CURB AND GUTTER SHALL BE REPAIRED TO THE ORIGINAL CONDITION OF THE CURB AND GUTTER OR REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
- CONTRACTS #62971 (25B) AND #62972 (25C) SHALL BE ALLOWED ACCESS TO USE THE FIELD OFFICE PROVIDED FOR IN THIS CONTRACT.
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES NEEDED TO COMPLETE THE WORK. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL NOT MAINTAIN A PERMANENT PARTIAL RAMP OR SHOULDER CLOSURE ALONG THE MAINLINE I-94 (DAN RYAN) FOR THE DURATION OF THIS PROJECT. ONLY TEMPORARY PARTIAL RAMP CLOSURES SHALL BE PERMITTED.
- ALL CATCH BASINS IN THE CITY OF CHICAGO SHALL MEET THE CHICAGO DEPARTMENT OF WATER MANAGEMENT'S STANDARDS.
- PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY AND COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT'S PERMIT SHALL BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/ SUBCONTRACTOR SHALL SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUANCE OF THE SEWER PERMIT TO BUREAU OF ENGINEERING SERVICES-SEWER SECTION, JARDINE PURIFICATION PLANT, EL+51, ROOM 313, 1000 E. OHIO ST., CHICAGO, IL 60611. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
- THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENT. ANY CONFLICT SHALL BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 744-0409 OR (312) 744-0408.
- PERFORATED LIDS SHALL BE PLACED ON ALL SEWER MANHOLES AND CATCH BASINS.
- NIGHT OPERATIONS SHALL NOT BE ALLOWED
- LOCATION OF THE ELECTRICAL EQUIPMENT, INSTALLED BY CONTRACT 62583, IS APPROXIMATE. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION OF ALL ELECTRICAL ITEMS WITHIN THE PROJECT LIMITS WITH THE IDOT ELECTRICAL REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION. THE COST SHALL BE INCLUDED IN THE COST OF MOBILIZATION.

GENERAL NOTES (CONT.):

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

CONTRACTOR ACCESS ASSUMPTIONS:

- FOR HMLT SPEF 4, ACCESS IS ASSUMED TO BE FROM THE FRONTAGE ROAD (S. STATE ST.).
- FOR FLUTED KNEE WALL AND FLUTED KNEE WALL, SPECIAL CONSTRUCTION, ACCESS IS ASSUMED TO BE FROM THE FRONTAGE ROAD.

INDEX OF STATE STANDARDS

STANDARD NO.	TITLE
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-04	TEMPORARY EROSION CONTROL SYSTEM
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-06	URBAN LANE CLOSURE, MULTILANE 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
INDEX OF SHEETS, INDEX OF STATE STANDARDS, GENERAL NOTES AND CONTRACTOR ACCESS ASSUMPTIONS

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

10/17/2008 11:26:55 AM

PROJECT: KNEE WALLS ALONG STATE STREET FROM 86TH TO 83RD STREET, COOK COUNTY/CITY OF CHICAGO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	3
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62973

SUMMARY OF QUANTITIES

URBAN

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	100% STATE SFTY-4A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	38	38
20200100	EARTH EXCAVATION	CU YD	250	250
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	320	320
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	638	638
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	440	440
21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	440	440
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	15	15
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	15	15
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	15	15
25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.25	0.25
25100630	EROSION CONTROL BLANKET	SQ YD	1078	1078
25200200	SUPPLEMENTAL WATERING	UNIT	90	90
28000510	INLET FILTERS	EACH	11	11
42001300	PROTECTIVE COAT	SQ YD	89	89
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	243	243
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	80	80
44000600	SIDEWALK REMOVAL	SQ FT	178	178
44004250	PAVED SHOULDER REMOVAL	SQ YD	106	106
48300700	PORTLAND CEMENT CONCRETE SHOULDERS 12"	SQ YD	3	3
50200100	STRUCTURE EXCAVATION	CU YD	5	5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	4	4
50300300	PROTECTIVE COAT	SQ YD	13	13
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	520	520
60250200	CATCH BASINS TO BE ADJUSTED	EACH	2	2
60255500	MANHOLES TO BE ADJUSTED	EACH	16	16
63200310	GUARDRAIL REMOVAL	FOOT	100	100
66410300	CHAIN LINK FENCE REMOVAL	FOOT	365	365
66410400	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	1126	1126
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X0326143	FLUTED KNEE WALL (SPECIAL)	FOOT	33	33
X0326311	RELOCATE EXISTING SIGN PANEL (SPECIAL)	EACH	7	7
X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	16	16
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	240	240
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	55	55

* SPECIALTY ITEM

TYLIN INTERNATIONAL

SUMMARY OF QUANTITIES

URBAN

CODE NUMBER	ITEM DESCRIPTION	UNIT	QUANTITY	100% STATE SFTY-4A
X0324433	LIGHT TOWER SERVICE PAD, 6"	SQ FT	137	137
X0324640	FLUTED KNEE WALL	FOOT	2030	2030
X0325132	SHAPING AND GRADING AT HIGH MAST LIGHT TOWER	SQ YD	22	22
X2500322	SEEDING, CLASS 5A, (MODIFIED)	ACRE	0.25	0.25
X6065740	CONCRETE MEDIAN SURFACE, 5" (MODIFIED)	SQ FT	400	400
XX104800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12	FOOT	68.0	68.0
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION (CU YD)	REM. & DISP. UNSUITABLE (CU YD)
ALIGNMENT	STATION	TO STATION		
NB I-94 (DAN RYAN EXPY)	2265+36.7	2285+61.6	235.0	310.0
NB I-94 (DAN RYAN EXPY)	2286+54.0	2287+20.0	15.0	10.0
		TOTAL =	250.0	320.0

TREE REMOVAL (6 TO 15 UNITS)

LOCATION			TREE REMOV 6-15 (UNIT)
ALIGNMENT	STATION	OFFSET	
NB I-94 (DAN RYAN EXPY)	2275+50.85	121.6' RT	10
NB I-94 (DAN RYAN EXPY)	2275+50.85	121.6' RT	10
NB I-94 (DAN RYAN EXPY)	2276+81.23	121.0' RT	9
NB I-94 (DAN RYAN EXPY)	2281+32.47	121.9' RT	9
		TOTAL =	38

REVISIONS	
NAME	DATE

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

SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES

SCALE: NONE
DATE: OCTOBER 17, 2008

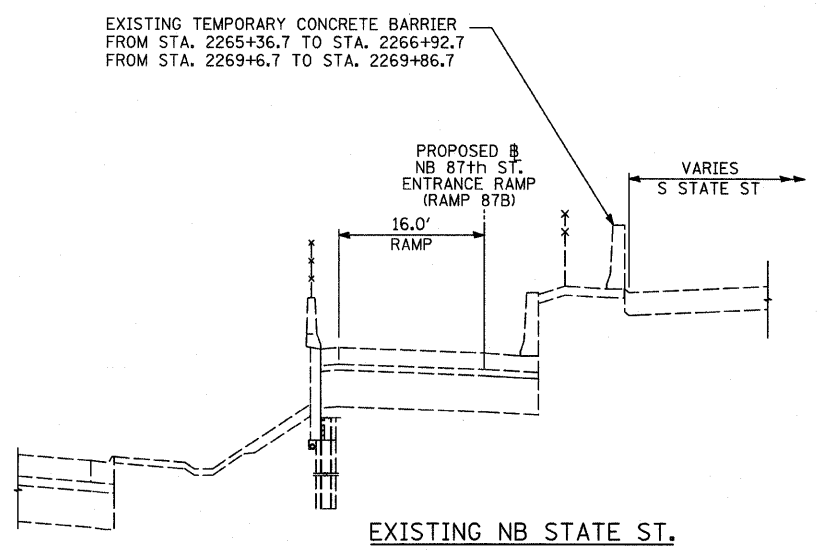
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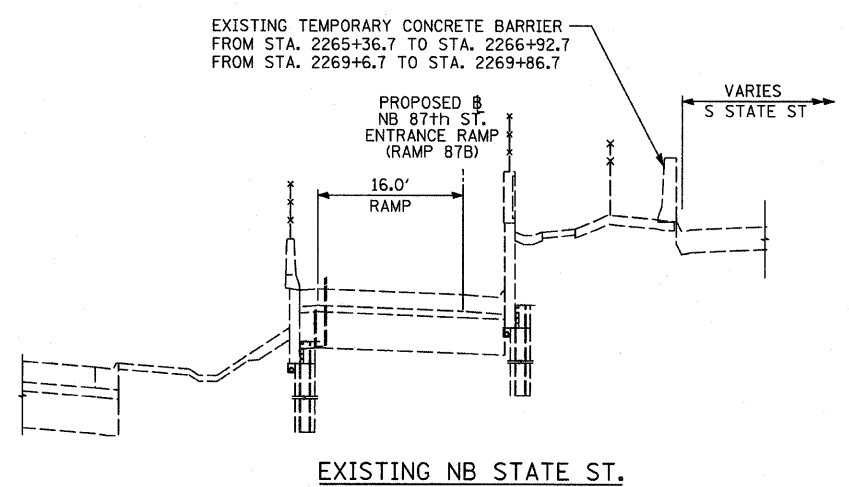
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	4
STA. 2265+32.63 TO STA. 2287+21.27		ILLINOIS FED. AID PROJECT		

62973

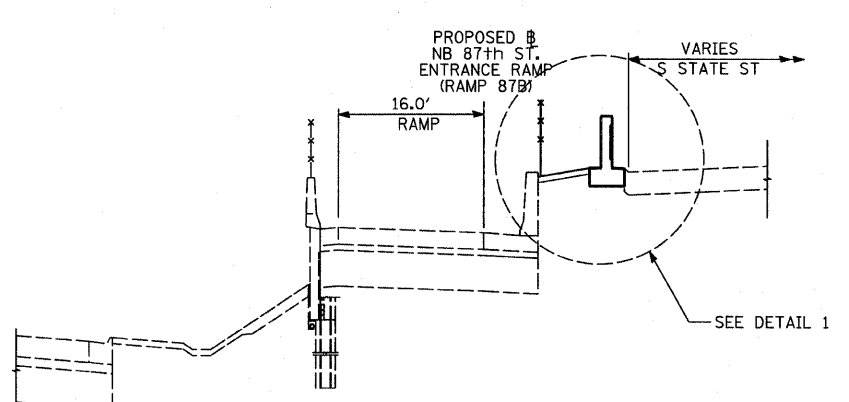
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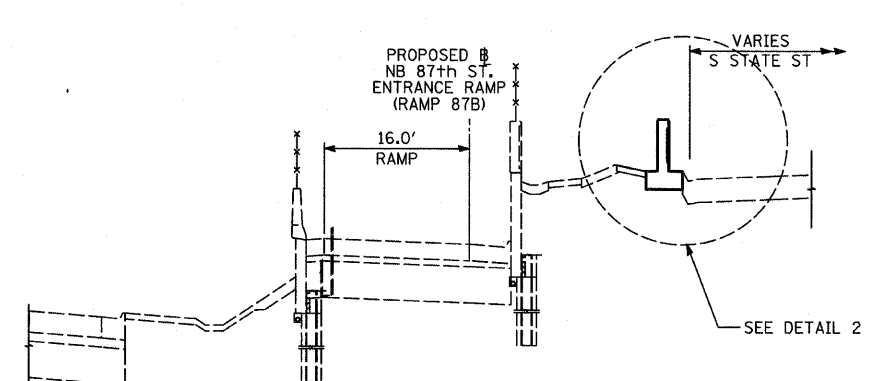
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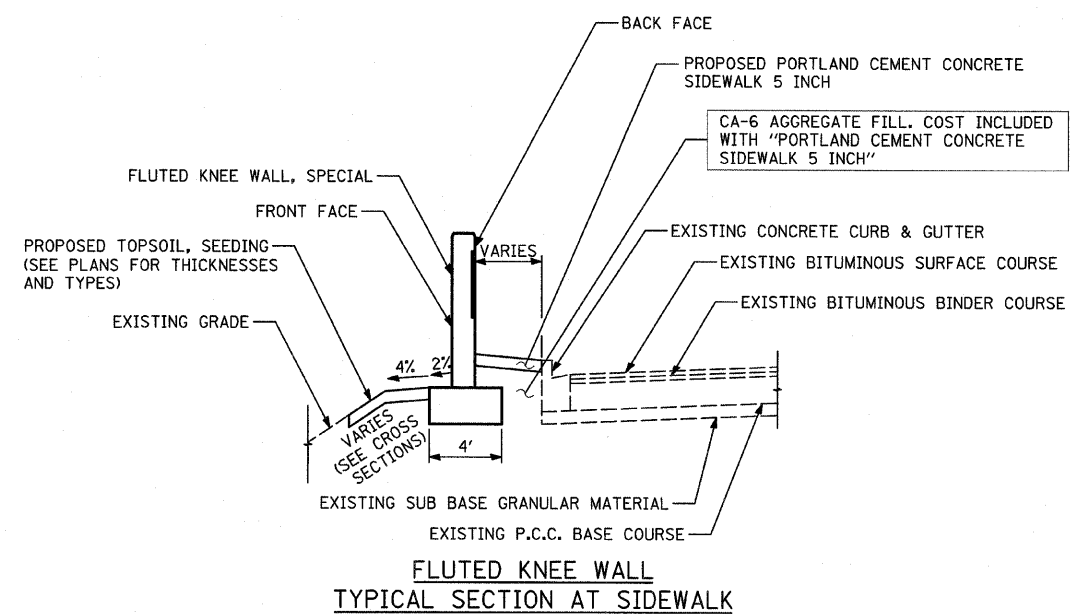
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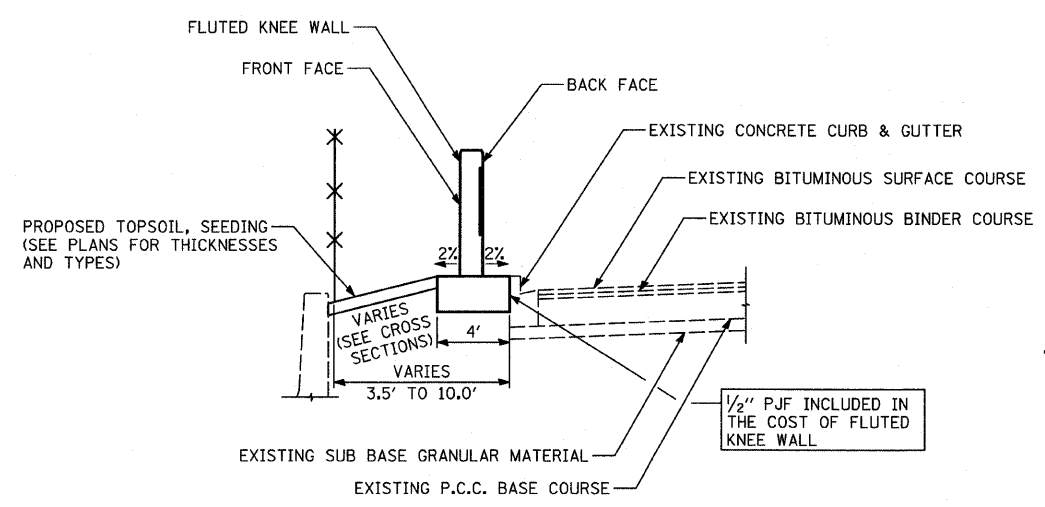
PROPOSED NB STATE ST.
STA. 2265+36.7 TO STA. 2266+22.8



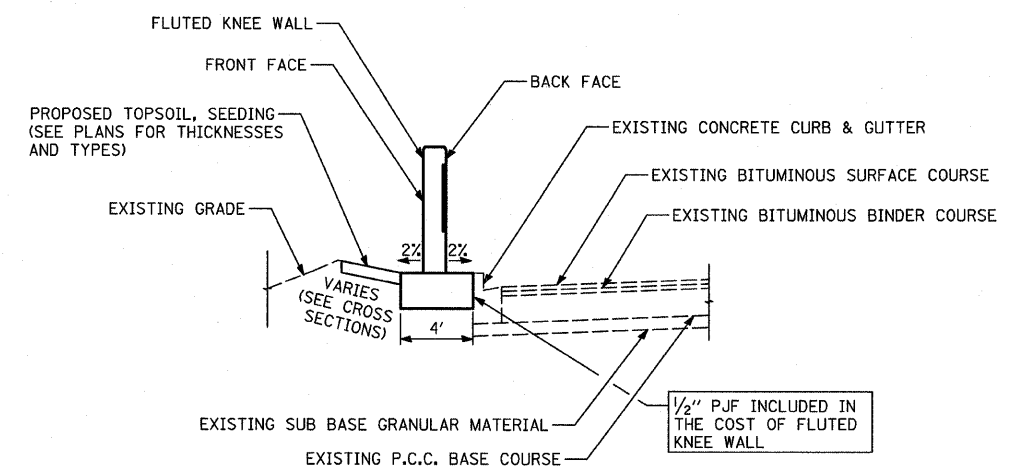
PROPOSED NB STATE ST.
STA. 2266+22.8 TO STA. 2270+12.2



FLUTED KNEE WALL
TYPICAL SECTION AT SIDEWALK



KNEE WALL DETAIL 1



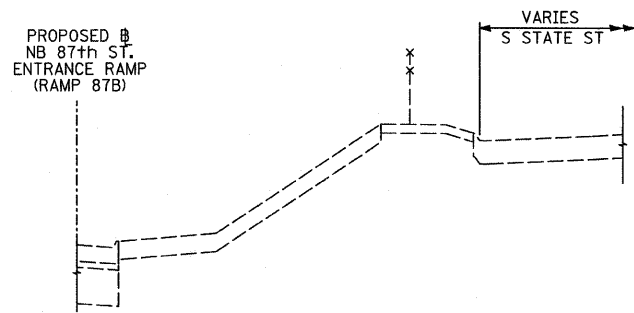
KNEE WALL DETAIL 2

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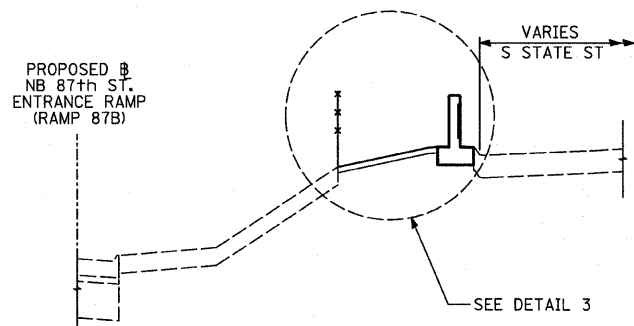
REVISIONS	
NAME	DATE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	5
STA. 2265+32.63 TO STA. 2287+21.27				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62973				



EXISTING NB STATE ST.

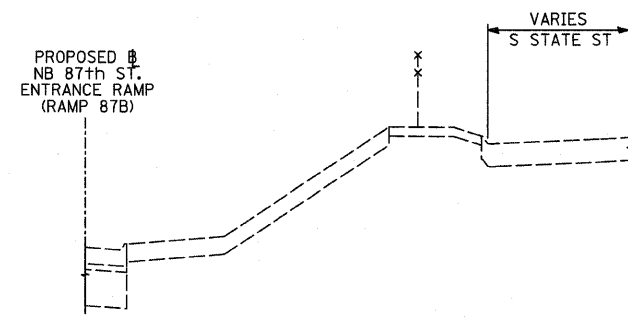


PROPOSED NB STATE ST.

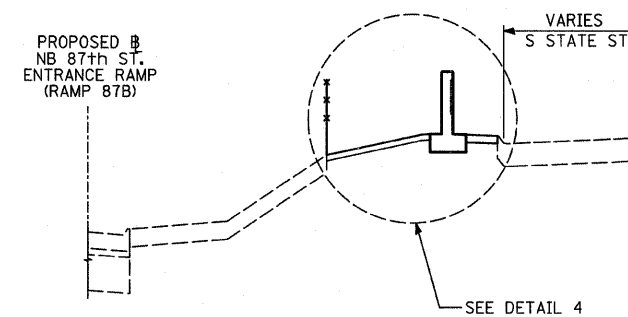
STA. 2270+12.4 TO STA. 2272+30.6
 STA. 2273+42.2 TO STA. 2285+46.0
 STA. 2286+65.3 TO STA. 2287+11.5

** STA. 2270+12.3 TO STA. 2275+54.7
 STA. 2278+85.0 TO STA. 2282+32.4
 STA. 2284+96.6 TO STA. 2285+61.6
 STA. 2286+54.0 TO STA. 2287+21.3

*** STA. 2275+54.7 TO STA. 2278+85.0
 STA. 2285+32.4 TO STA. 2284+96.6

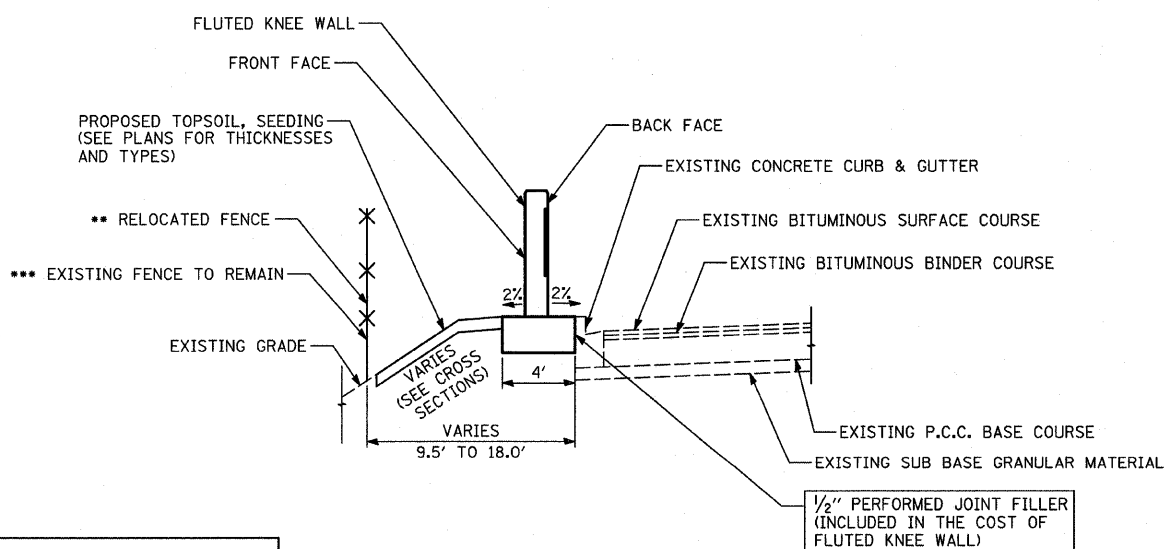


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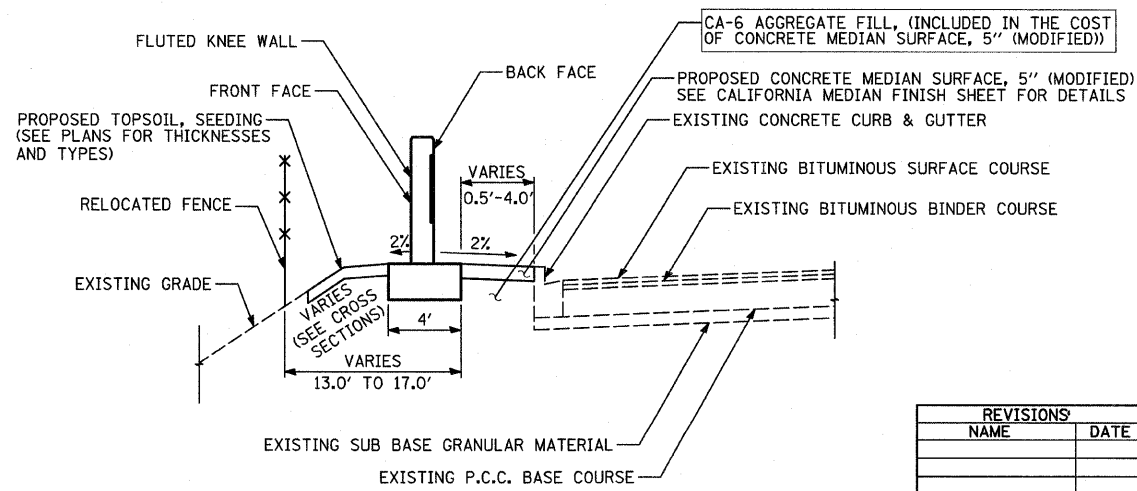


PROPOSED NB STATE ST.

STA. 2272+30.6 TO STA. 2273+42.2



KNEE WALL DETAIL 3



KNEE WALL DETAIL 4

TYLIN INTERNATIONAL

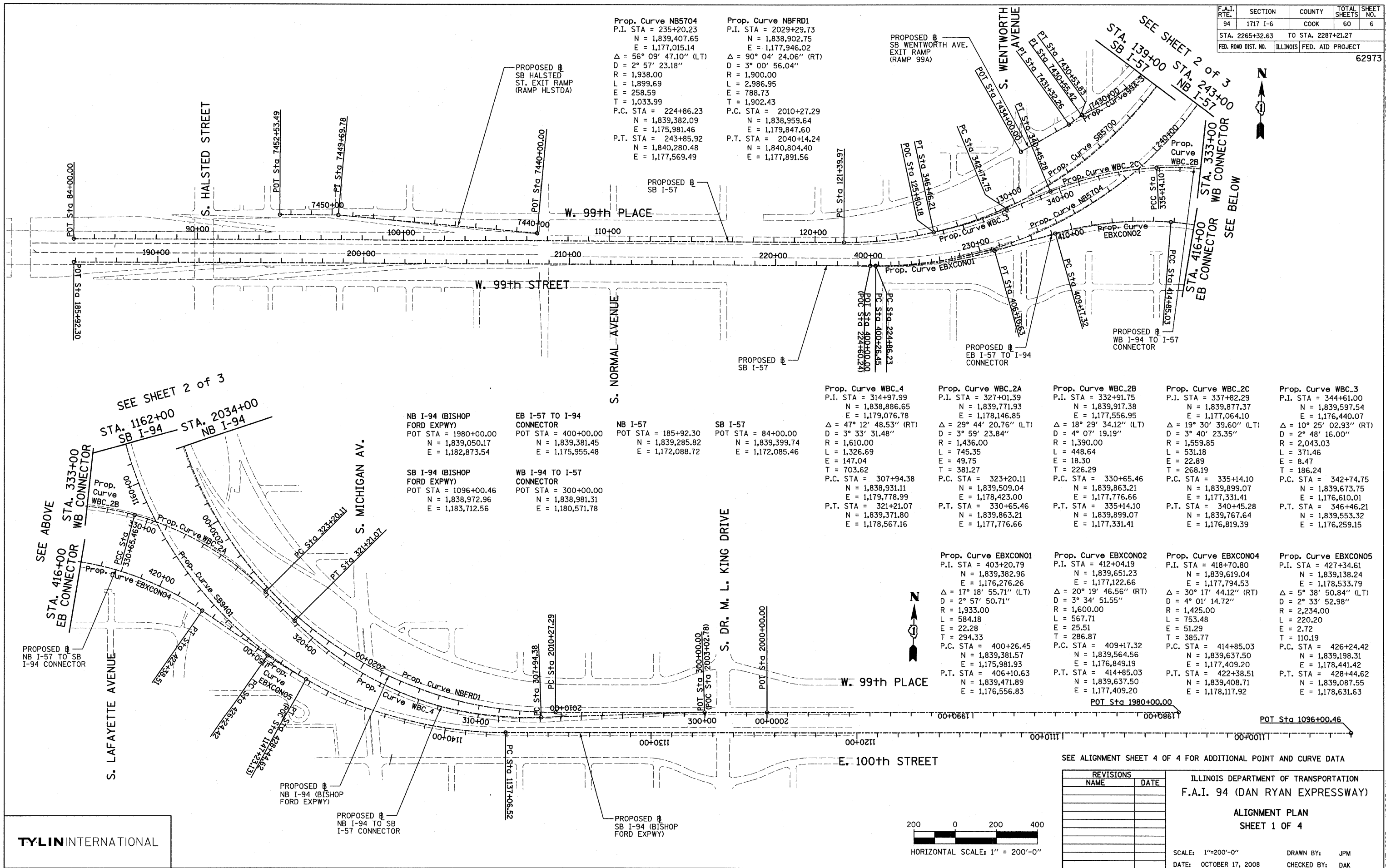
REVISIONS	
NAME	DATE

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

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	6
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



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 NBF8D1
 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

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

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

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

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

Prop. Curve WBC_4
 P.I. STA = 314+97.99
 N = 1,838,886.65
 E = 1,179,076.78
 $\Delta = 47^\circ 12' 48.53''$ (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 = 1,178,533.79
 $\Delta = 5^\circ 38' 50.84''$ (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

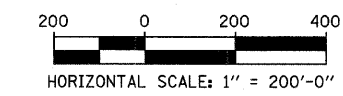
REVISIONS	
NAME	DATE

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

ALIGNMENT PLAN
 SHEET 1 OF 4

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

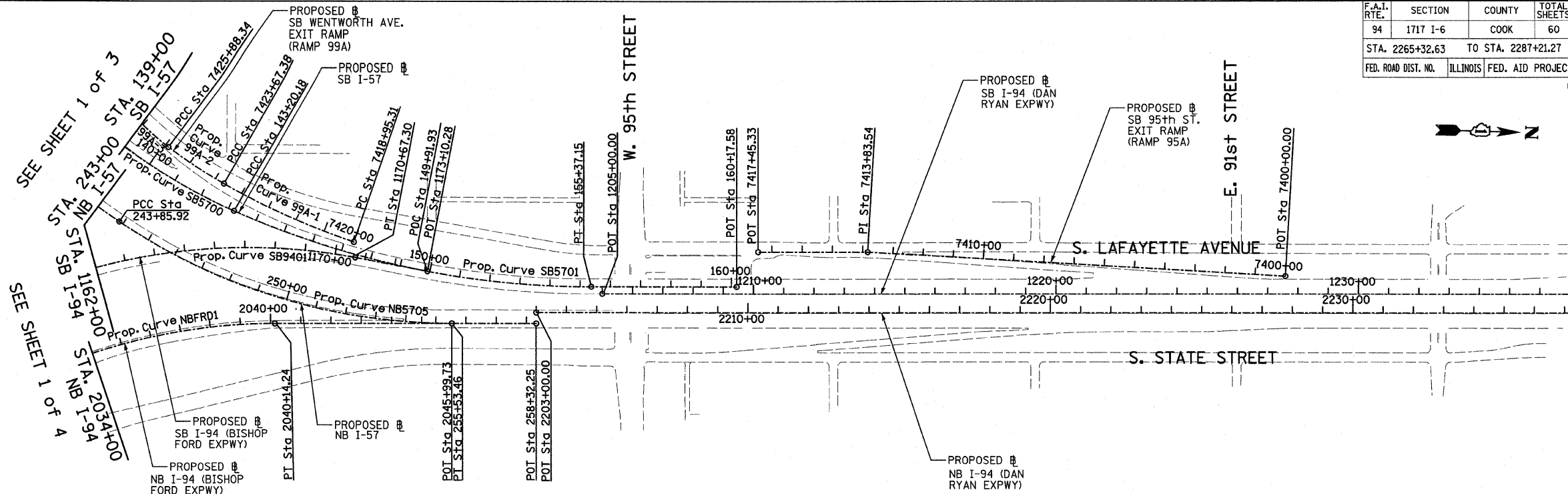
DRAWN BY: JPM
 CHECKED BY: DAK



TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	7
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



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

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

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

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

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

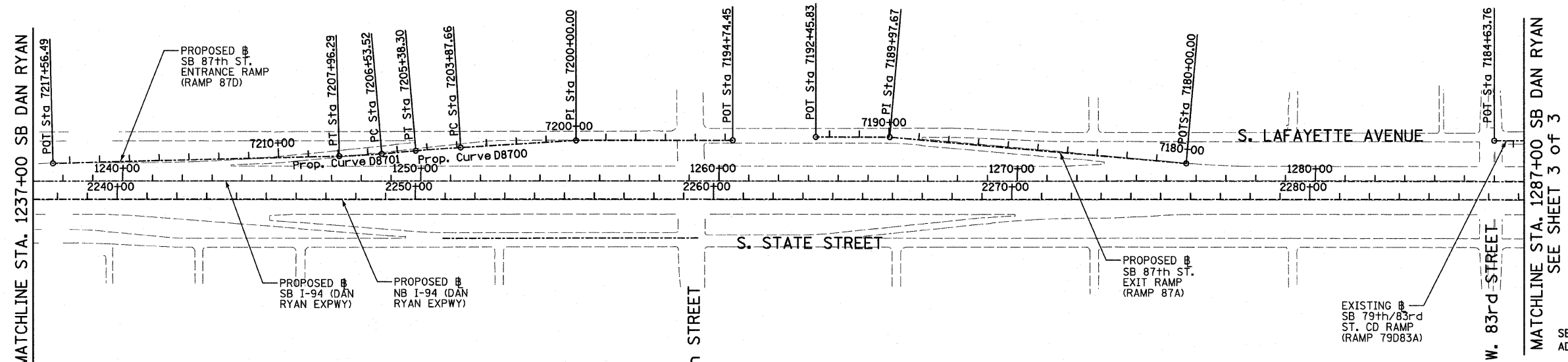
SB I-57
POT STA = 160+17.58
N = 1,842,327.55
E = 1,177,726.54

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

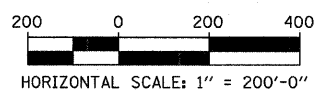
NB I-57
POT STA = 258+32.25
N = 1,841,668.33
E = 1,177,866.82

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

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



TYLIN INTERNATIONAL

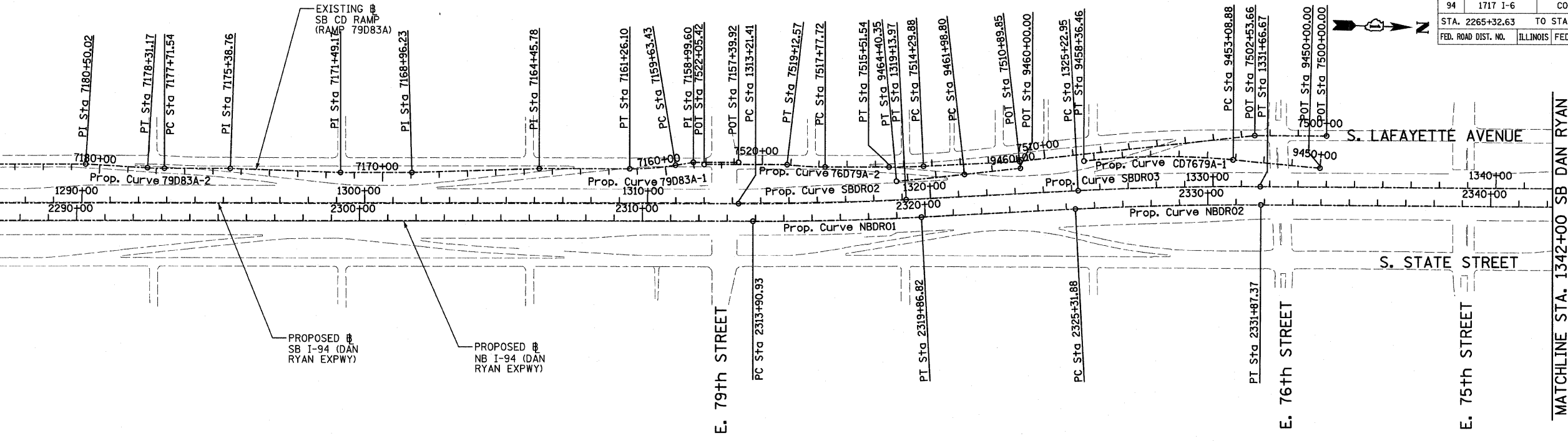


REVISIONS	
NAME	DATE

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

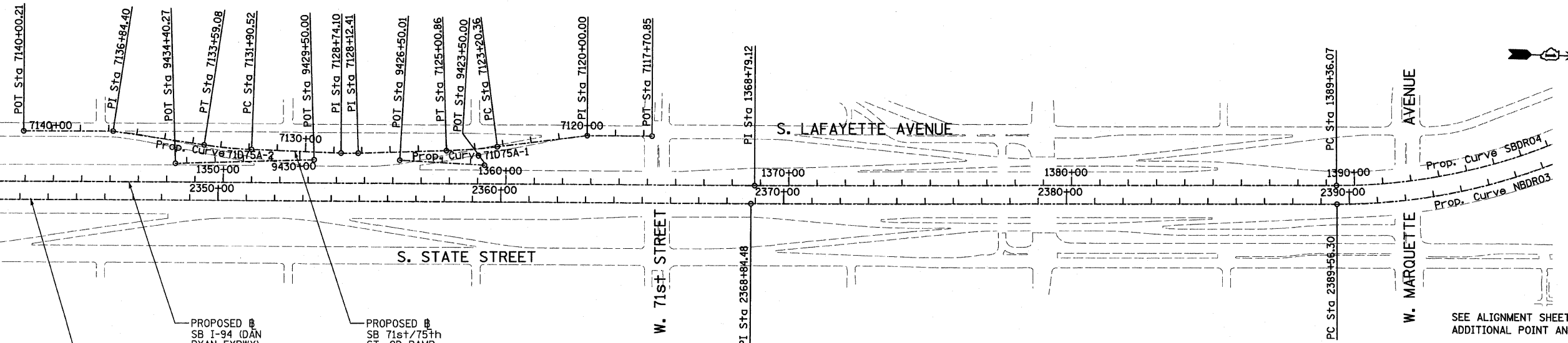
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SEE SHEET 2 of 3
MATCHLINE STA. 1287+00 SB DAN RYAN



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

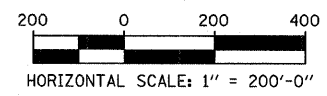
MATCHLINE STA. 1342+00 SB DAN RYAN



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

REVISIONS	
NAME	DATE

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



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	9
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62973				

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

ALIGNMENT PLAN
SHEET 4 OF 4

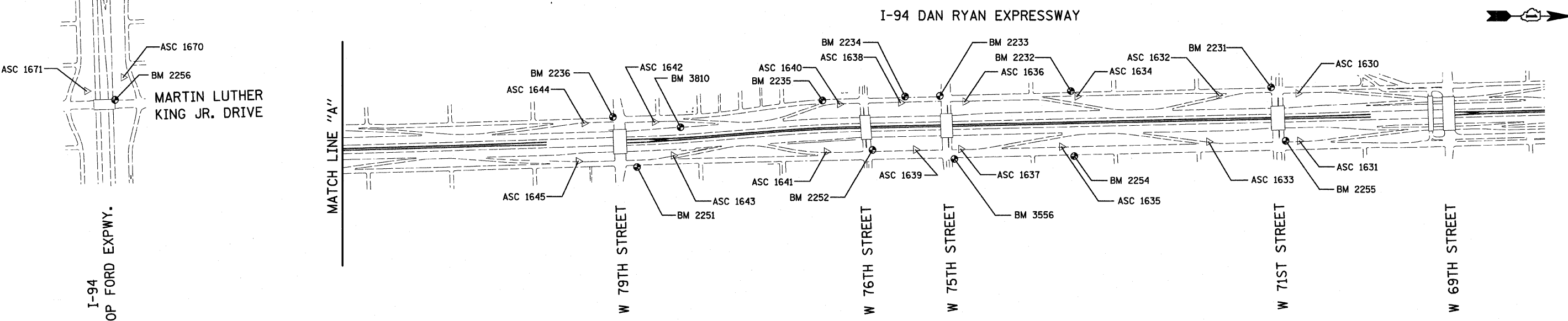
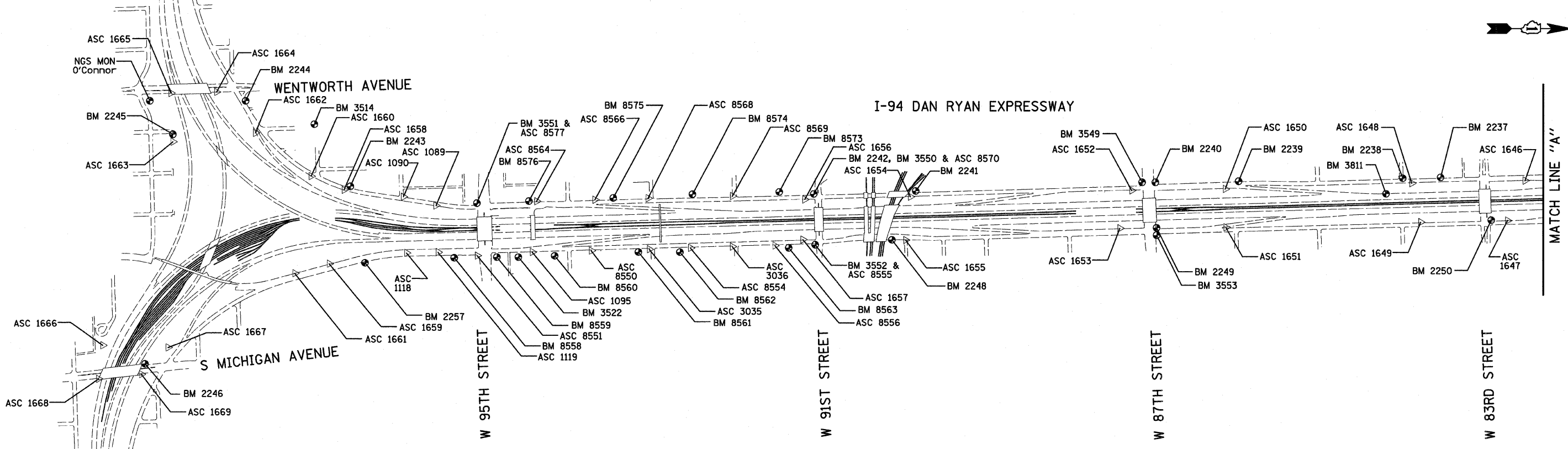
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	10
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973

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



American Surveying Consultants, P.C.
SURVEYORS-ENGINEERS-GEODETISTS-APPRAISERS-SCIENTISTS
1877 North La Grange, IL 60131 630 N. Northwood, Elmhurst, IL 60120

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SURVEY TIES FOR CONTROL POINTS
SHEET 1 OF 7

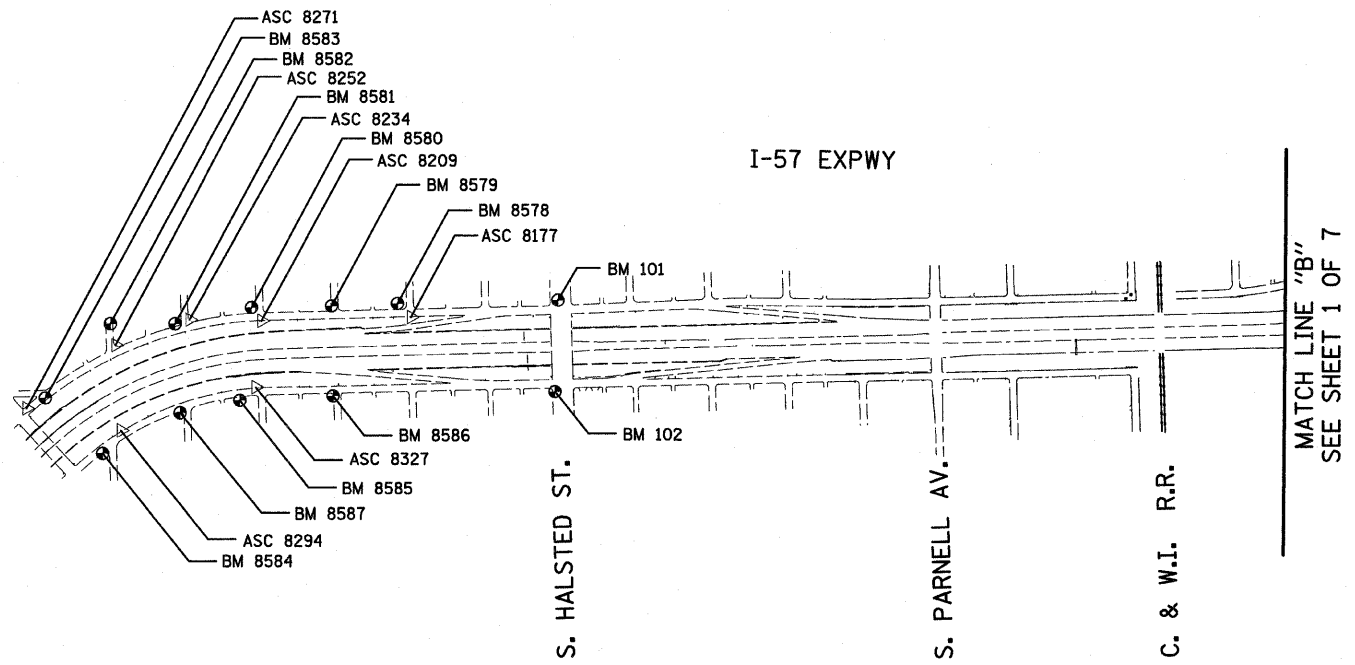
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CHECKED BY: MMW

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	11
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62973



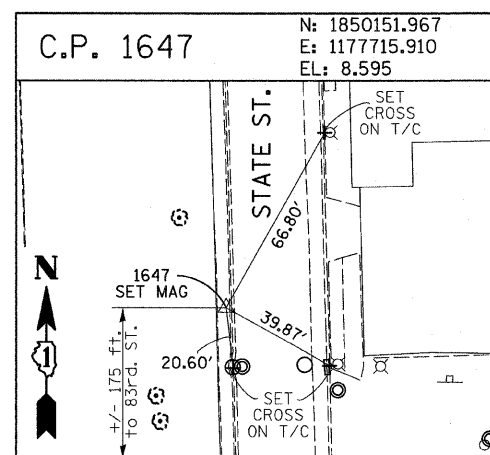
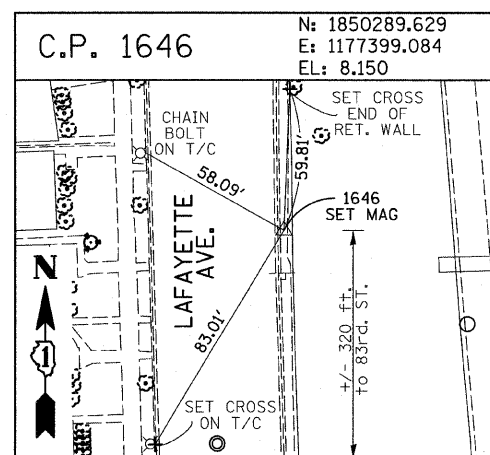
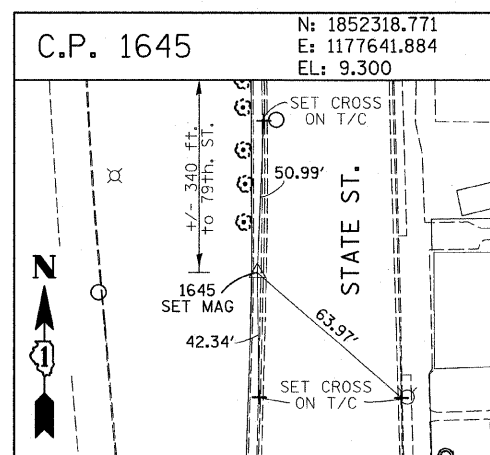
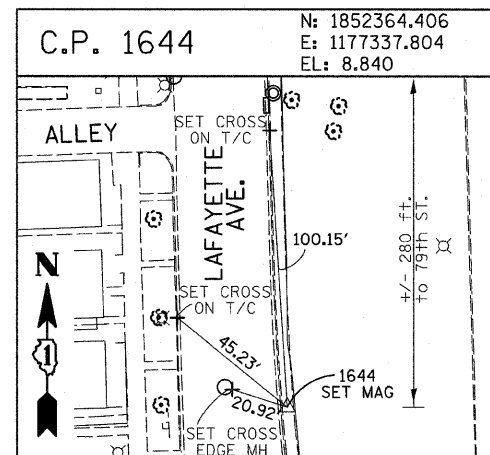
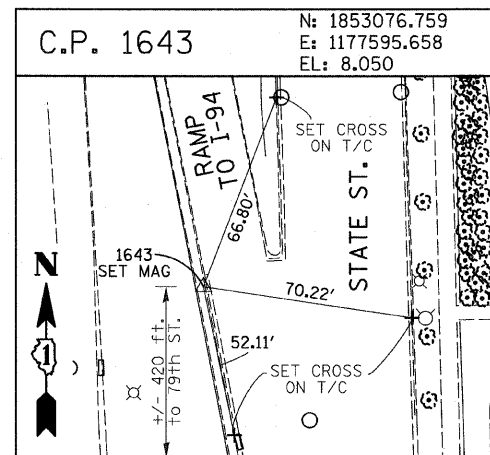
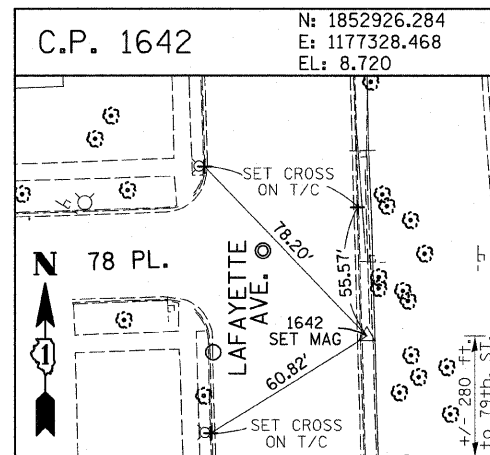
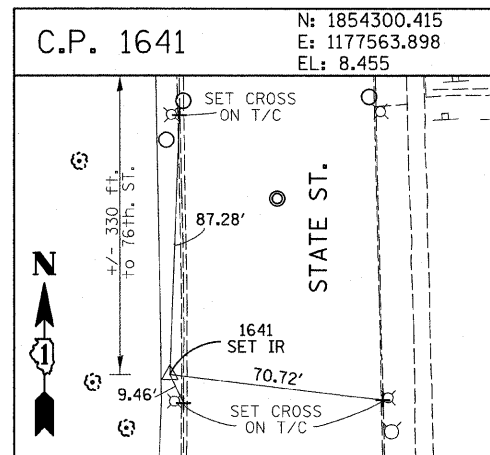
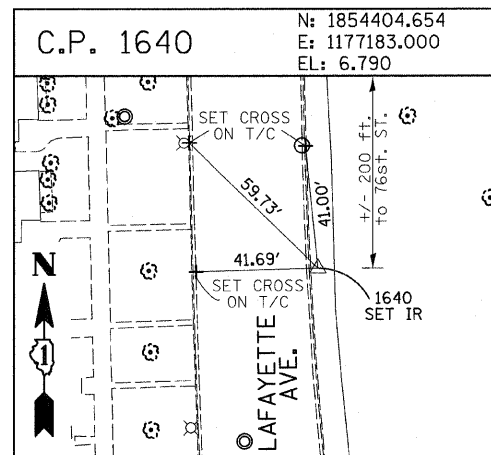
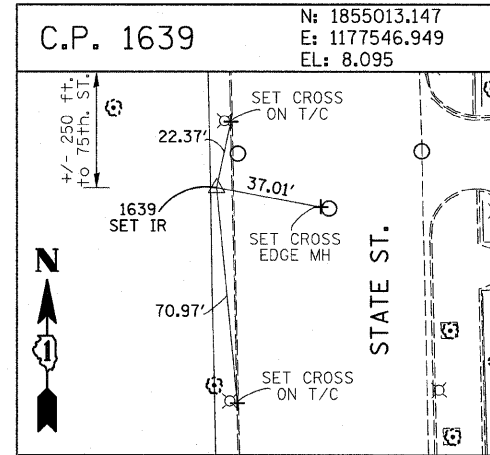
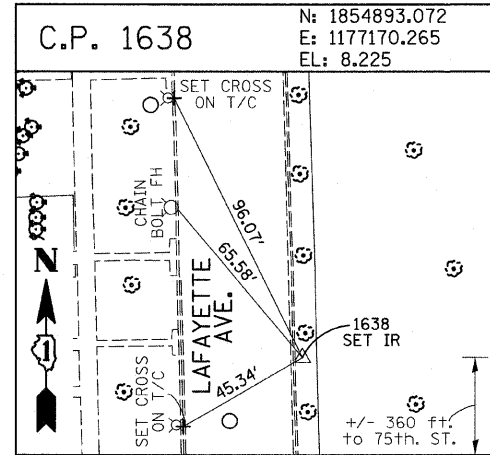
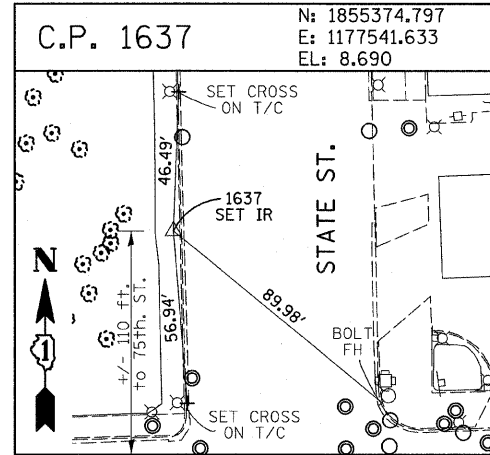
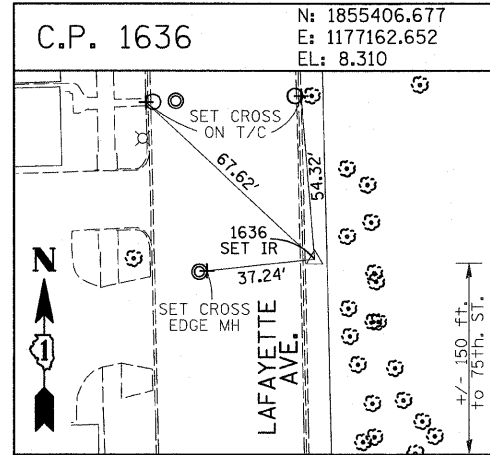
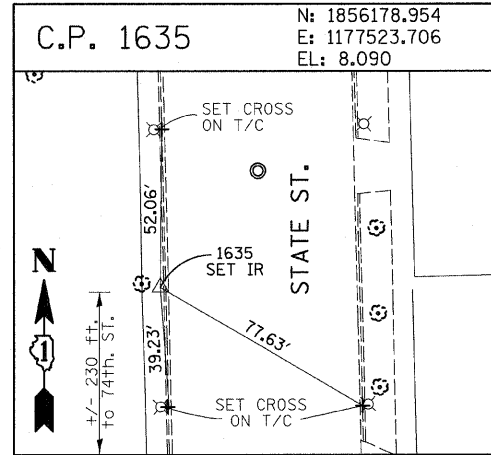
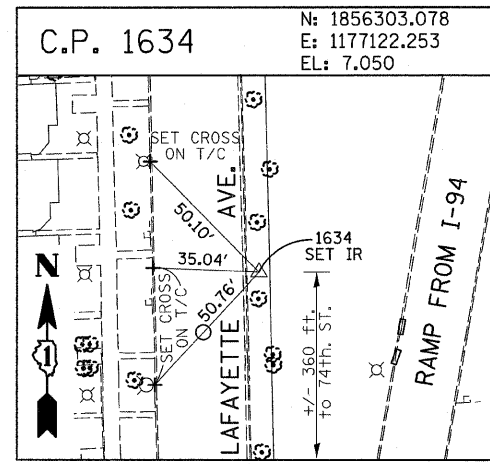
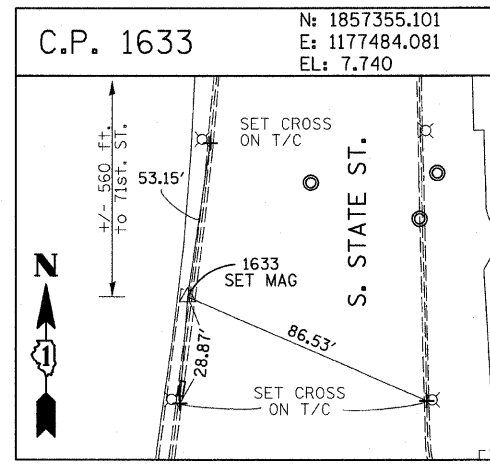
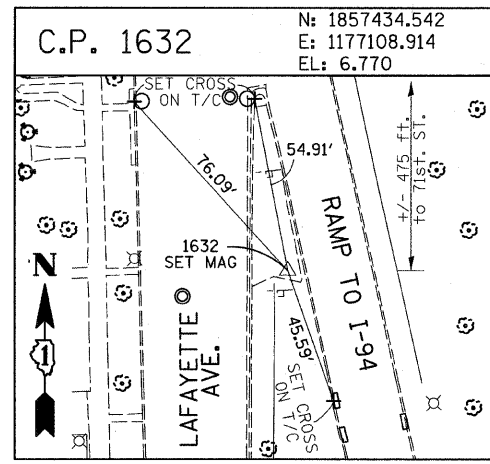
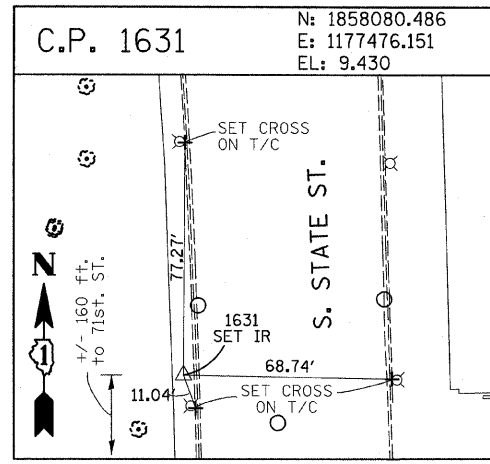
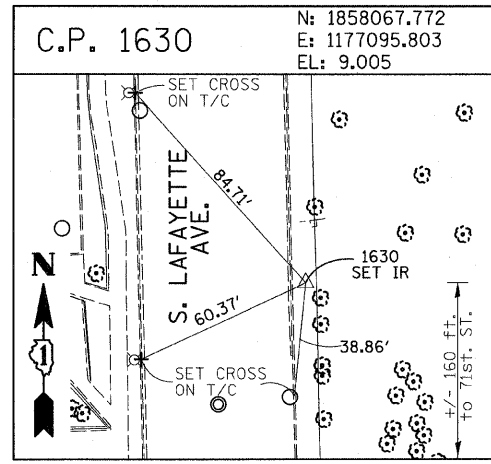
American Surveying Consultants, P.C.
SURVEYORS-ENGINEERS-GEODETISTS-APPRAISERS-SCIENTISTS
 1437 Flossmoor, IL 60422 630 N. Northwest Highway, Chicago, IL 60631
 773-452-1234

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: OCTOBER 17, 2008
 DRAWN BY: CSP
 CHECKED BY: MMW

10/17/2008 11:26:29 AM P:\02-17-08\road\25d\1125d\9706-3b.dgn

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	12
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				



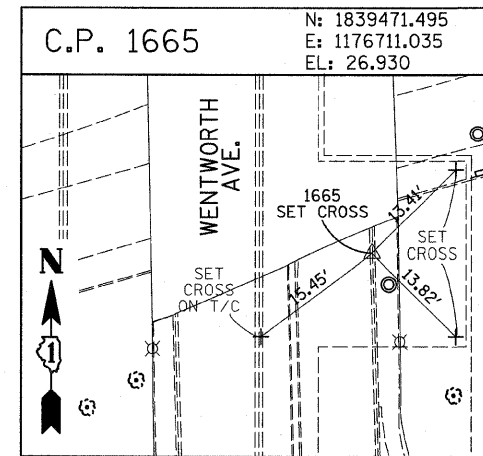
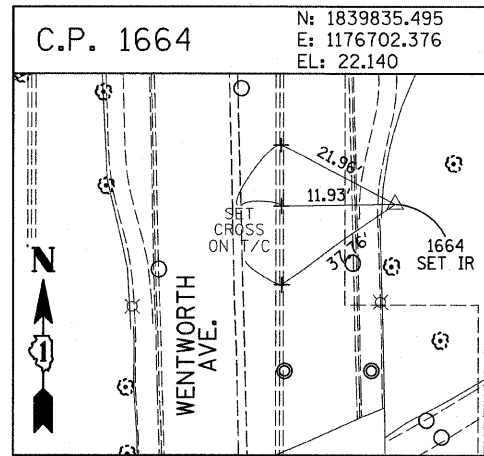
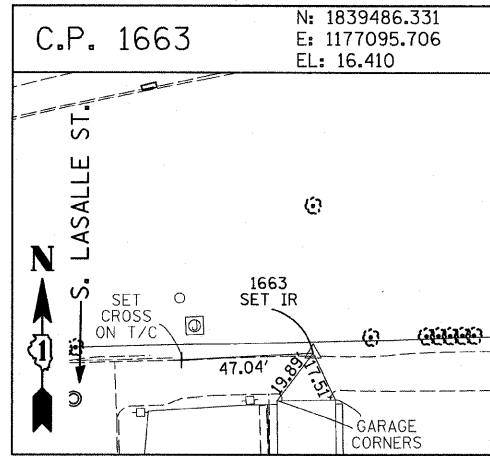
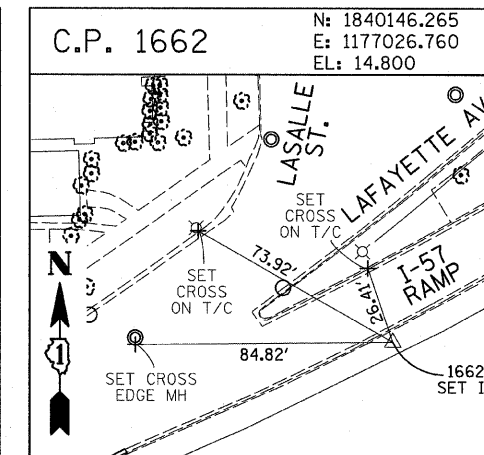
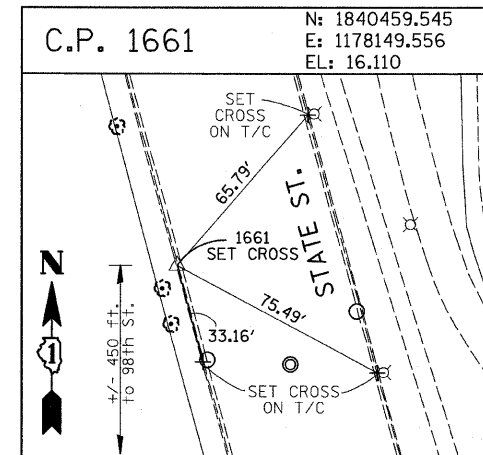
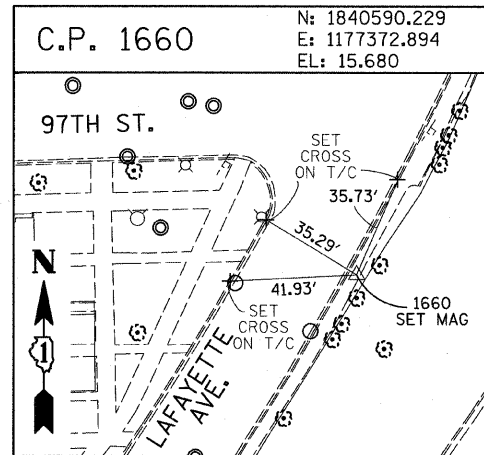
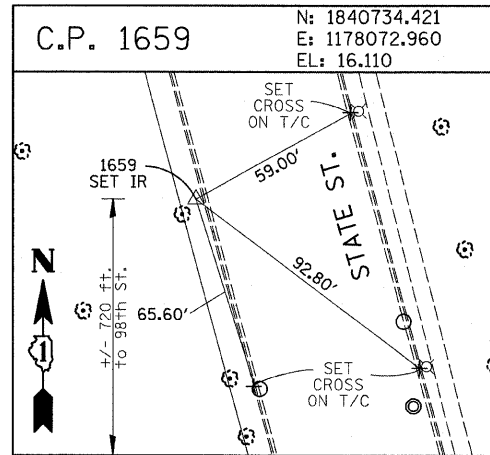
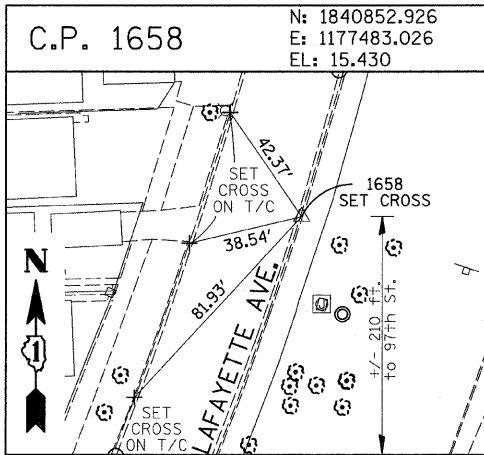
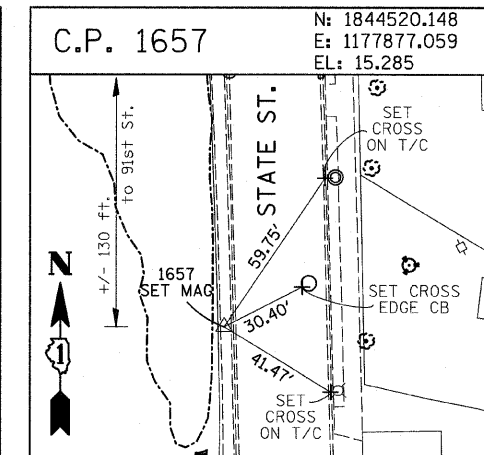
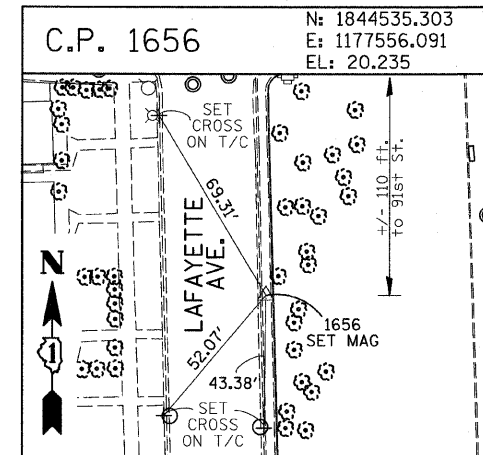
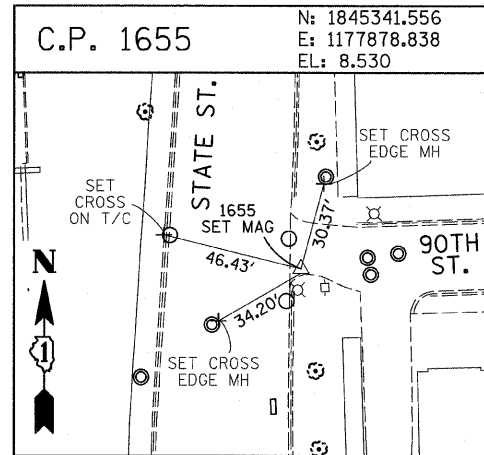
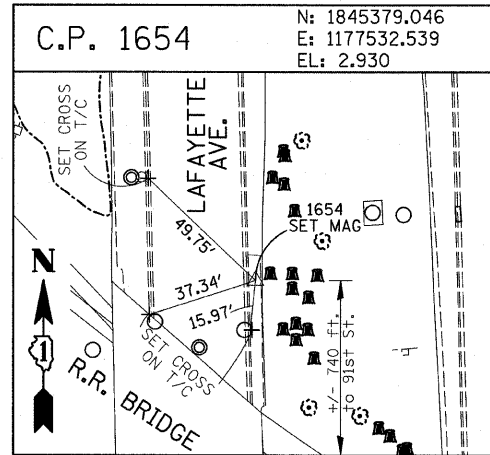
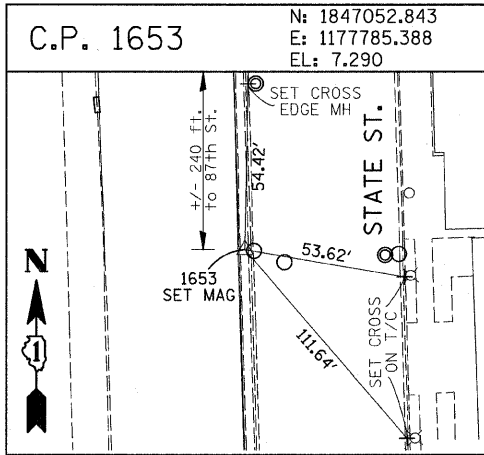
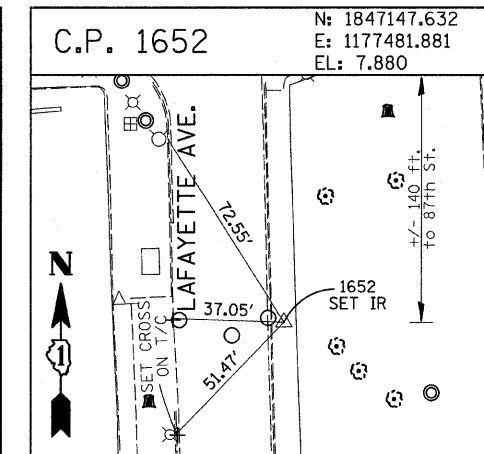
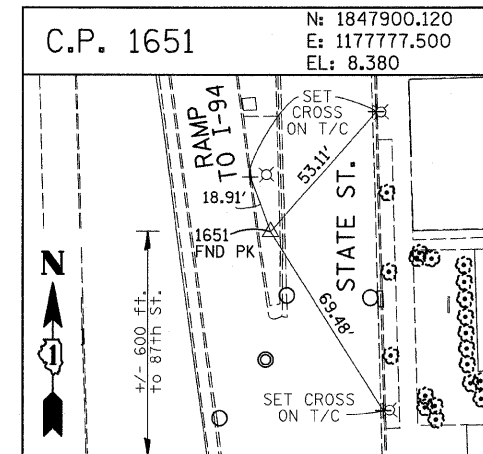
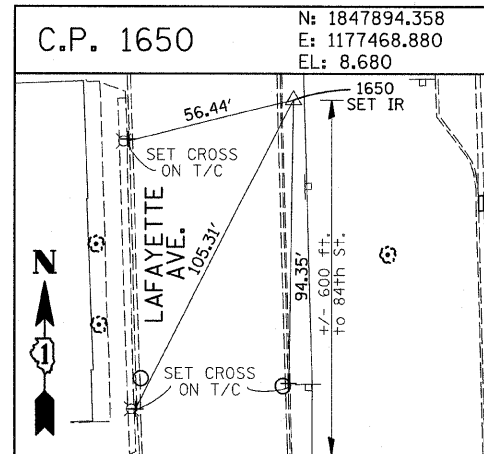
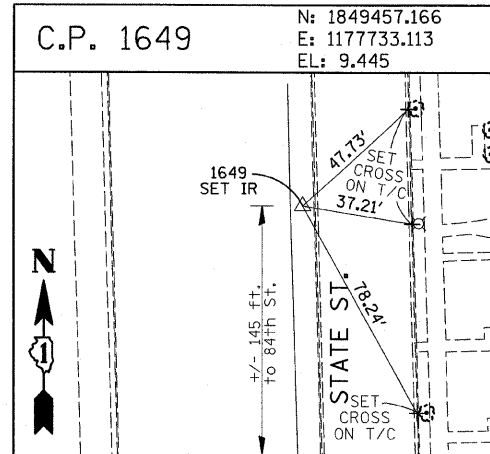
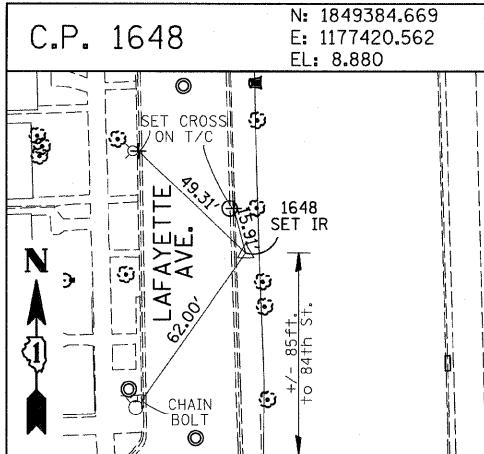
American Surveying Consultants, P.C.
 SURVEYORS-ENGINEERS-SCIENTISTS-MAPPING SCIENTISTS
 1037 Plank Rd., Naperville, IL 60563
 630-225-2200

REVISIONS	
NAME	DATE

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

P:\0237\31\000\250\val\250949\3b.dgn 10/17/2008 10:28:30 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	13
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				



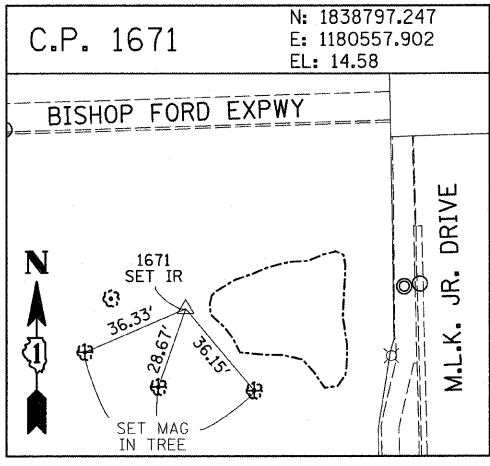
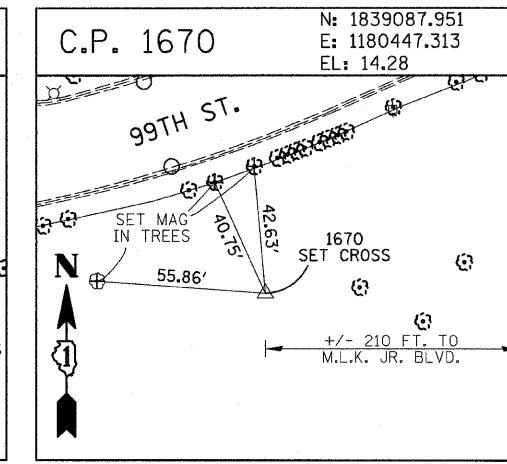
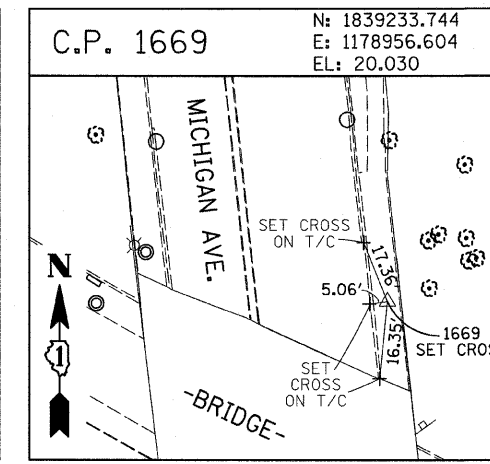
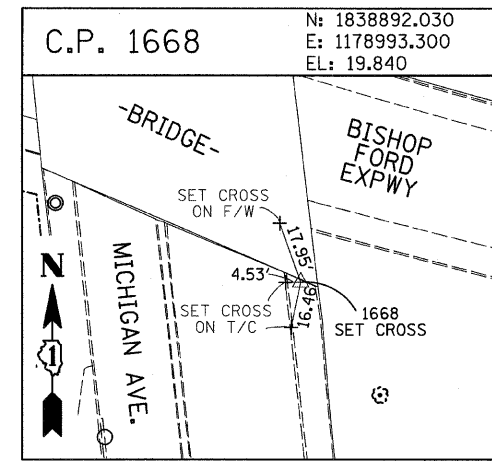
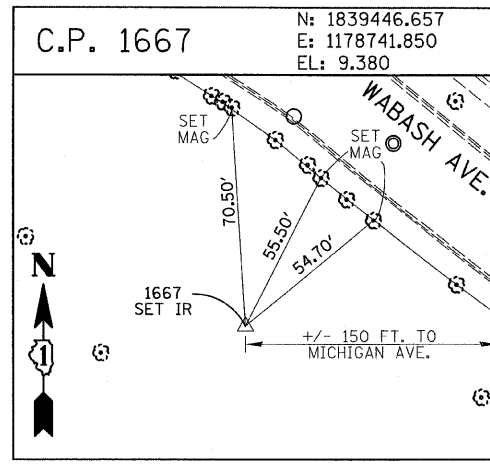
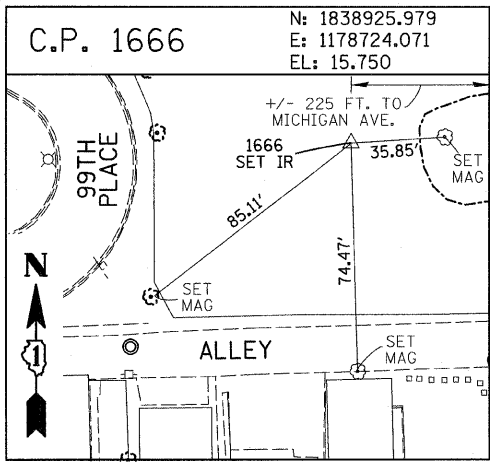
American Surveying Consultants, P.C.
 1837 Flood Rd. #1000, IL 61021 800 N. Northwest Highway, IL 60061

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 4 OF 7
 SCALE: 1"=30'
 DATE: OCTOBER 17, 2008
 DRAWN BY: GSP
 CHECKED BY: MMW

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	14
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				

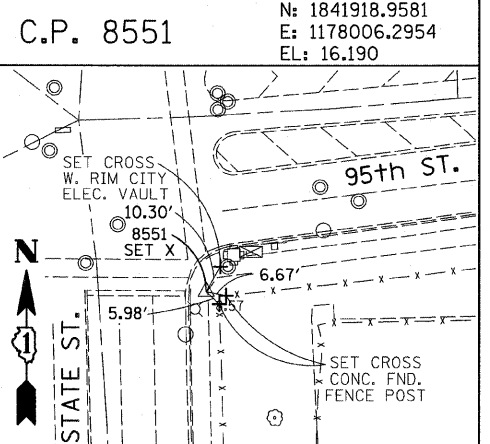
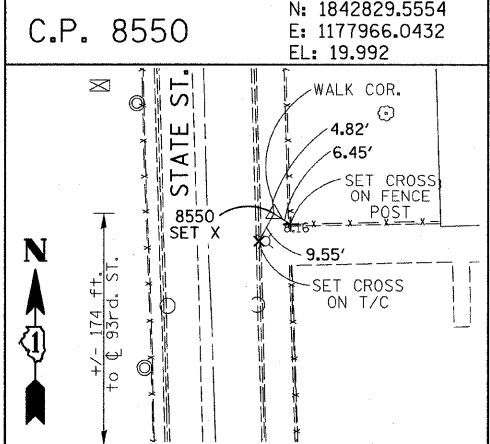
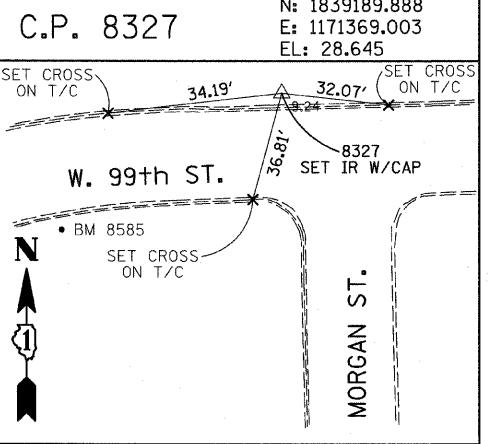
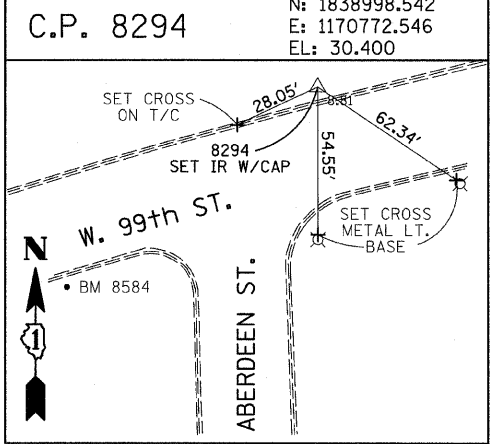
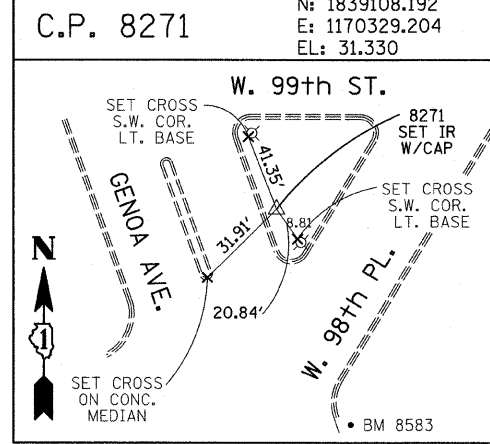
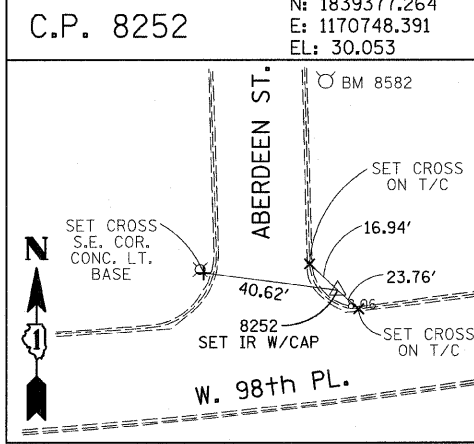
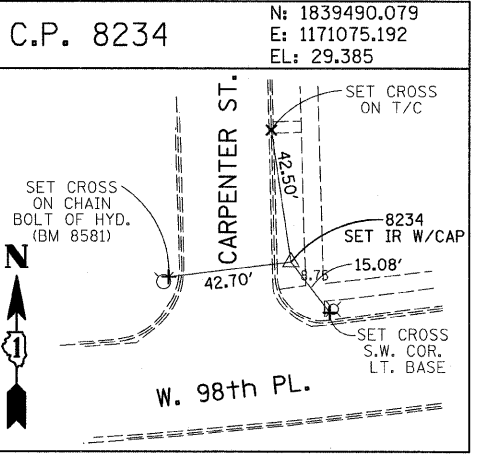
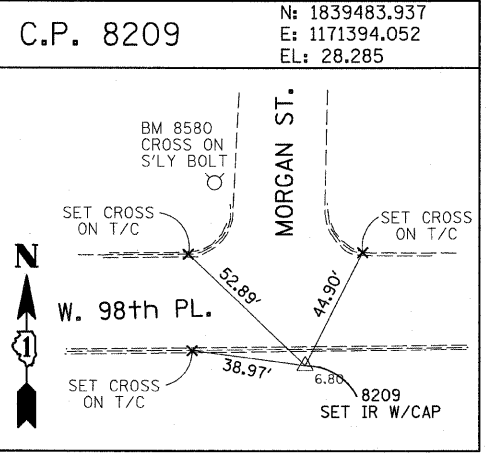
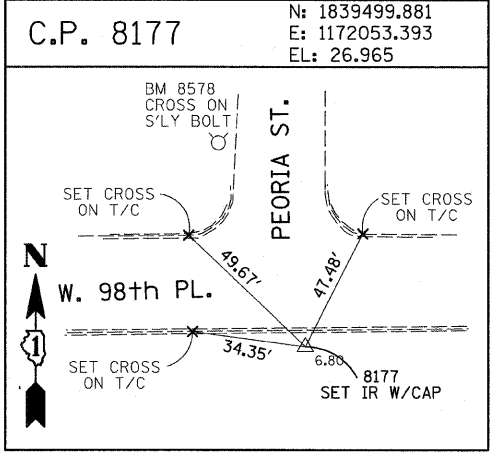
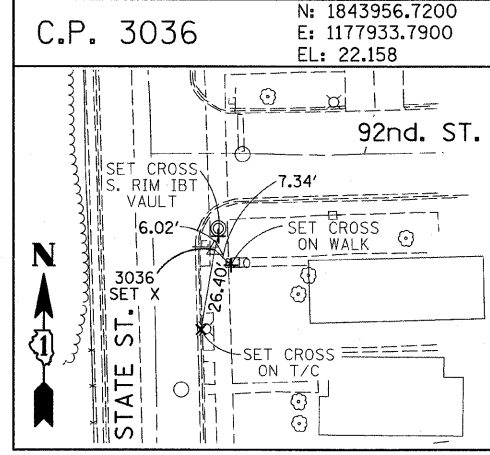
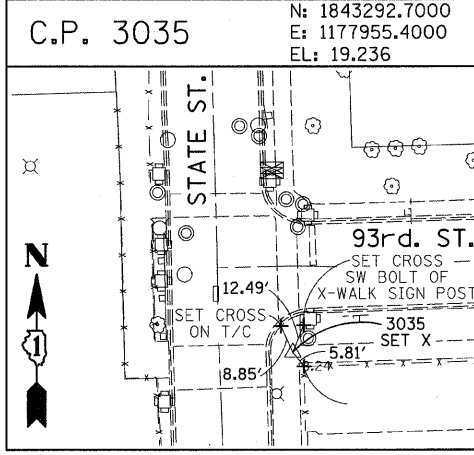
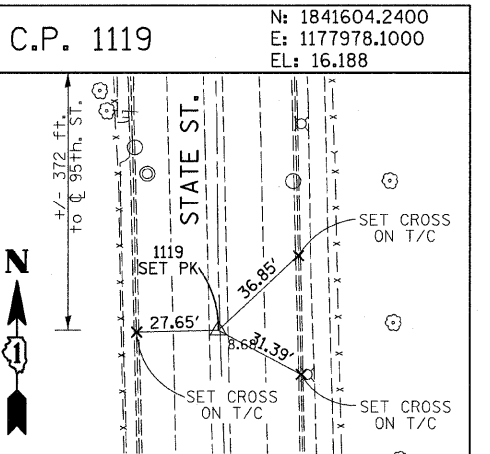
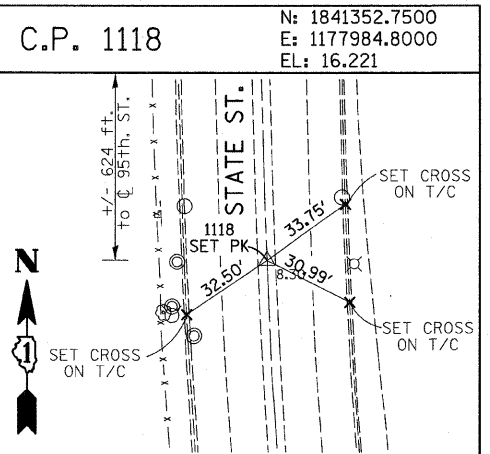
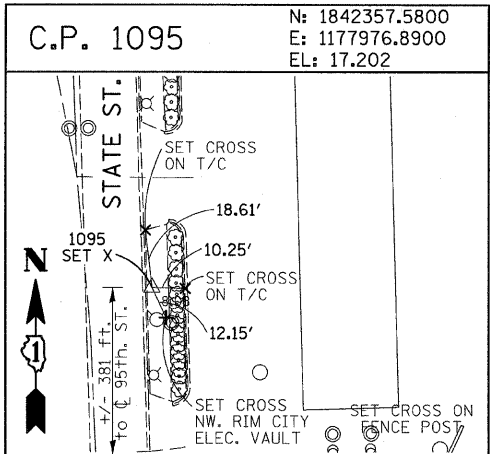
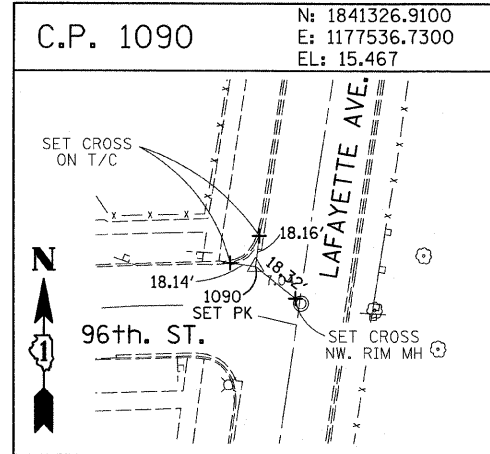
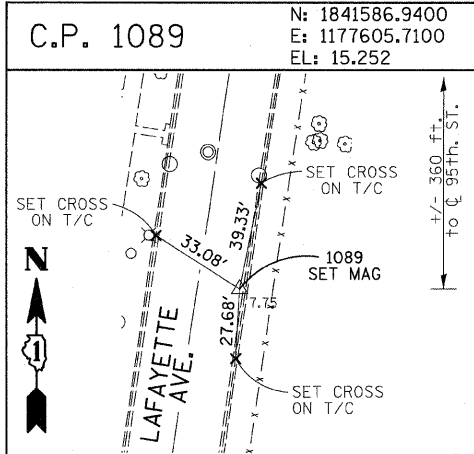


PROJECT BENCHMARKS

- 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	1717 I-6	COOK	60	15
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				

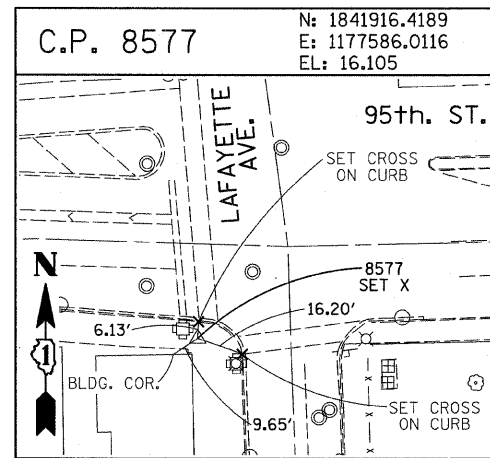
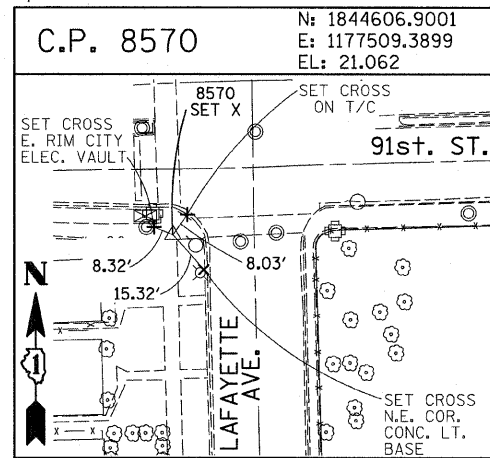
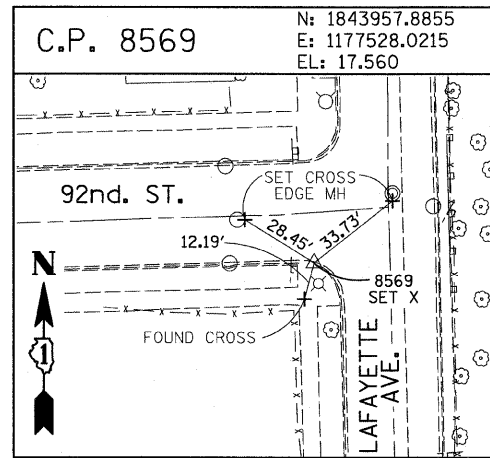
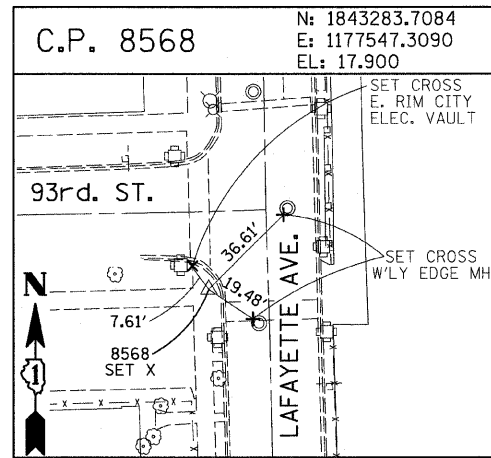
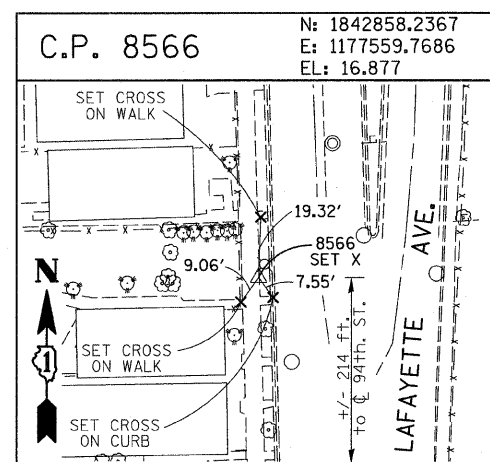
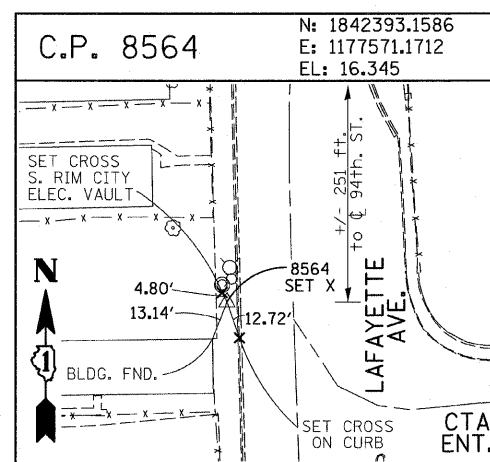
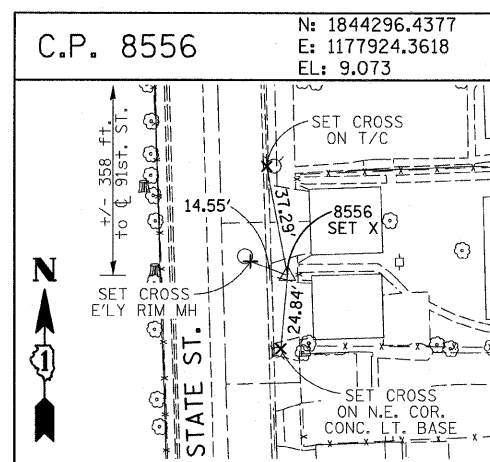
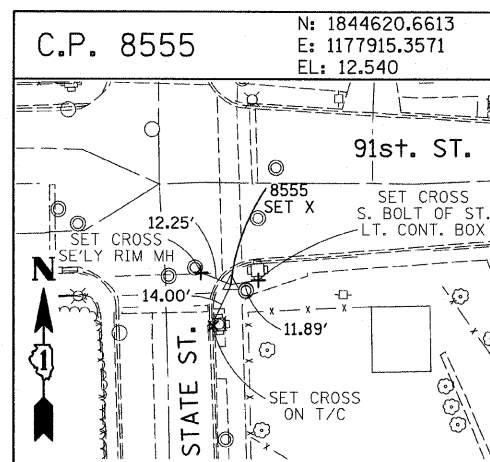
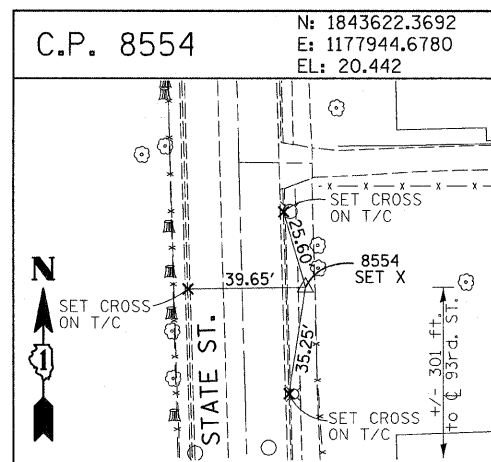


American Surveying Consultants, P.C.
1827 Flood St., Chicago, IL 60611

REVISIONS	
NAME	DATE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	16
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				



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

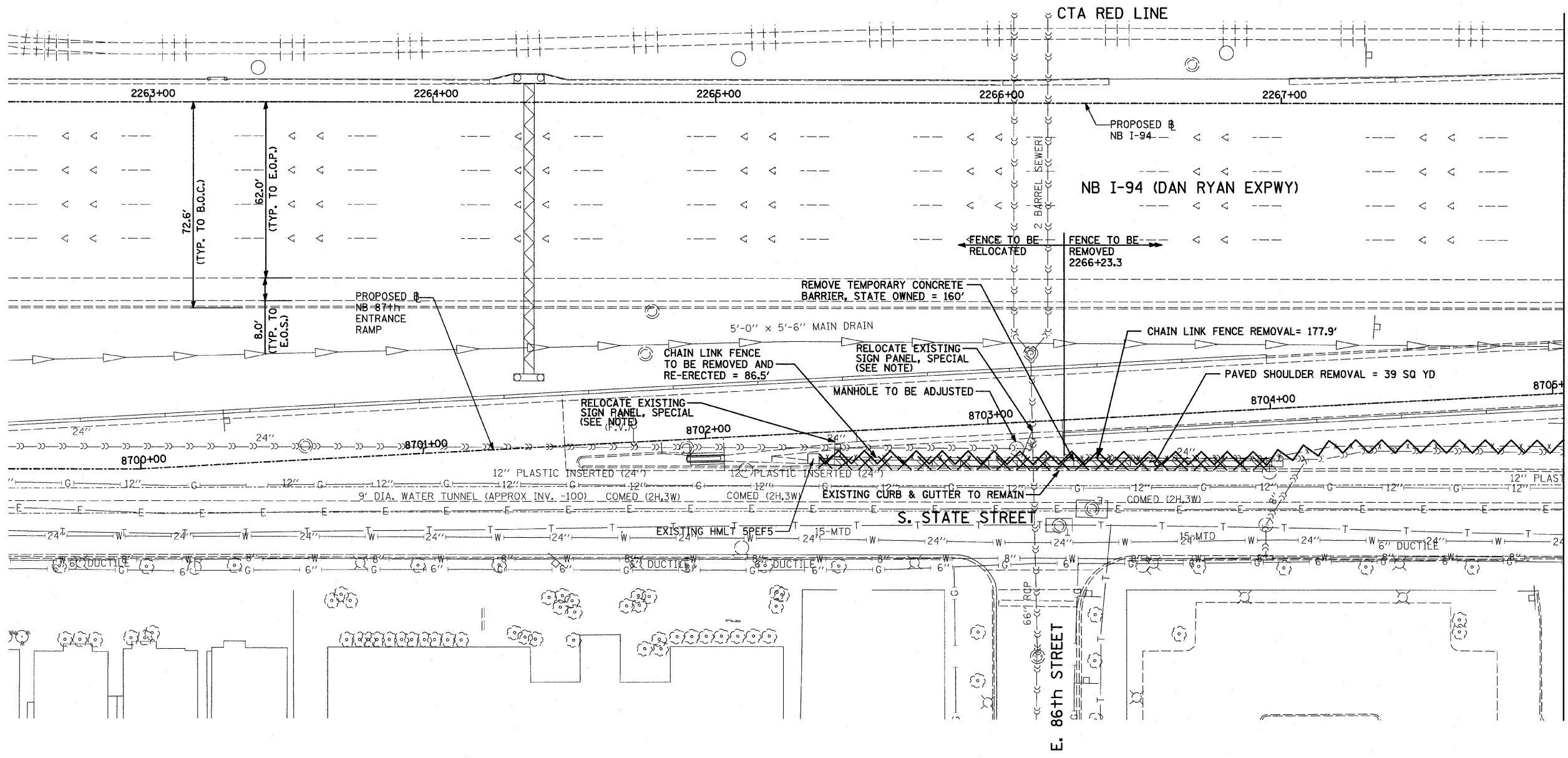
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 7 OF 7

SCALE: 1"=30'
 DATE: OCTOBER 17, 2008
 DRAWN BY: GSP
 CHECKED BY: MMW

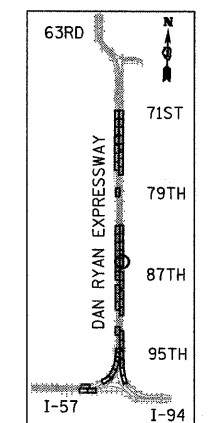
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	17
STA. 2265+32.63 TO STA. 2287+21.27				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



MATCHLINE NB STA. 2268+00.00



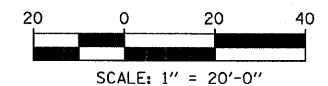
LOCATION MAP

LEGEND:

- PAVED SHOULDER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/GUARDRAIL REMOVAL
- TREE REMOVAL (UNITS) (NO UNIT SHOWN = 6)
- COMB CONC CURB & GUTTER REMOVAL

NOTE:

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



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2262+50.00 TO 2268+00.00

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

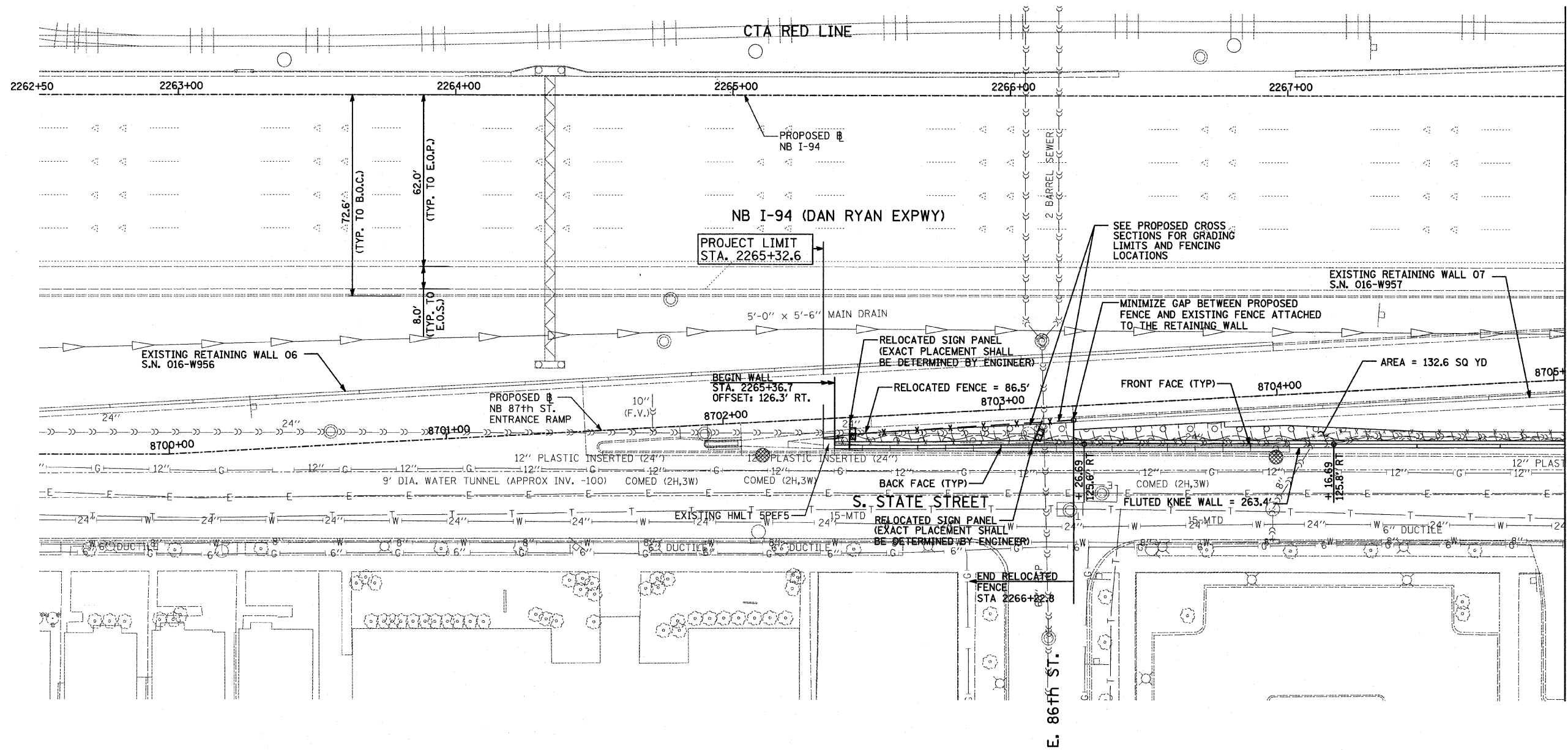
DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	18
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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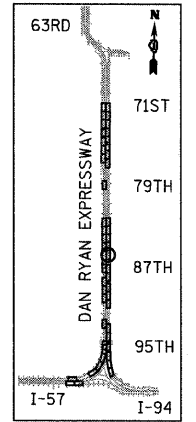
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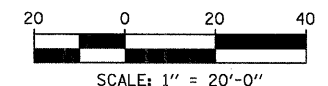
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- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"
- EROSION CONTROL BLANKET, SEEDING, CLASS 4 (MODIFIED), SEEDING, CLASS 5A (MODIFIED), TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"
- INLET FILTER

NOTES:

1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE FRONT FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
2. THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC AND PRIVATE UTILITY FACILITIES.



LOCATION MAP

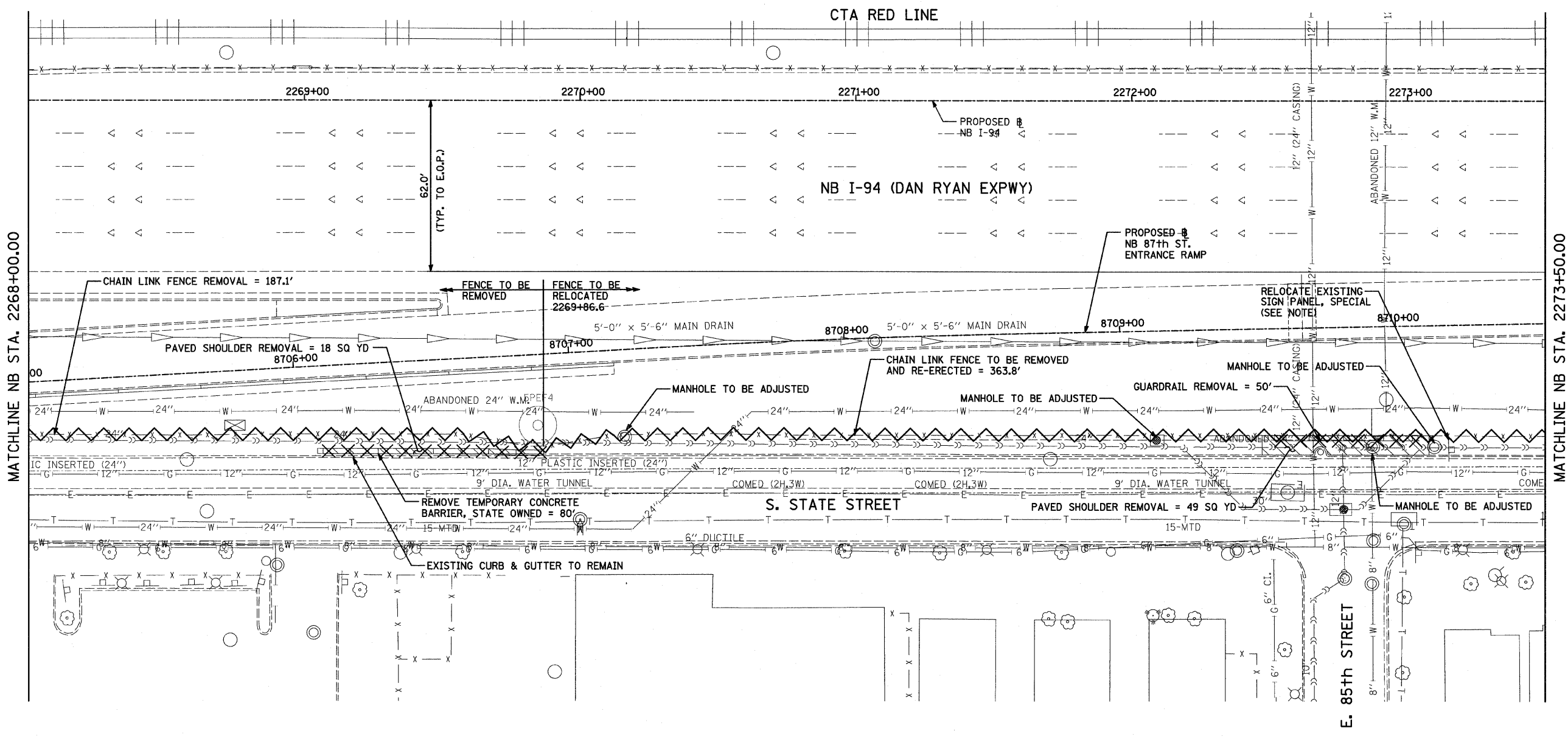
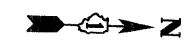


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2262+50.00 TO 2268+00.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

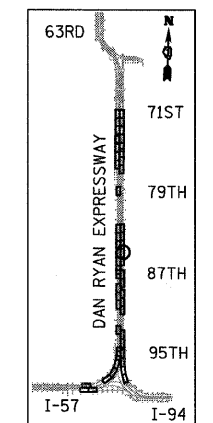
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MATCHLINE NB STA. 2268+00.00

MATCHLINE NB STA. 2273+50.00



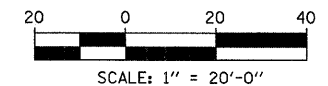
LOCATION MAP

LEGEND:

- PAVED SHOULDER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/GUARDRAIL REMOVAL
- TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
- COMB CONC CURB & GUTTER REMOVAL

NOTE:

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



TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2268+00.00 TO 2273+50.00

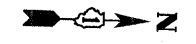
SCALE: 1"=20'
 DATE: OCTOBER 17, 2008

DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	20
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973

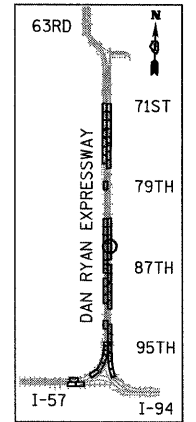


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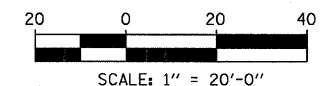
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4"
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"
- EROSION CONTROL BLANKET, SEEDING, CLASS 4 (MODIFIED), SEEDING, CLASS 5A (MODIFIED), TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"
- INLET FILTER

NOTES:

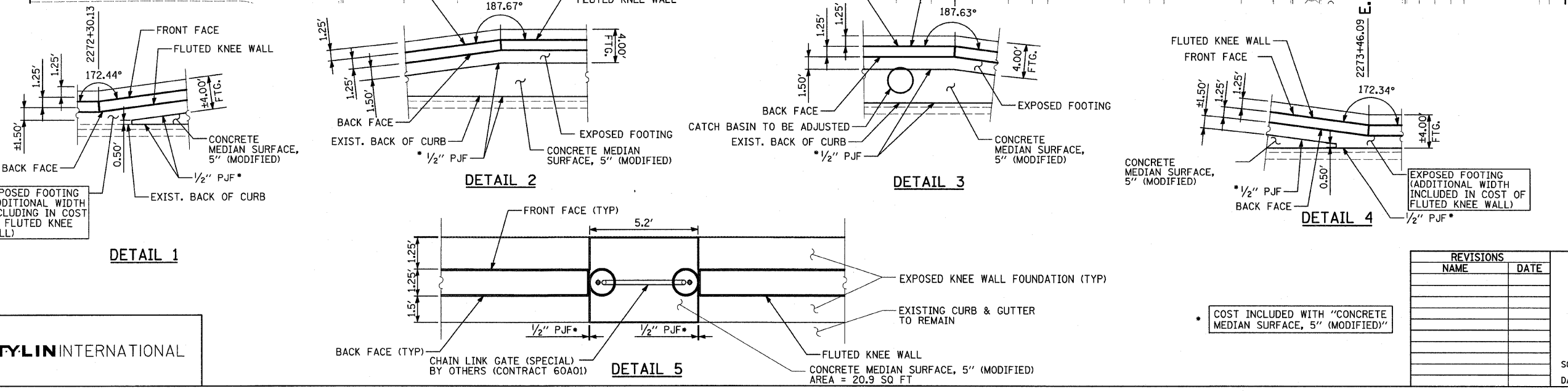
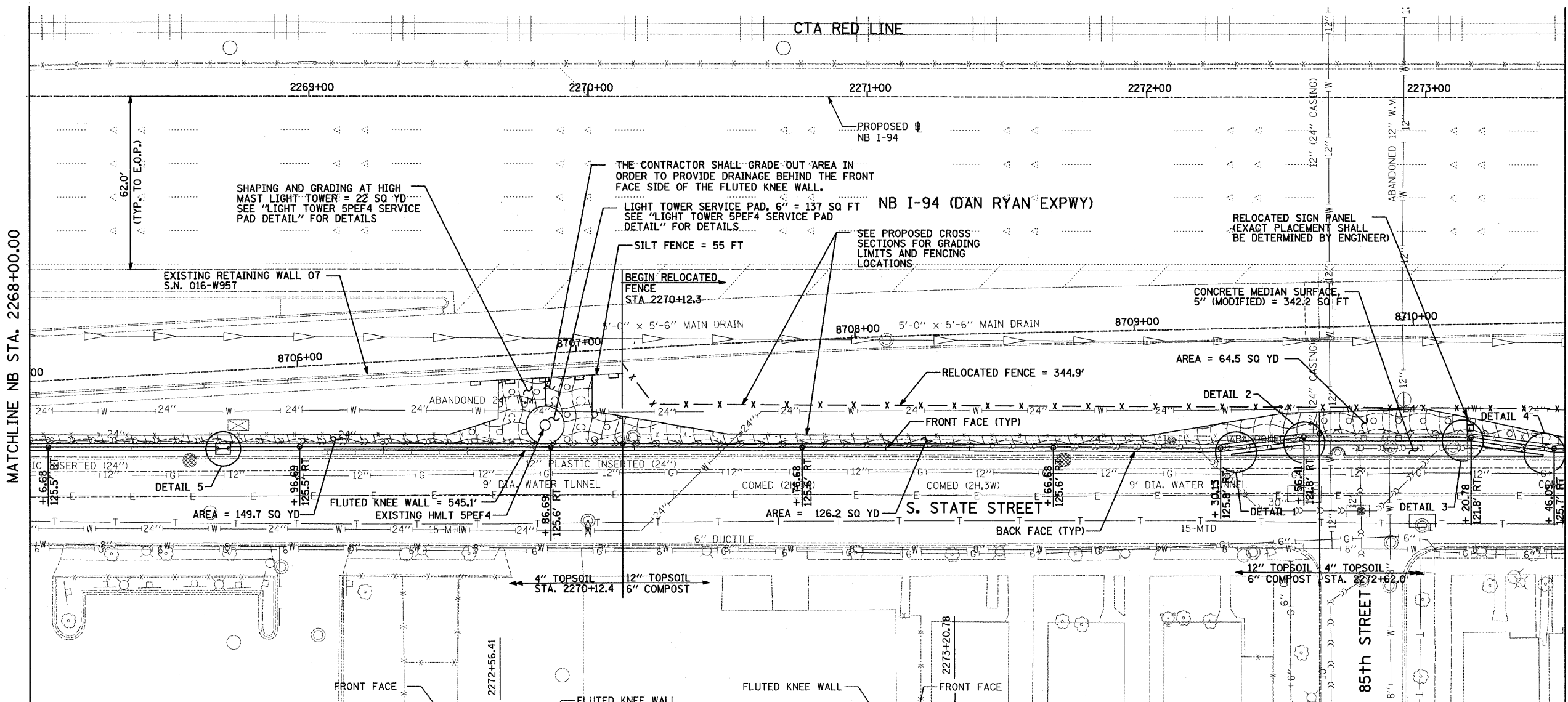
1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE FRONT FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
2. THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC AND PRIVATE UTILITY FACILITIES.



LOCATION MAP



SCALE: 1" = 20'-0"



REVISIONS	
NAME	DATE

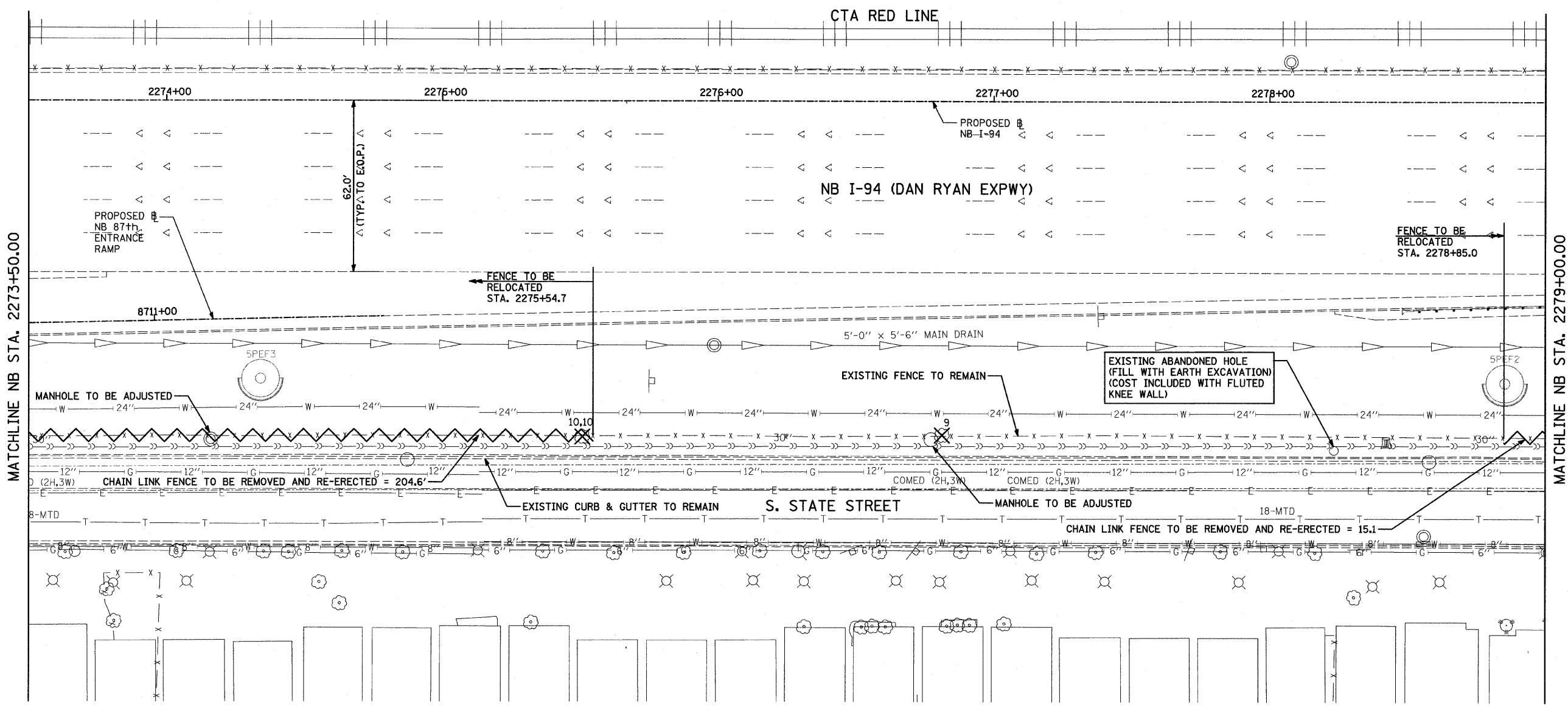
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2268+00.00 TO 2273+50.00
 SCALE: 1"=20' DRAWN BY: AMB, MAF, TB
 DATE: OCTOBER 17, 2008 CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

* COST INCLUDED WITH "CONCRETE MEDIAN SURFACE, 5" (MODIFIED)"

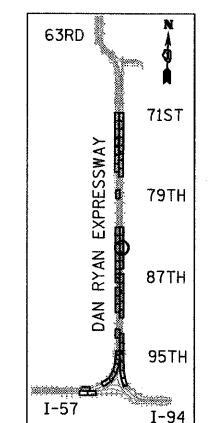
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	21
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



MATCHLINE NB STA. 2273+50.00

MATCHLINE NB STA. 2279+00.00



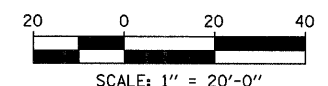
LOCATION MAP

LEGEND:

- PAVED SHOULDER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/GUARDRAIL REMOVAL
- TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
- COMB CONC CURB & GUTTER REMOVAL

NOTE:

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



TYLIN INTERNATIONAL

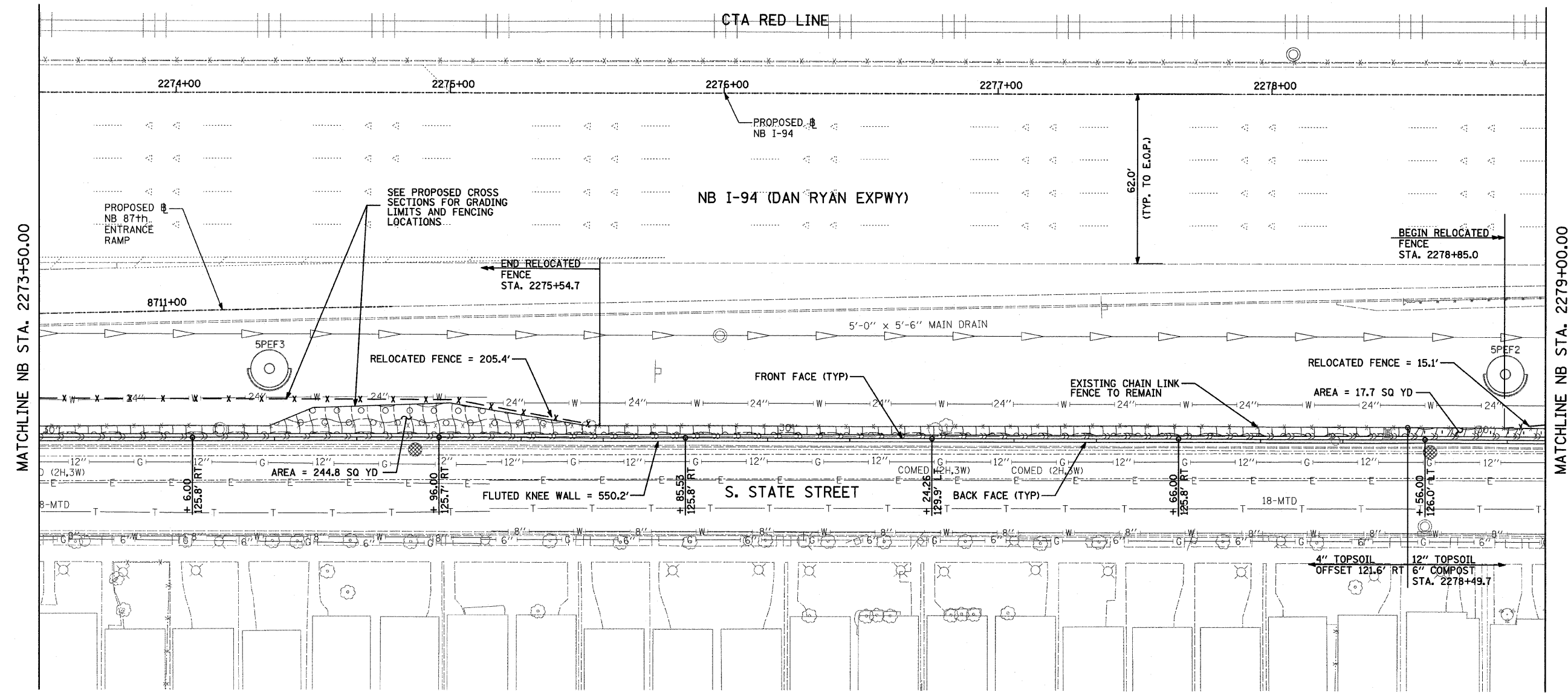
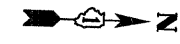
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2273+50.00 TO STA. 2279+00.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

11/23/14 AM 07/17/2008

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	22
STA. 2265+32.63 TO STA. 2287+21.27				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



MATCHLINE NB STA. 2273+50.00

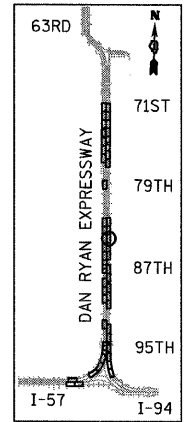
MATCHLINE NB STA. 2279+00.00

LEGEND:

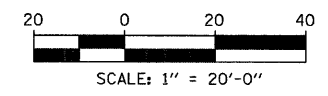
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4"
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12"
- EROSION CONTROL BLANKET, SEEDING, CLASS 4 (MODIFIED), SEEDING, CLASS 5A (MODIFIED), TOPSOIL FURNISH AND PLACE, 12"
- INLET FILTER

NOTES:

1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE FRONT FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
2. THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC AND PRIVATE UTILITY FACILITIES.



LOCATION MAP



REVISIONS	
NAME	DATE

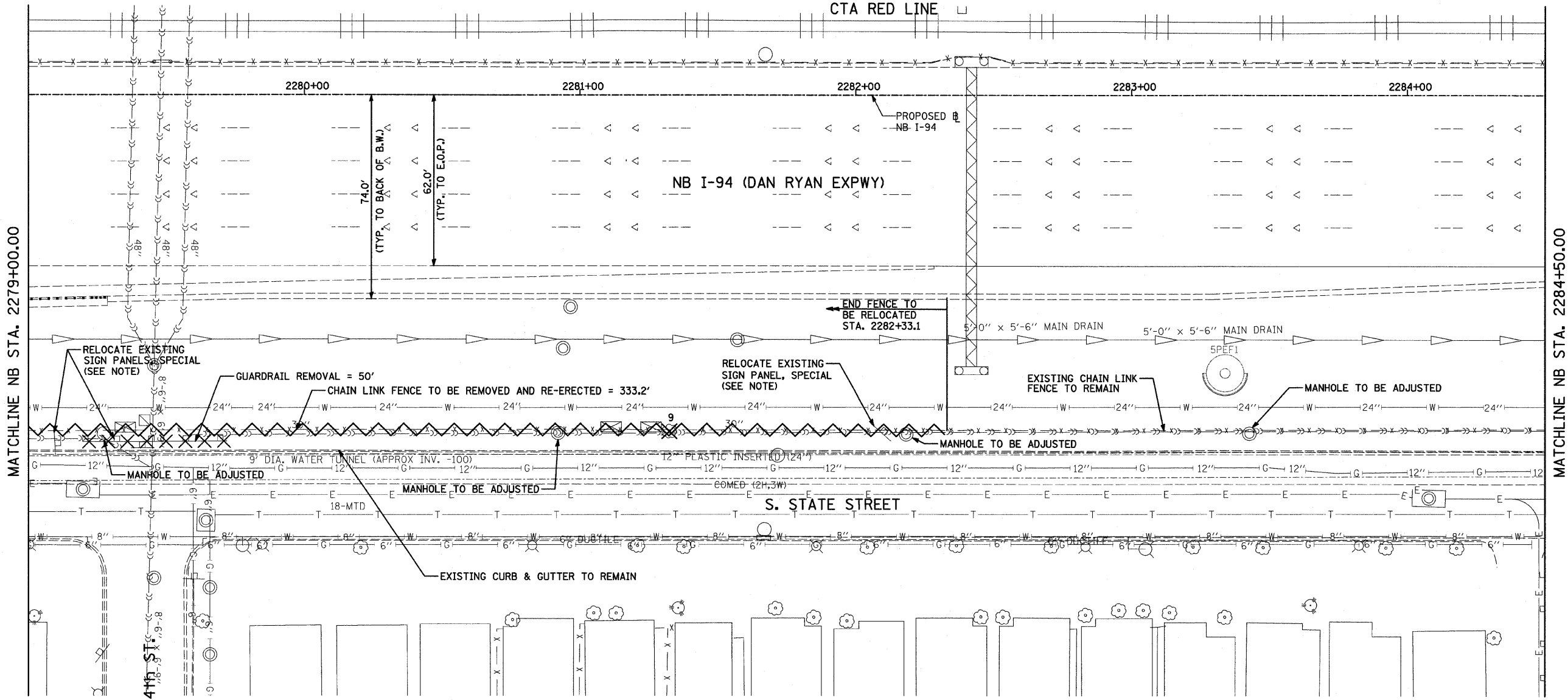
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2273+50.00 TO STA. 2279+00.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

10/17/2008 11:29:22 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	23
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

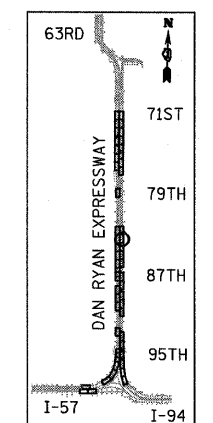
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MATCHLINE NB STA. 2279+00.00

MATCHLINE NB STA. 2284+50.00

E. 84TH ST.



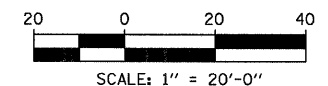
LOCATION MAP

LEGEND:

- PAVED SHOULDER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/GUARDRAIL REMOVAL
- TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
- COMB CONC CURB & GUTTER REMOVAL

NOTE:

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

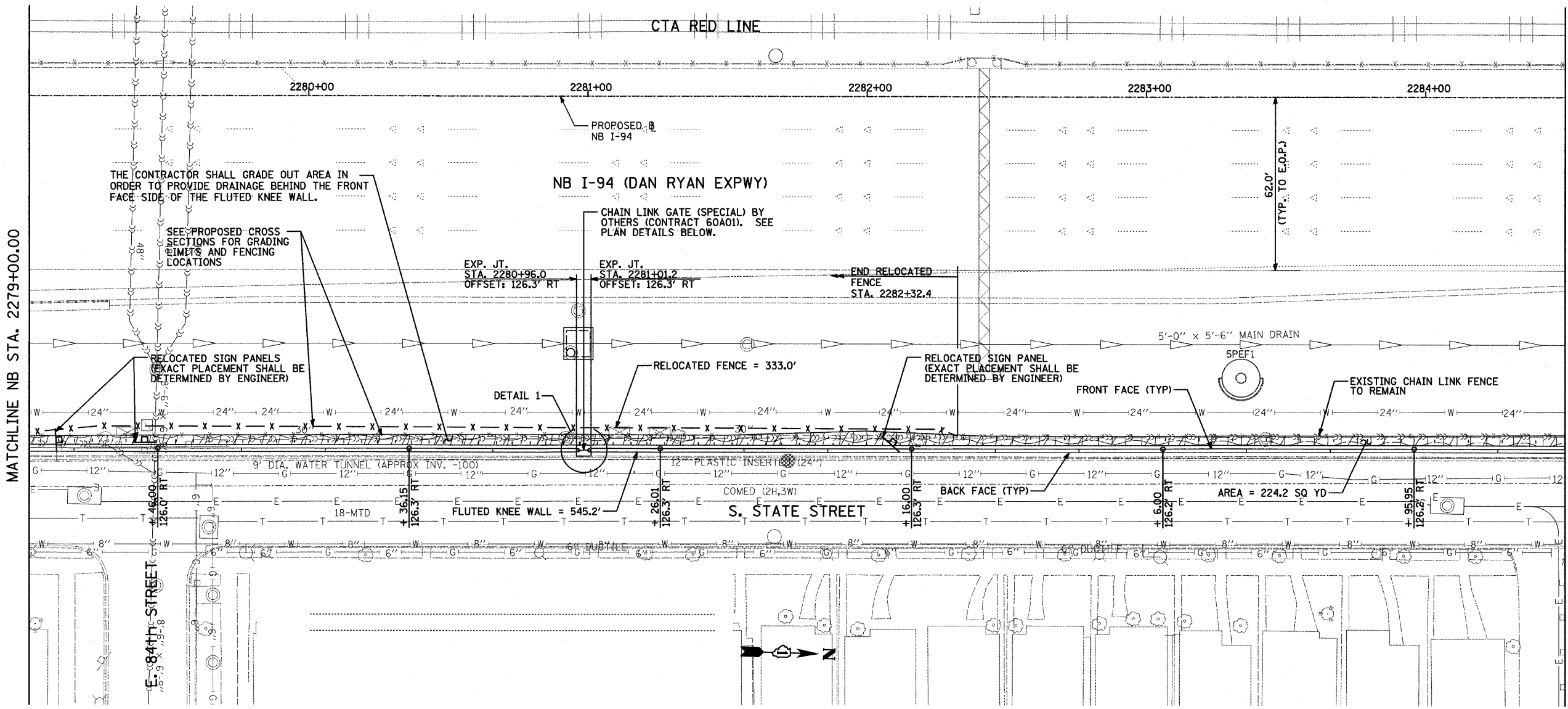
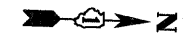


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2279+00.00 TO STA. 2284+50.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

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THE CONTRACTOR SHALL GRADE OUT AREA IN ORDER TO PROVIDE DRAINAGE BEHIND THE FRONT FACE SIDE OF THE FLUTED KNEE WALL.

SEE PROPOSED CROSS SECTIONS FOR GRADING EASEMENTS AND FENCING LOCATIONS

NB I-94 (DAN RYAN EXPWY)

CHAIN LINK GATE (SPECIAL) BY OTHERS (CONTRACT 60A01). SEE PLAN DETAILS BELOW.

EXP. JT. STA. 2280+96.0 OFFSET: 126.3' RT

EXP. JT. STA. 2281+01.2 OFFSET: 126.3' RT

END-RELOCATED FENCE STA. 2282+32.4

5'-0" x 5'-6" MAIN DRAIN



RELOCATED SIGN PANELS (EXACT PLACEMENT SHALL BE DETERMINED BY ENGINEER)

RELOCATED FENCE = 333.0'

RELOCATED SIGN PANEL (EXACT PLACEMENT SHALL BE DETERMINED BY ENGINEER)

EXISTING CHAIN LINK FENCE TO REMAIN

DETAIL 1

FRONT FACE (TYP)

BACK FACE (TYP)

AREA = 224.2 SQ YD

S. STATE STREET

FLUTED KNEE WALL = 545.2'

9" DIA. WATER TUNNEL (APPROX INV. -100)

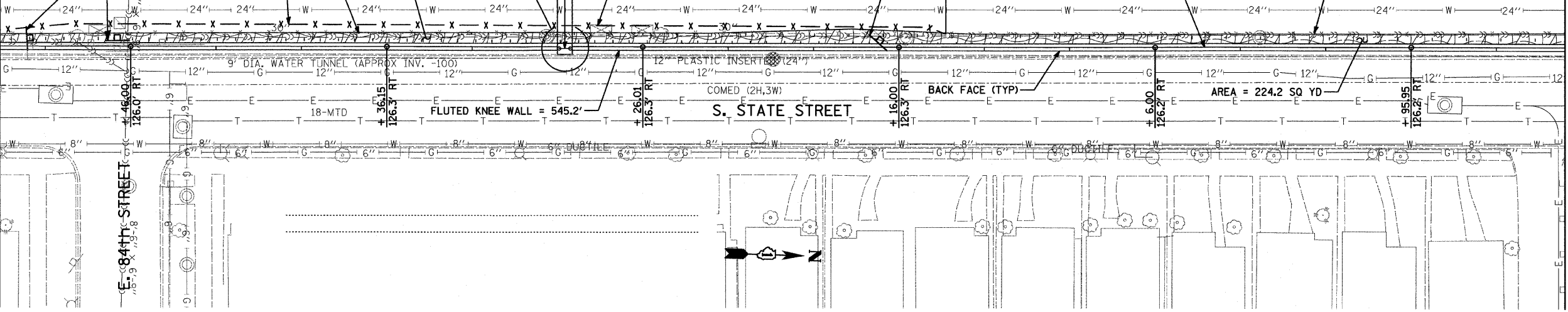
12" PLASTIC INSERT

COMED (2H,3W)

18-MTD

6" DUBBLE

6" DUBBLE



DETAIL 1

LEGEND:

EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4"

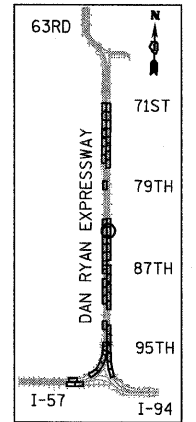
EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"

EROSION CONTROL BLANKET, SEEDING, CLASS 4 (MODIFIED), SEEDING, CLASS 5A (MODIFIED) TOPSOIL FURNISH AND PLACE, 12" COMPOST FURNISH AND PLACE, 6"

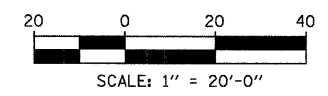
INLET FILTER

NOTES:

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- THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC AND PRIVATE UTILITY FACILITIES.



LOCATION MAP



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2279+00.00 TO 2284+50.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

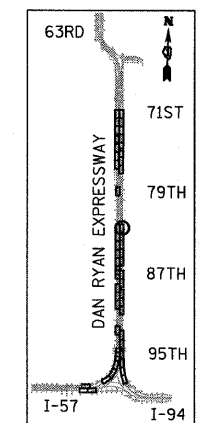
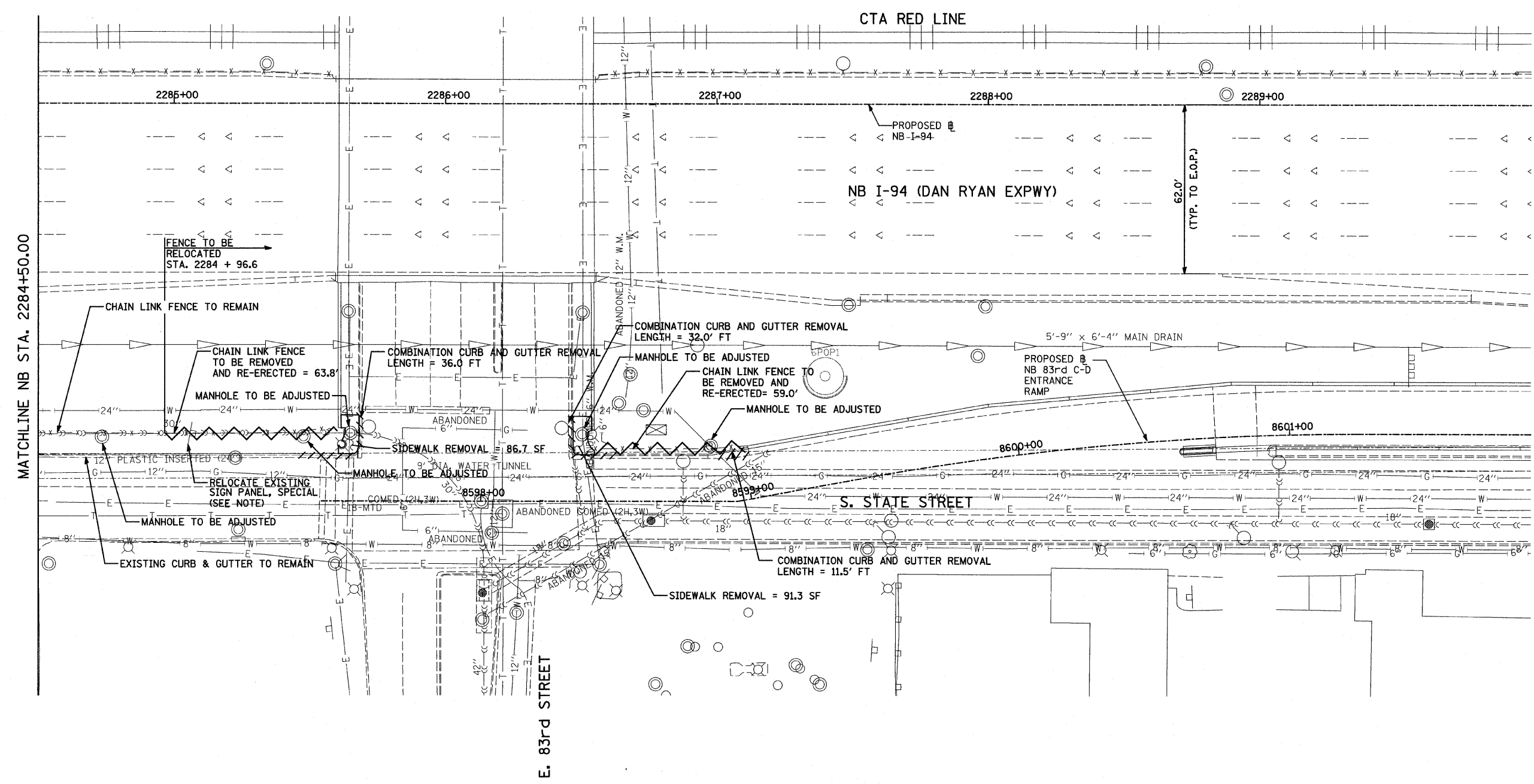
TYLIN INTERNATIONAL

* COST INCLUDED WITH "CONCRETE MEDIAN SURFACE, 5" (MODIFIED)".

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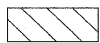

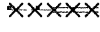

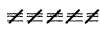
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	25
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973



LOCATION MAP

LEGEND:

-  PAVED SHOULDER REMOVAL
-  CHAIN LINK FENCE REMOVAL
-  CONCRETE BARRIER/GUARDRAIL REMOVAL
-  TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
-  COMB CONC CURB & GUTTER REMOVAL

NOTE:

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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

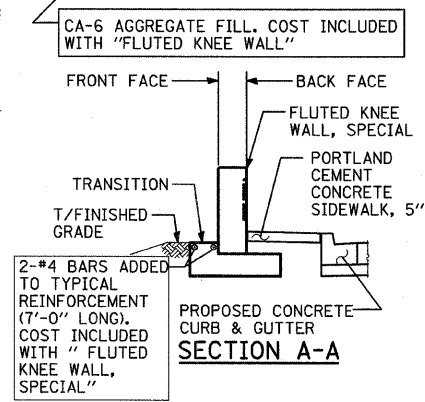
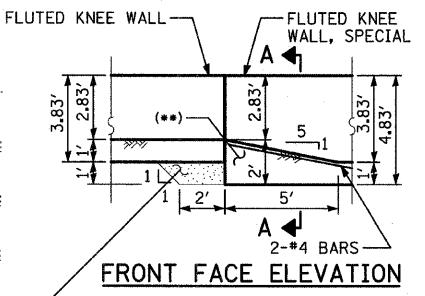
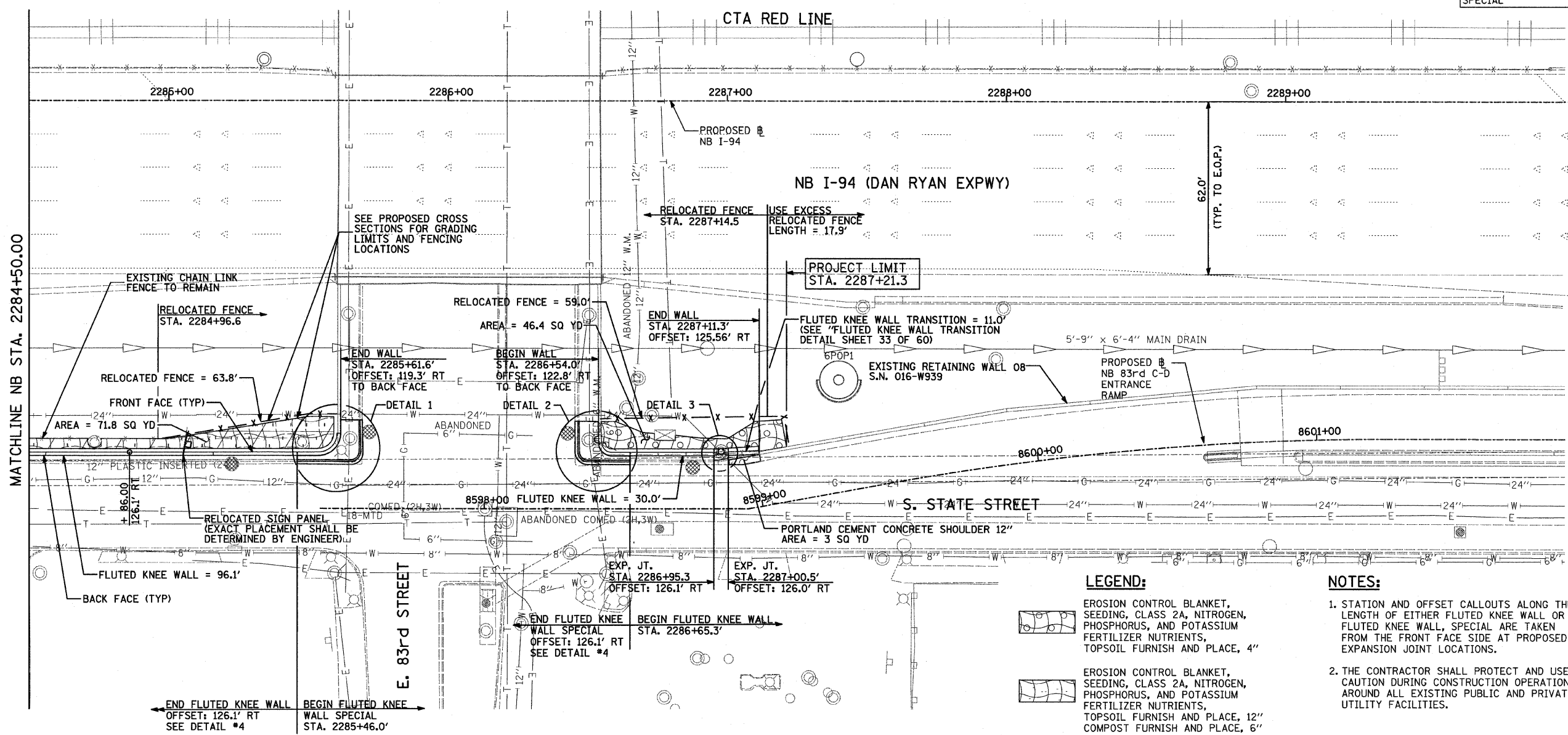
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2284+50.00 TO STA. 2290+00.00
 SCALE: 1"=20'
 DATE: OCTOBER 17, 2008
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	26
STA. 2265+32.63 TO STA. 2287+21.27		ILLINOIS FED. AID PROJECT		

62973

** ADDITIONAL CONCRETE AT FOOTING TRANSITION, COST INCLUDED WITH "FLUTED KNEE WALL, SPECIAL"



FOOTING TRANSITION-DETAIL 4

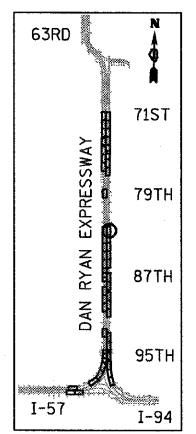
MATCHLINE NB STA. 2284+50.00

LEGEND:

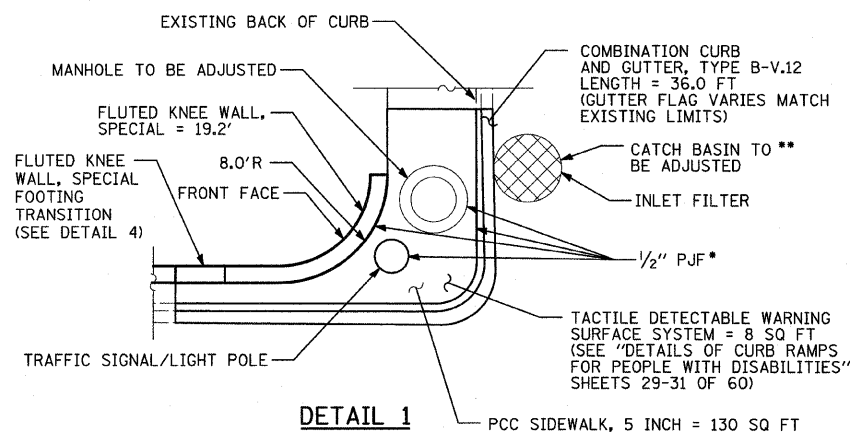
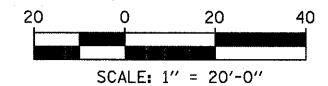
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4"
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12"
- EROSION CONTROL BLANKET, SEEDING, CLASS 5A (MODIFIED), TOPSOIL FURNISH AND PLACE, 12"
- EROSION CONTROL BLANKET, SEEDING, CLASS 5A (MODIFIED), COMPOST FURNISH AND PLACE, 6"
- INLET FILTER

NOTES:

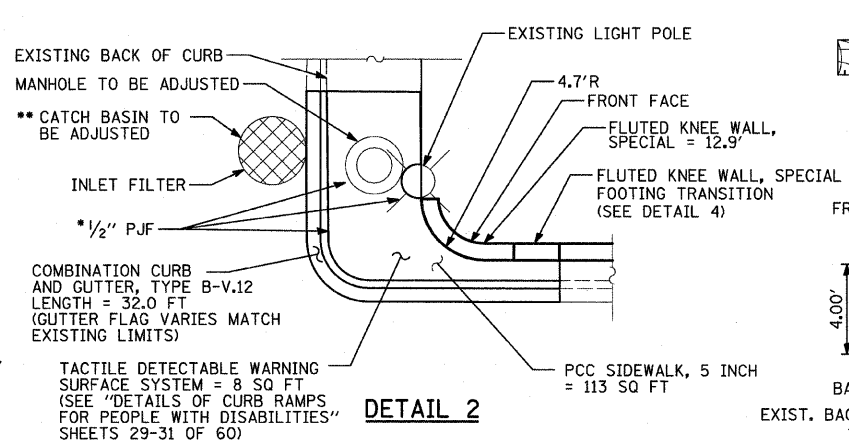
1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE FRONT FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
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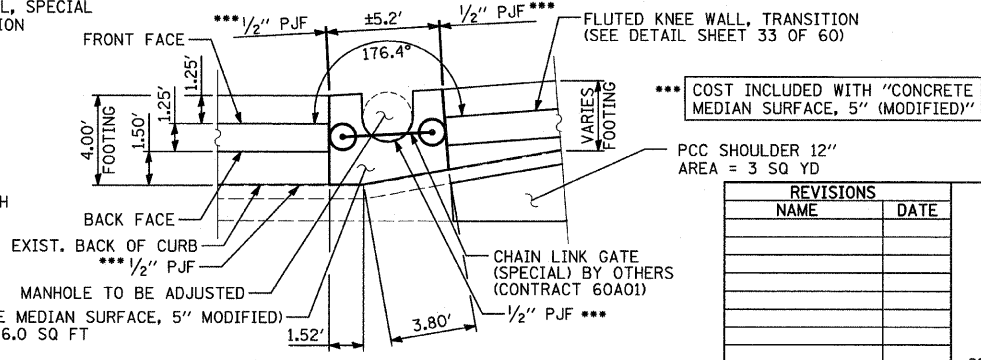
LOCATION MAP



DETAIL 1



DETAIL 2



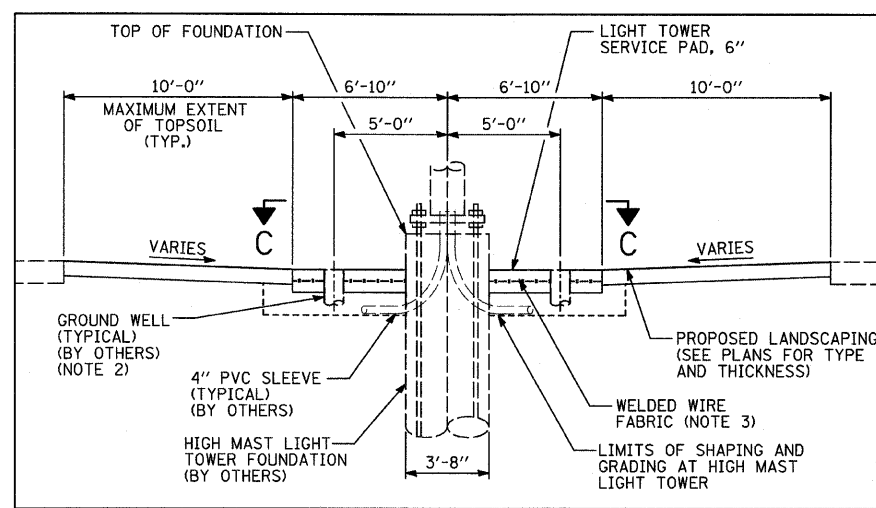
DETAIL 3

REVISIONS	
NAME	DATE

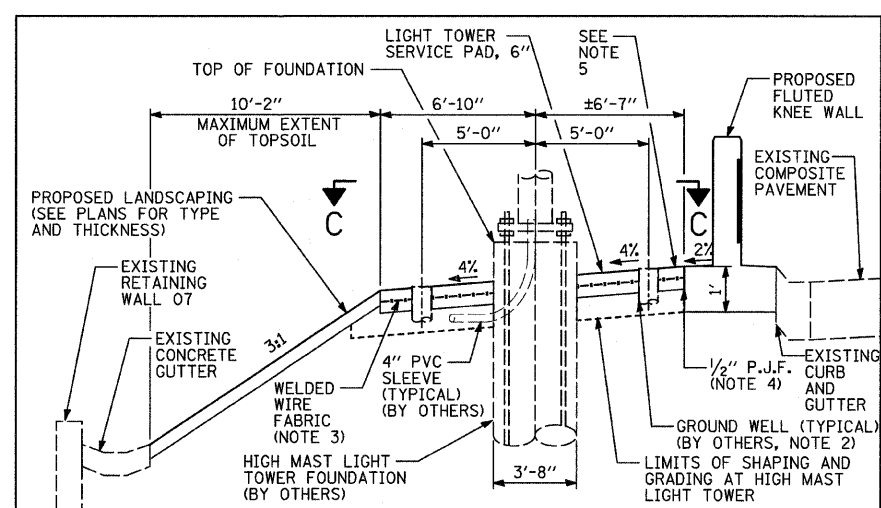
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2284+50.00 TO 2290+00.00
 SCALE: 1"=20' DRAWN BY: AMB, MAF, TB
 DATE: OCTOBER 17, 2008 CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

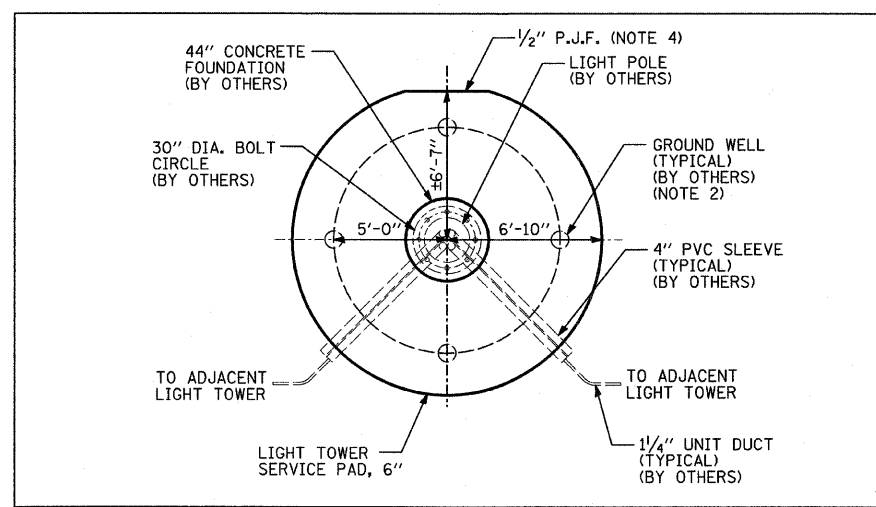
* COST INCLUDED WITH "PCC SIDEWALK, 5 INCH"
 ** ANY ADDITIONAL CONCRETE WORK REQUIRED TO PATCH ROADWAY SHALL BE INCLUDED IN THE COST OF "CATCH BASIN TO BE ADJUSTED"



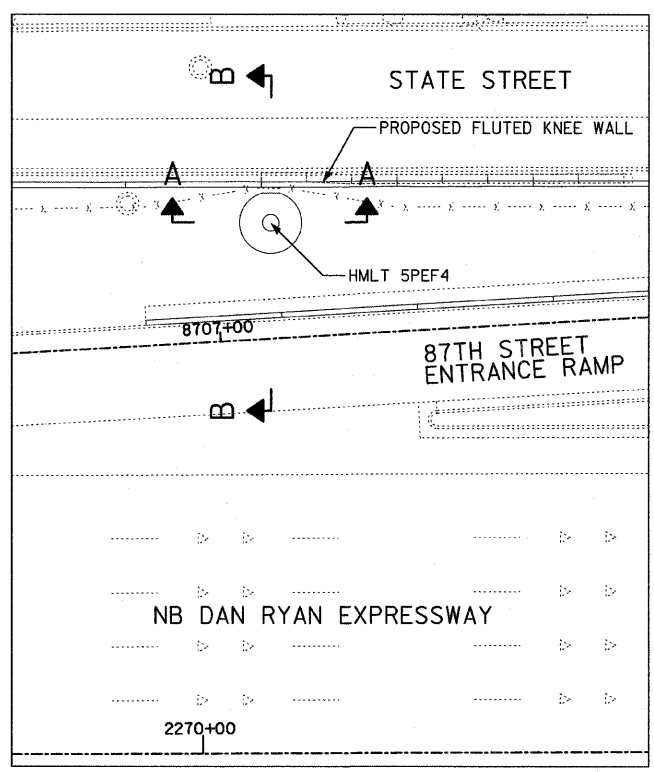
SECTION A-A: ELEVATION; H.M.L.T 5PEF4



SECTION B-B: CROSS SECTION; H.M.L.T. 5PEF4



SECTION C-C: TOP VIEW; H.M.L.T 5PEF4



PLAN VIEW: H.M.L.T. 5PEF4
STA. 2269+85.00; OFFSET 117.7' RT

NOTES:

- SEE IDOT STANDARD DRAWING BE501 FOR ADDITIONAL HIGH MAST LIGHT TOWER FOUNDATION DETAILS.
- GROUND WELLS, 5'-0" AS MEASURED FROM THE CENTER OF THE HIGH MAST TOWER TO THE CENTER OF THE WELL, TO BE INSTALLED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR MINOR VERTICAL ADJUSTMENTS OF THE GROUND WELLS (6" OR LESS) TO MEET THE FINAL ELEVATION OF THE SERVICE PAD. IF THE GROUND WELLS NEED TO BE ADJUSTED MORE THAN 6" THE CONTRACTOR SHALL NOTIFY THE ENGINEER.
- WELDED WIRE FABRIC WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF LIGHT TOWER SERVICE PAD, 6". FABRIC SHALL BE 6 X 6, W4.5 X W4.5 AND PLACED AT MID-DEPTH OF THE PAD.
- PERFORMED JOINT FILLER WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF LIGHT TOWER SERVICE PAD, 6".
- TOP OF SERVICE PAD SHALL MATCH TOP OF FOUNDATION ELEVATION OF THE PROPOSED FLUTED KNEE WALL.

REVISIONS	
NAME	DATE

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

HIGH MAST LIGHT TOWER 5PEF4
SERVICE PAD DETAIL

SCALE: NTS
DATE: OCTOBER 17, 2008
DRAWN BY: JDF
CHECKED BY: JPM

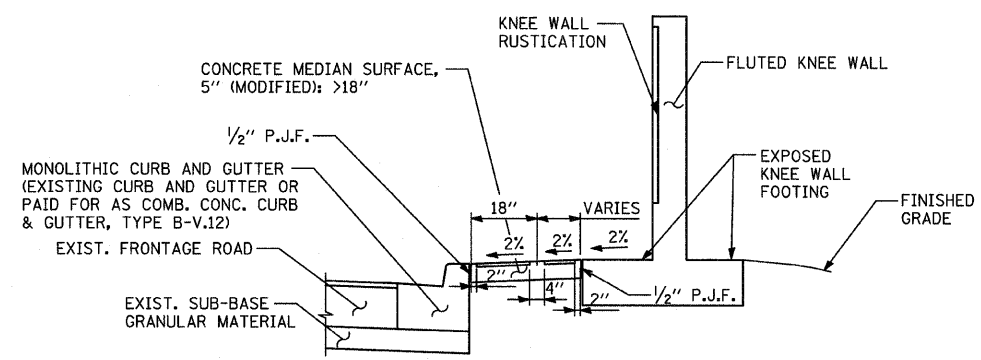
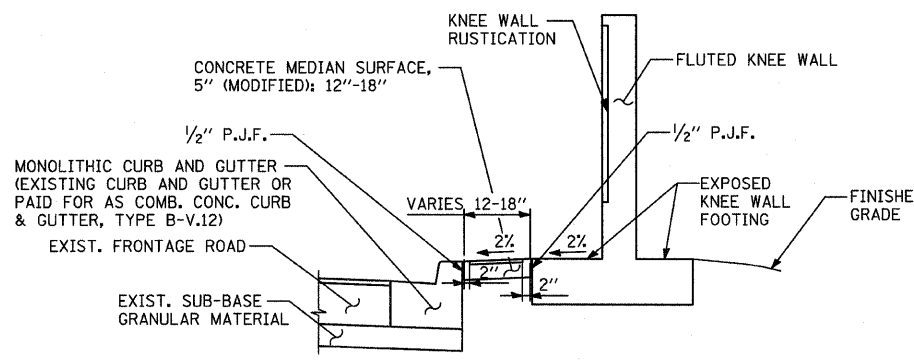
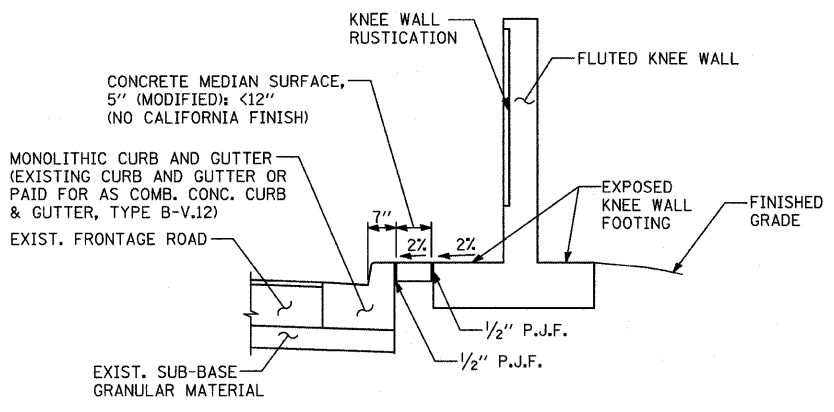
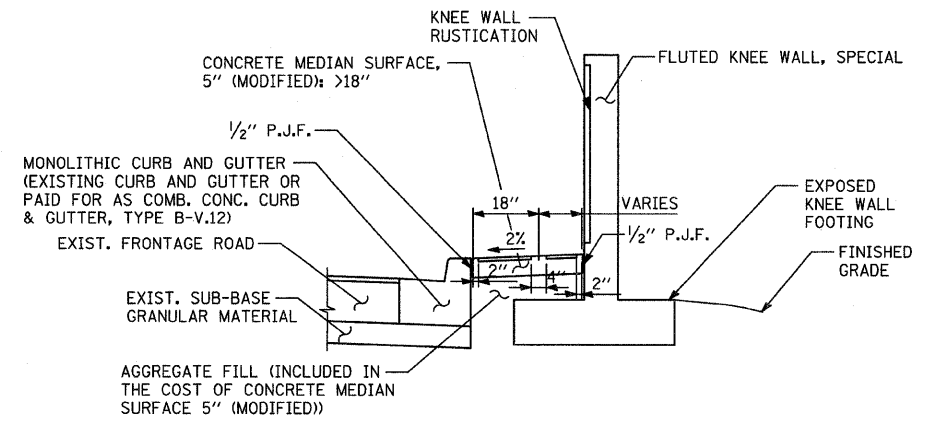
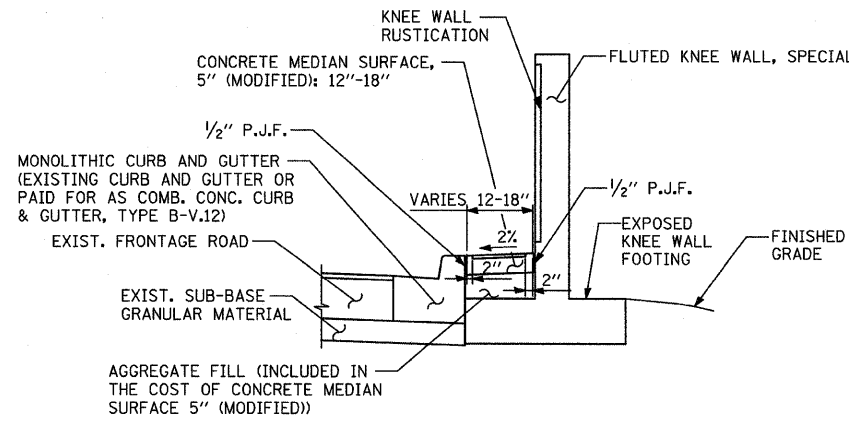
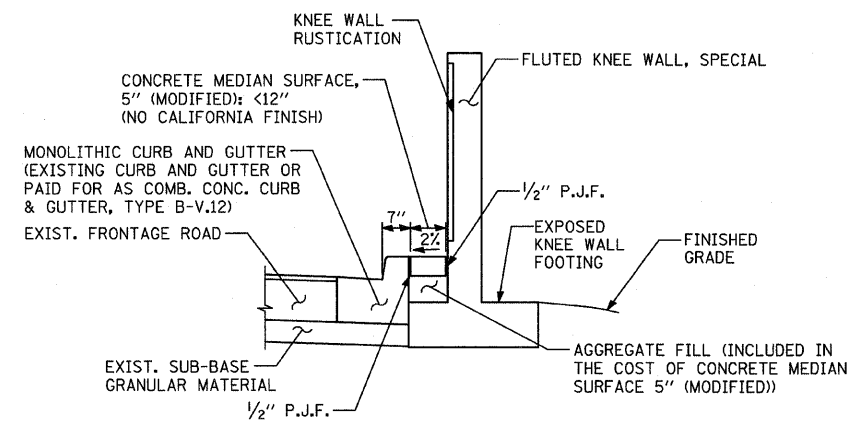
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NOTE:
THIS OPTION SHALL BE USED WHEN THE CARRIAGE WALK AREA MEASURES LESS THAN 12" IN WIDTH

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

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

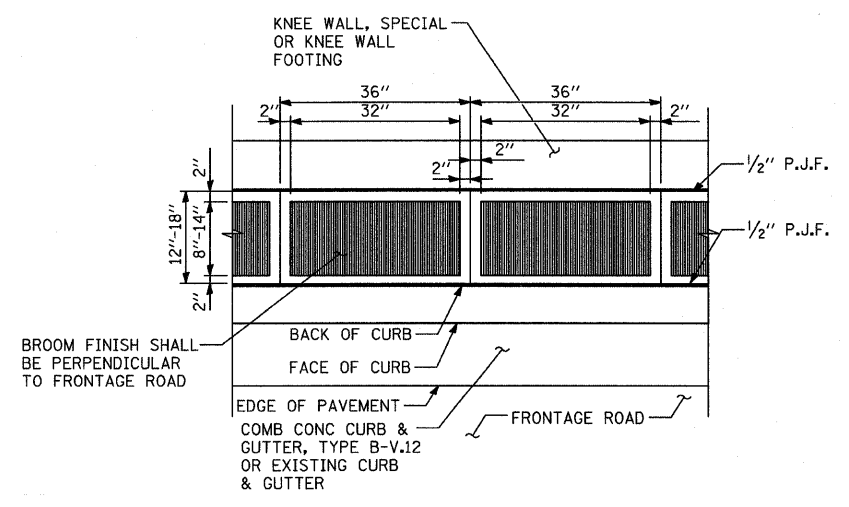
VARIES PANEL:
• IF THE WIDTH IS $\geq 4"$ THEN APPLY BROOM FINISH FLUSH TO THE RETAINING WALL WITH 4" CALIFORNIA JOINT
• IF THE WIDTH IS $< 4"$ THEN SURFACE TO BE HARD TROWELLED (SEE DETAIL A)



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

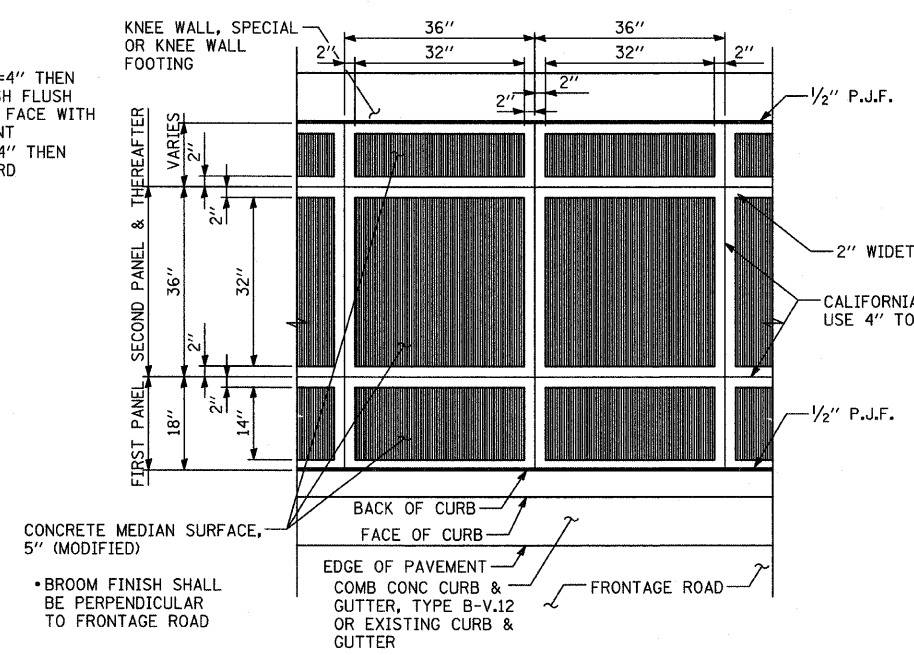
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "B"
AREA 12"-18" WIDE

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



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

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

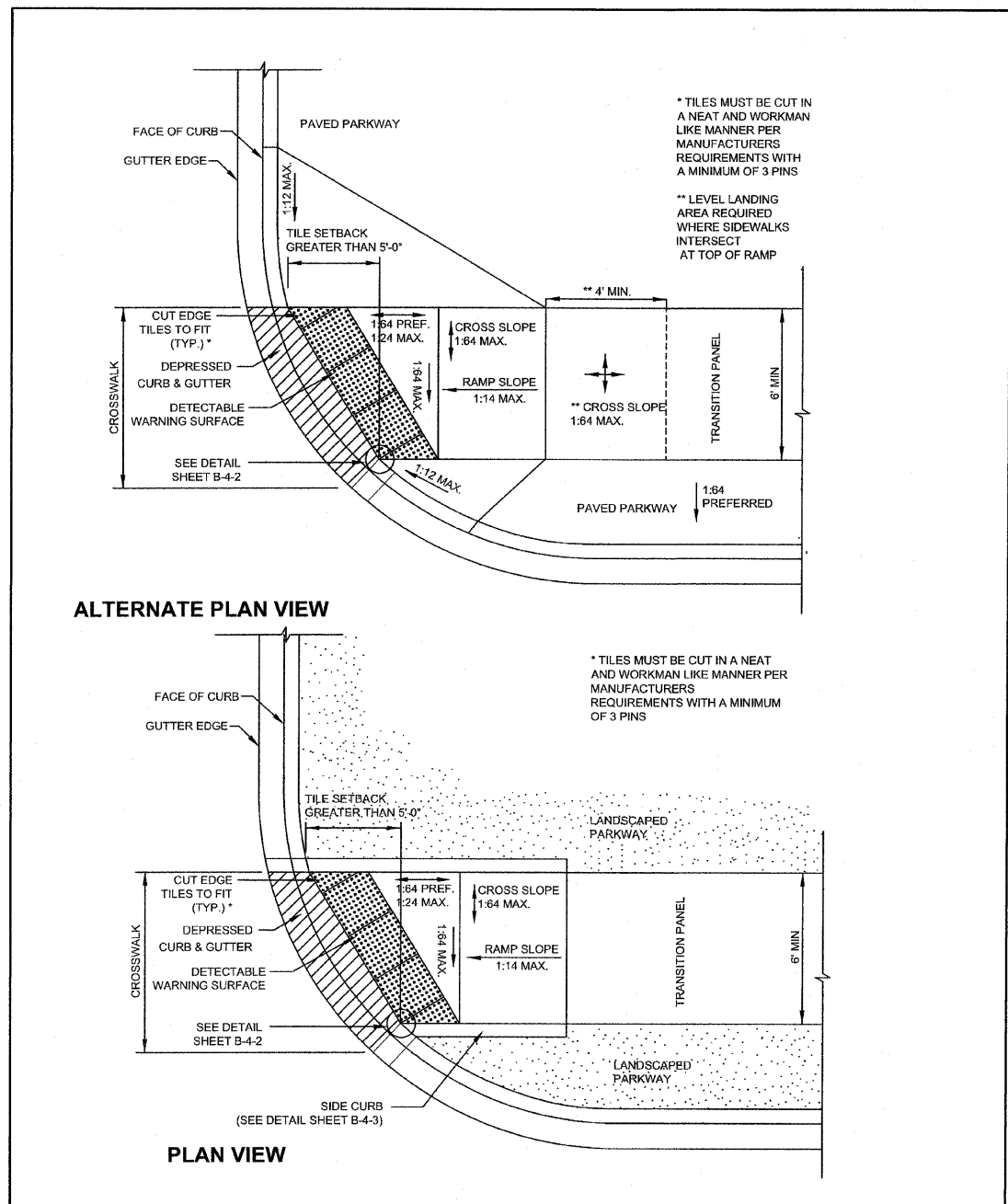


DETAIL "A": COORDINATE WITH CONC. MED. SURFACE, 5" (MODIFIED) "C"
CALIFORNIA FINISH

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

REVISIONS	
NAME	DATE

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



City of Chicago Richard M. Daley, Mayor Thomas D. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO ONE-WAY RADIUS SKEWED INTERFACE TILE SETBACK GREATER THAN 5' SHEET B-1-6 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	

GENERAL NOTES

1. THE DETECTABLE WARNING TILES SHALL BE CERAMIC CEMENT OR COMPOSITE POLYMER CONCRETE (CRC) TILES WHICH MEET THE CHICAGO DEPARTMENT OF TRANSPORTATION SPECIFICATION (AVAILABLE ON THE CITY OF CHICAGO WEBSITE). IN THE CENTRAL BUSINESS DISTRICT, GRANITE OR OTHER SPECIALTY PAVING MATERIALS MAY BE SUBMITTED TO THE COMMISSIONER FOR APPROVAL.
2. TILES MUST BE INSTALLED A MAXIMUM OF 8" OR LESS FROM FACE OF CURB (SEE DETAIL SHEET B-4-2).
3. TILES MUST COVER FULL WIDTH OF RAMP EXCLUDING SIDE FLARES. WHERE SIDEWALK OR RAMP IS FLUSH WITH STREET (DEPRESSED CURB), TILES MUST BE PROVIDED.
4. WHERE APPLICABLE, A COMBINATION OF DIFFERING SIZE TILES MAY BE USED ON COMPOUND AND LARGE RADII. CONTRACTOR MUST MAKE THIS DETERMINATION AND VERIFY IN FIELD.
5. TILES MUST CONTRAST WITH ADJACENT PAVEMENT. IF LIGHT COLORED PAVEMENT IS USED THE TILE COLOR SHALL BE RED. IF A DARK COLORED PAVEMENT IS USED THE TILE COLOR SHALL BE YELLOW. CONTRACTOR TO VERIFY THAT PROPER CONTRAST IS OBTAINED.
6. RAMP WIDTH MUST BE A MINIMUM OF 6'-0" AND IN INCREMENTS OF 1'-0", EXCEPT WHEN USING THE PERPENDICULAR RAMP AT CORNER, WHICH HAS A MINIMUM WIDTH OF 4'-0".
7. PRIOR TO PLACING CONCRETE FOR DEPRESSED CURBS AND RAMPS THE CONTRACTOR SHALL NOTIFY THE COMMISSIONER TO RECEIVE LAYOUT APPROVAL. A PRE-MANUFACTURED TILE, APPROVED BY THE COMMISSIONER, MUST BE USED TO ACHIEVE THE DETECTABLE WARNING SURFACE.
8. THE MAXIMUM ALLOWABLE RAMP RUNNING SLOPE IS 1:14, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PERPENDICULAR TO THE DIRECTION OF RAMP RUN.
9. THE MAXIMUM ALLOWABLE RAMP CROSS SLOPE IS 1:64, MEASURED AT ANY PORTION OF THE RAMP. IF POSSIBLE, A MORE GRADUAL SLOPE SHALL BE USED.
10. UTILITIES, SUCH AS LIGHT POLES, TRAFFIC POLES AND HYDRANTS, MAY BE LOCATED IN THE FLARE OF THE RAMP BUT ARE NOT ALLOWED ON THE RAMP SURFACE OR LANDING AREAS.
11. ALTERATIONS SHALL NOT DECREASE THE ACCESSIBILITY OF EXISTING FACILITIES
12. THE MINIMUM CROSSWALK WIDTH IS 6'-0". CROSSWALKS SHALL BE LOCATED AS SHOWN IN THE PLAN SHEETS DEPENDING ON THE TYPE OF CURB RAMP USED. BEYOND THE CURB FACE AT THE BASE OF CURB RAMPS, A CLEAR SPACE OF 4'-0" BY 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE CROSSWALK.
13. IF SIDEWALK AND ALLEY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED. IF SIDEWALK AND DRIVEWAY ARE AT THE SAME GRADE, A RAMP IS NOT REQUIRED BUT DETECTABLE WARNING TILES ARE STILL REQUIRED IF THE DRIVEWAY HAS TRAFFIC CONTROL DEVICES (I.E. TRAFFIC SIGNALS).
14. MAIN LINE SIDEWALK SHALL HAVE A MAXIMUM CROSS SLOPE NOT TO EXCEED 1:64 FOR THE FULL WIDTH OF WALK UNLESS OTHERWISE APPROVED BY THE COMMISSIONER.
15. MAIN LINE SIDEWALK RUNNING SLOPES SHALL NOT EXCEED 1:24 OR THE GENERAL GRADE ESTABLISHED FOR THE ADJACENT STREET, WHICH EVER IS HIGHER.
16. CURB RAMPS AND KEYSTONE TO BE CONSTRUCTED WITH 8" THICK CONCRETE AT ALL TRAFFIC SIGNALIZED INTERSECTIONS AND INDUSTRIAL STREET INTERSECTIONS. AT ALL OTHER LOCATIONS, 5" THICK CONCRETE TO BE USED
17. NO DEVIATIONS FROM THESE STANDARDS ARE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.
18. ALL CONSTRUCTION DOCUMENTS MUST BE STAMPED BY A LICENSED ARCHITECT/LANDSCAPE ARCHITECT/ENGINEER TO CERTIFY THAT THEY ARE IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND ALL CODES AND BUILDING ORDINANCES OF THE CITY OF CHICAGO AND STATE OF ILLINOIS.

City of Chicago Richard M. Daley, Mayor Thomas D. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO GENERAL NOTES SHEET B-3-2 SCALE: NOT TO SCALE DATE: 10/23/2006 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	

SEE THE CITY OF CHICAGO'S WEBSITE @ WWW.CITYOFCHICAGO.ORG FOR MOST CURRENT STANDARDS

REVISIONS	
NAME	DATE

ADA COMPLIANCE AND TRANSITION GUIDELINES

POLICY STATEMENT: ANY ALTERATION OF THE PUBLIC WAY MUST BE RESTORED IN AN ADA COMPLIANT MANNER

I. STREET RESURFACING / RECONSTRUCTION *

FOR ANY RESURFACING/RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, A CROSSWALK IS ENCOUNTERED OR WHERE THE PROJECT LIMITS TERMINATE WITHIN 4' OR LESS OF A CROSSWALK, THOSE CROSSWALKS AND THE ASSOCIATED CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS. WHERE RESURFACING/RECONSTRUCTION ENCOUNTERS LESS THAN 1/4 POINT OF THE STREET SURFACE (LONGITUDINAL CUT), IT IS ACCEPTABLE PRACTICE TO EXCLUDE IMPROVEMENTS TO THE ASSOCIATED CROSSWALKS AND CURB RAMPS.

WHEN A PROJECT SCOPE OF WORK CALLS FOR ONLY AN INTERSECTION TO BE REPAVED, THE INTERSECTION LIMITS AS DEFINED BY THE AREA OUTLINED BY OUTERMOST CROSSWALK LINES AND ADJACENT CURB FACES AND ALL ADJOINING CROSSWALKS AND CURB RAMPS MUST BE IMPROVED TO CURRENT ADA STANDARDS.

WHEN A PROJECT SCOPE OF WORK IS LIMITED TO A SINGLE CORNER OF AN INTERSECTION, THE CURB RAMP MUST BE IMPROVED TO CURRENT ADA STANDARDS AND THE ADJACENT PAVEMENT MUST BE RESURFACED, AS NECESSARY TO PROVIDE FOR A FLUSH TRANSITION.

FOR ANY RESURFACING / RECONSTRUCTION PROJECT WHERE, WITHIN THE PROJECT LIMITS, AN ALLEY APRON IS INCLUDED, THE ASSOCIATED CURB RAMPS AND SIDEWALKS MUST BE IMPROVED TO CURRENT ADA STANDARDS

II. SIDEWALK INSTALLATION / REPAIRS / RECONSTRUCTION

THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, THAT ABOUT AN EXISTING RAMP LOCATION (INCLUDING THE FOUR FOOT (4') LANDING AREA AND/OR THE "KEYSTONE"), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64.

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION


NEW SIDEWALK PLACEMENTS GREATER THAN TEN FEET IN CONTIGUOUS LENGTH:
THE LIMITS OF ANY MAINLINE SIDEWALK REPLACEMENT, GREATER THAN TEN FEET (10') IN LENGTH, MUST BE EXTENDED FOR A MINIMUM FIVE ADDITIONAL FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE LENGTH OF TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NEW SIDEWALK REPLACEMENTS TEN FEET OR LESS IN CONTIGUOUS LENGTH (REPAIRS):
IT IS ACCEPTABLE PRACTICE TO MATCH ADJACENT SIDEWALKS AT THE EXISTING SLOPE.

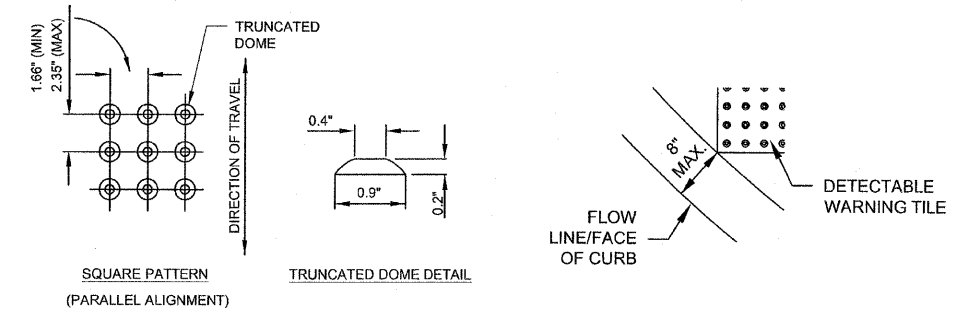
CURB RAMP REPLACEMENTS:
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY TO ENSURE THAT THE RUNNING SLOPE OF THE TRANSITION DOES NOT EXCEED A SLOPE OF 1:24 (PREFERRED) OR 1:14 (MAXIMUM) AT ANY POINT.

NO EXCEPTIONS TO THE ABOVE WILL BE ALLOWED WITHOUT WRITTEN APPROVAL FROM THE COMMISSIONER.

* THE REQUIREMENTS OF SECTION I. SHALL APPLY ONLY TO CITY AGENCIES

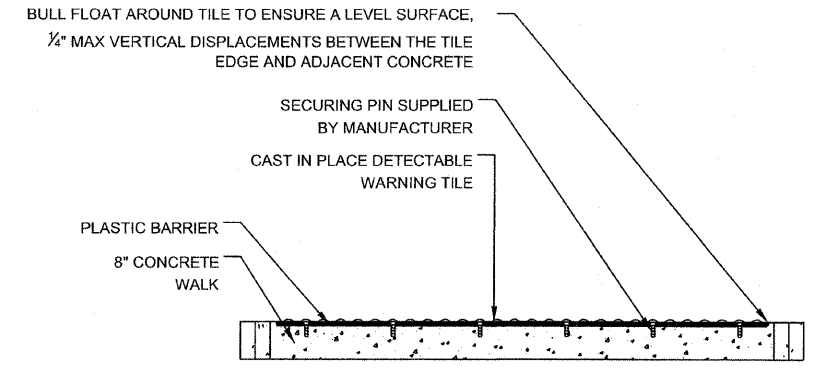
 City of Chicago Richard M. Daley, Mayor Thomas O. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-3-3 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	

GENERAL NOTE: THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS, DOME ORIENTATION IS NOT SIGNIFICANT




TILE PATTERN DETAIL

TILE PLACEMENT ON A RADIUS



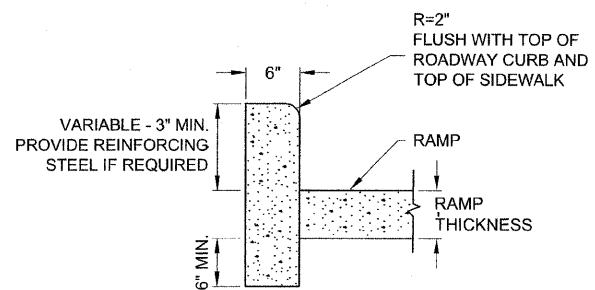
DETECTABLE TILE WARNING SECTION

 City of Chicago Richard M. Daley, Mayor Thomas O. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO DETECTABLE WARNING TILE DETAILS SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-4-2 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	

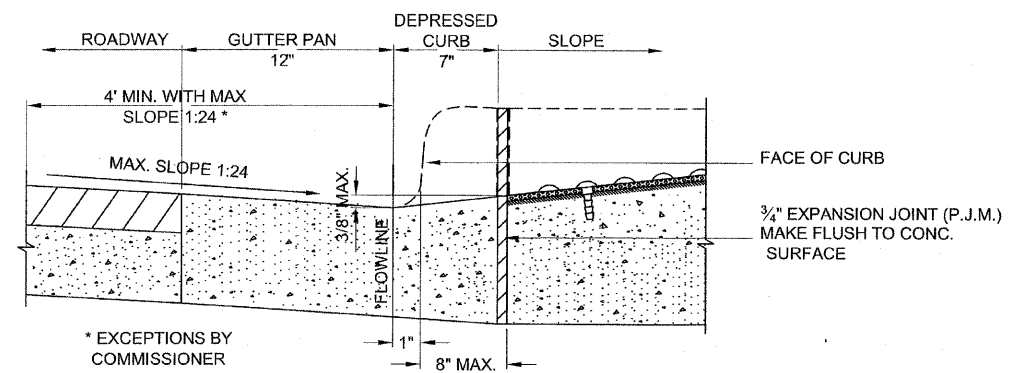
SEE THE CITY OF CHICAGO'S WEBSITE @ WWW.CITYOFCHICAGO.ORG FOR MOST CURRENT STANDARDS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 CITY OF CHICAGO STANDARD DETAILS
 DETAILS OF CURB RAMPS FOR
 PEOPLE WITH DISABILITIES
 SHEET 2 OF 3
 SCALE: NONE
 DATE: OCTOBER 17, 2008
 DRAWN BY: CDOT
 CHECKED BY:



SIDE CURB - SECTION



**DEPRESSED CURB & GUTTER
AT BOTTOM OF CURB RAMP**



DATE	REVISION
02/20/07	REVISION 1
11/15/07	REVISION 2

CITY OF CHICAGO
CURB AND GUTTER DETAILS

SCALE: NOT TO SCALE
DATE: 10/23/2006

SHEET B-4-3

DRAWN BY: CDOT
CHECKED BY: LCM

SEE THE CITY OF CHICAGO'S
WEBSITE @ WWW.CITYOFCHICAGO.ORG
FOR MOST CURRENT STANDARDS

REVISIONS	
NAME	DATE

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

CITY OF CHICAGO STANDARD DETAILS
DETAILS OF CURB RAMPS FOR
PEOPLE WITH DISABILITIES
SHEET 3 OF 3

SCALE: NONE
DATE: OCTOBER 17, 2008

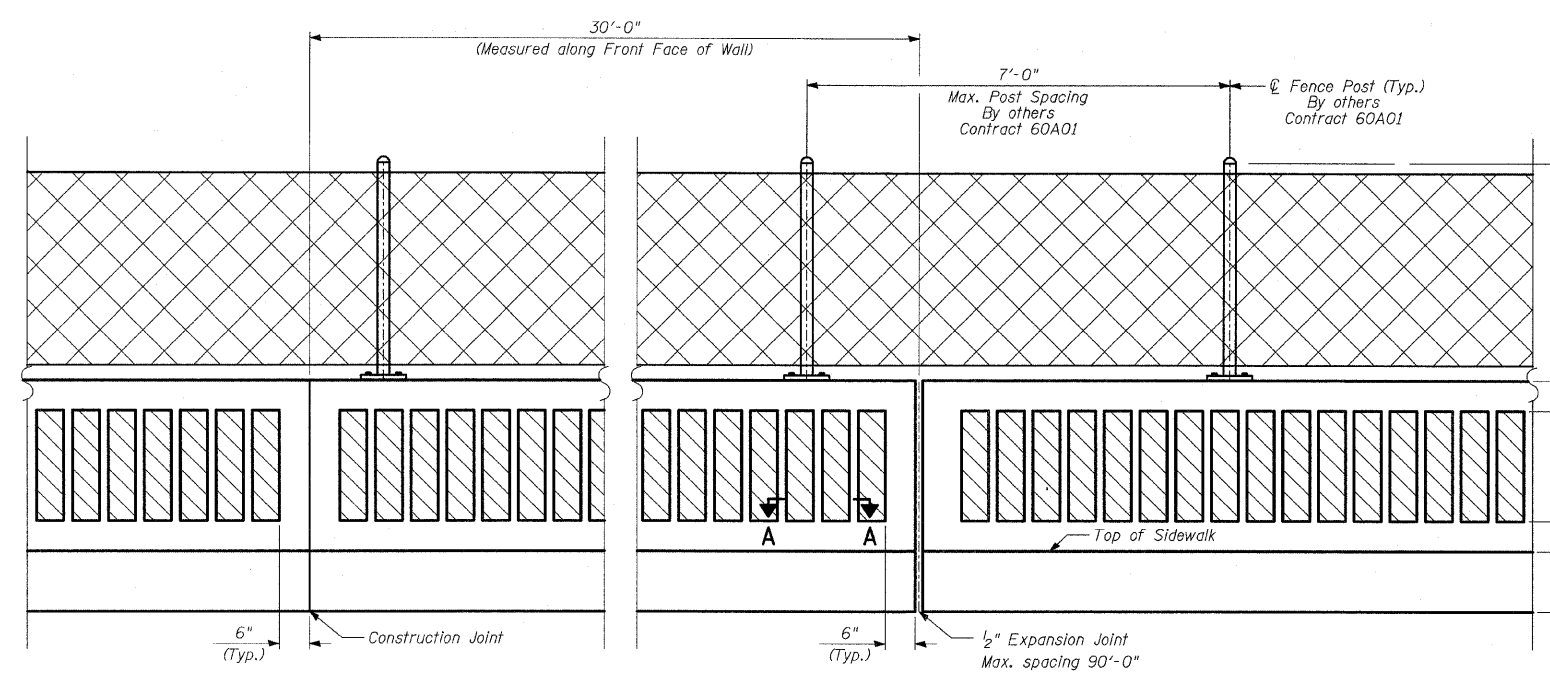
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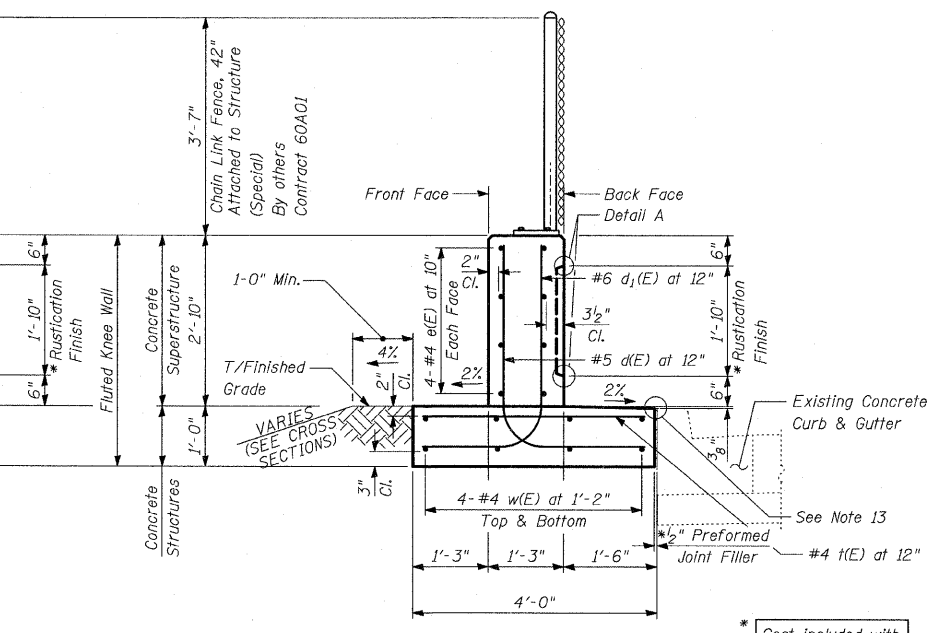
NOTES:

1. Reinforcement Bar Shall Conform to the Requirements of AASHTO M-31 or M-322 Grade 60
2. Concrete: f'c = 3500 psi
3. Fluted Knee Wall shall be paid for per foot as "Fluted Knee Wall." Included in the cost of "Fluted Knee Wall" shall be "Concrete Superstructures" stem, "Concrete Structures" foundation, reinforcement bars (epoxy coated), rustication finish, protective coat, expansion joint filler and sealing compound.
4. At Locations Where Fluted Knee Wall Abuts a Rigid Structure, a 1/2" Thick Preformed Expansion Joint Filler Conforming to the Shape of the Structure Shall be Installed Between the Wall and the Structure. A 1/2" PJF Shall be Installed where Fluted Knee Wall footing abuts curb and gutter. The cost shall be included in "Fluted Knee Wall."
5. Quantities shown in "BILL OF MATERIAL" are for one (1) foot of "Fluted Knee Wall."
6. Chain Link Fence, 42" Attached to Structure will not be paid for in this contract, but shall be furnished and installed by others in Contract 60A01.
7. Protective Coat shall be applied according to Section 503.19 of the Standard Specifications to all concrete surfaces not in contact with soil for the typical section of the fluted knee wall. The cost shall be included in "Fluted Knee Wall"
8. All concrete edges shall be chamfered 3/4" except as noted.
9. All Expansion Joints shall be at Maximum spacing of 90' with construction joints at 30'.
10. All construction joints shall be bonded.
11. The top of the footing shall be broom finished.
12. All required excavation shall be include with cost of "Earth Excavation".
13. The top of edge of Knee Wall Footing or Concrete Median Surface, 5" (Modified) shall be 3/8" higher than the top of Existing Curb to account for future settlement.

62973



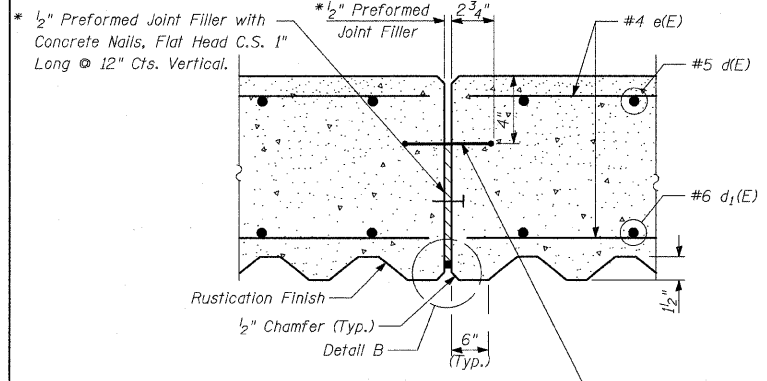
BACK FACE ELEVATION - FLUTED KNEE WALL AND CHAIN LINK FENCE



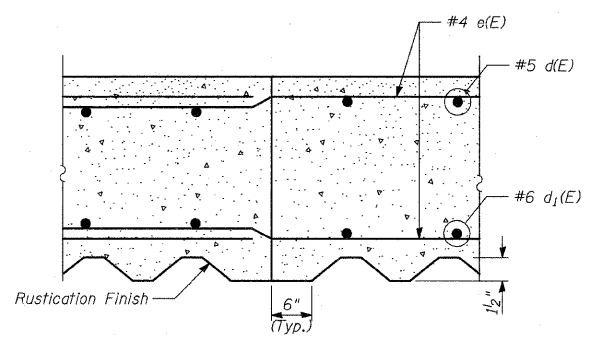
TYPICAL SECTION FLUTED KNEE WALL

Sta. 2265+36.7 to Sta. 2272+30.6
Sta. 2273+42.1 to Sta. 2285+46.00
Sta. 2286+65.3 to Sta. 2287+11.5

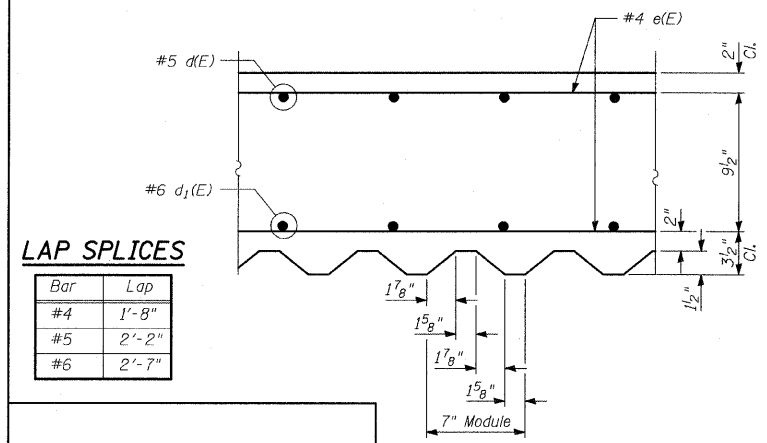
* Cost included with "Fluted Knee Wall."



EXPANSION JOINT DETAILS



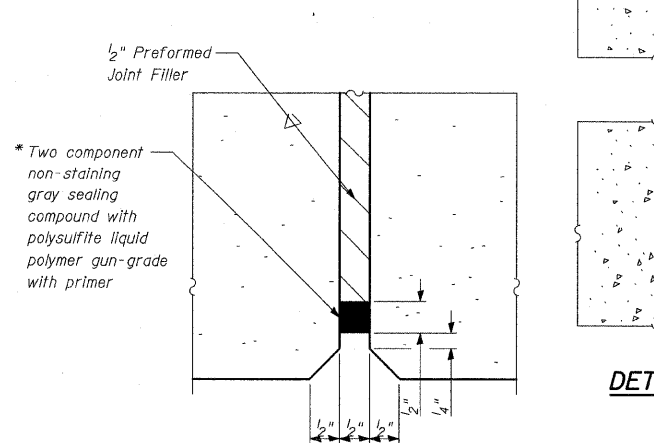
CONSTRUCTION JOINT DETAILS



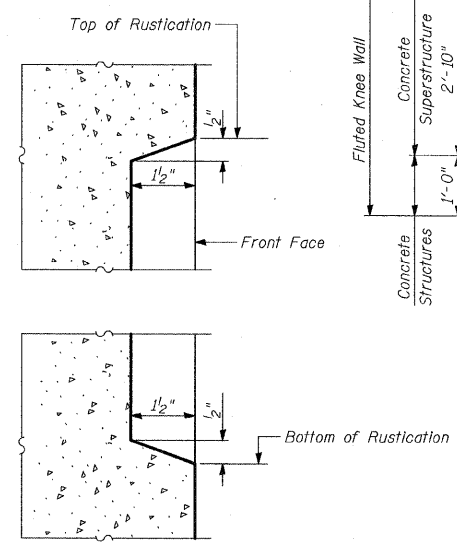
LAP SPLICES

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

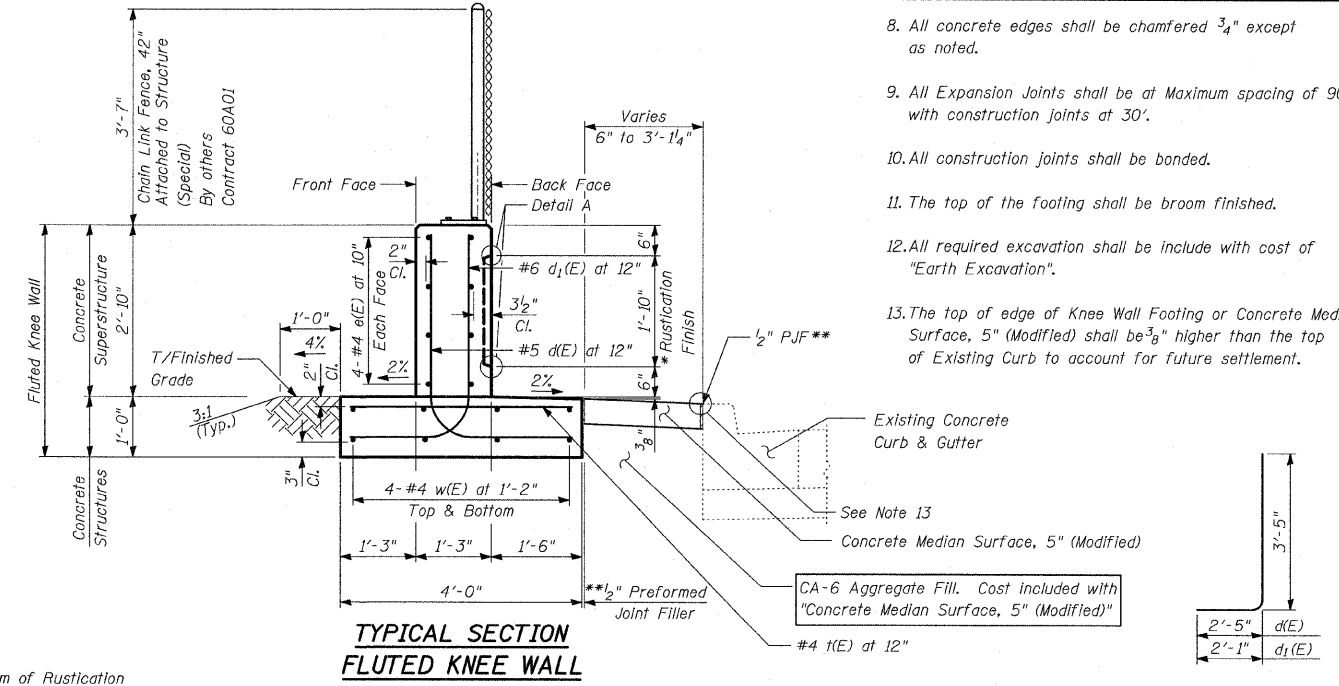
SECTION A-A



DETAIL A



DETAIL B



TYPICAL SECTION FLUTED KNEE WALL

Sta. 2272+30.6 to Sta. 2273+42.1

BILL OF MATERIAL

QUANTITIES PER FOOT OF FLUTED KNEE WALL		
ITEM	UNIT	TOTAL
Concrete Structures	CU YD	0.15
Concrete Superstructure	CU YD	0.14
Protective Coat	SQ YD	1.08
Rustication Finish	SQ FT	1.84
Reinforcement Bars, Epoxy Coated	POUND	27.9

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
FLUTED KNEE WALL ALONG STATE STREET
S. 86TH ST. TO N. 83RD ST.
FLUTED KNEE WALL STANDARD DETAILS

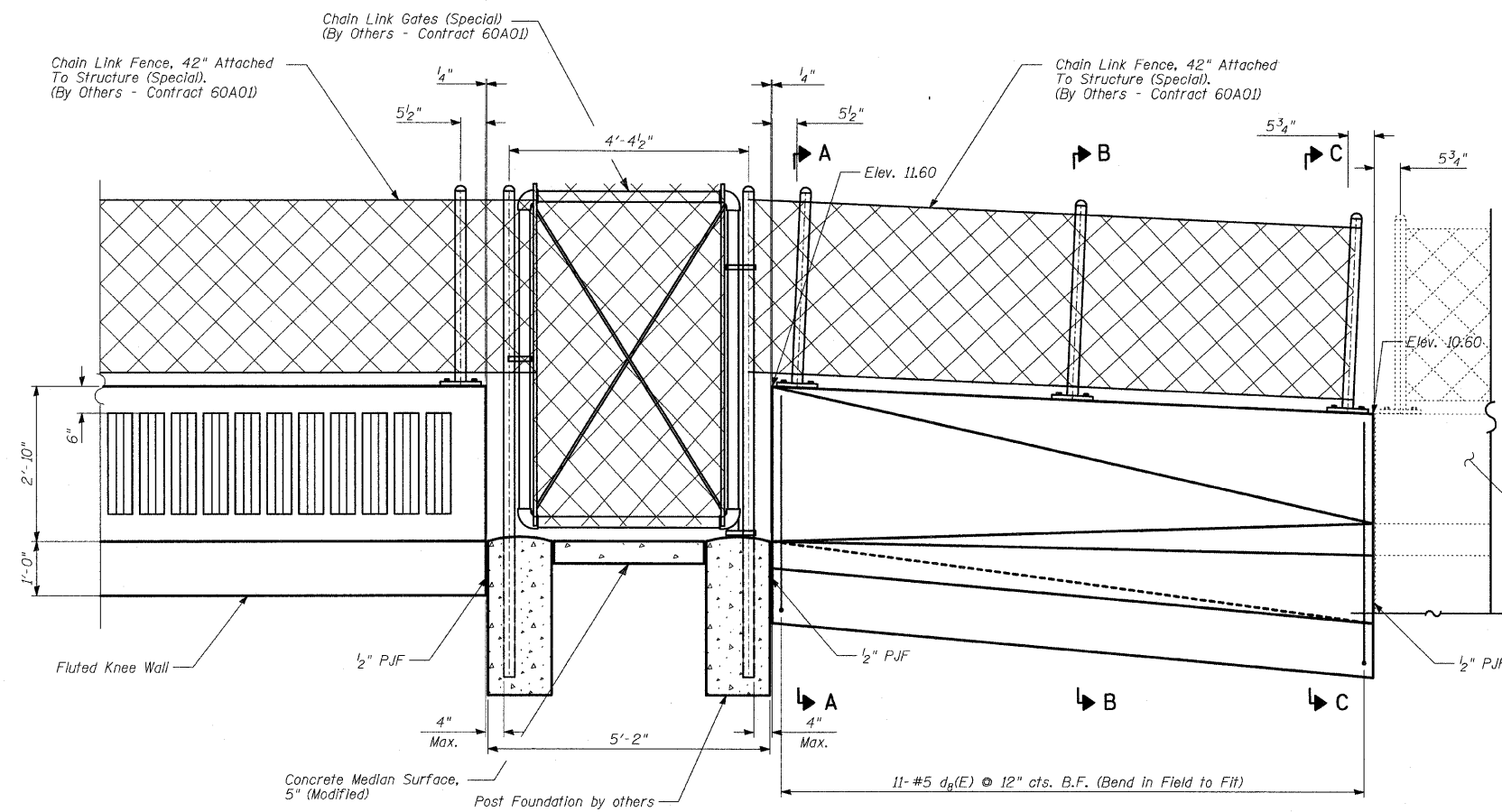
S.N. DESIGNED BY: MAF
SCALE: N.T.S. DRAWN BY: MAF
DATE: OCTOBER 17, 2008 CHECKED BY: MI

TYLIN INTERNATIONAL

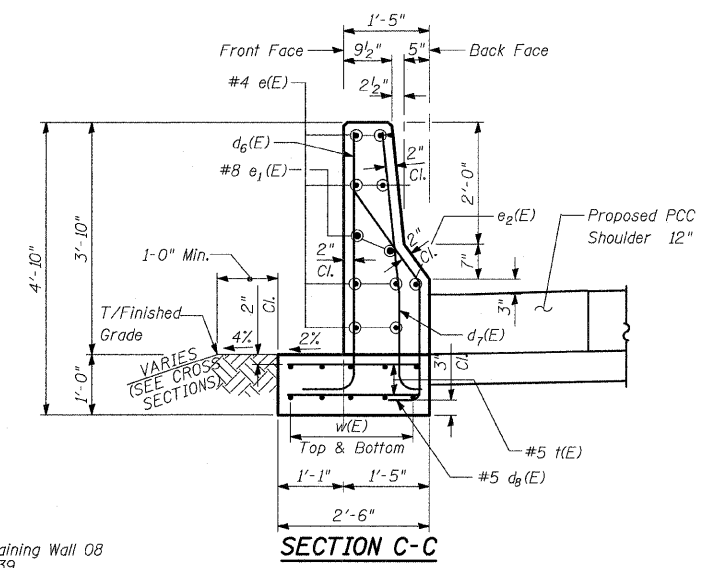
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	33
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62973

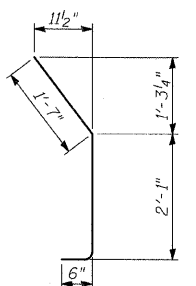


BACK FACE ELEVATION - FLUTED KNEE WALL AT ENTRANCE RAMP AT 83RD ST.

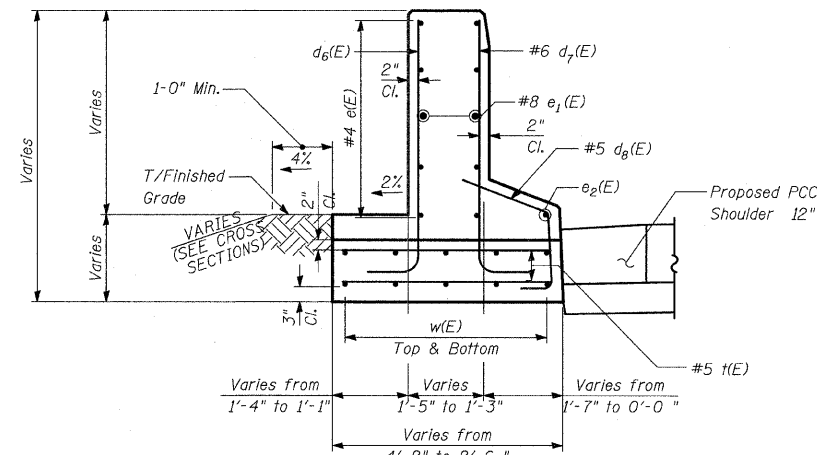


SECTION C-C

BARS d6(E) & d7(E)



BAR d6(E)

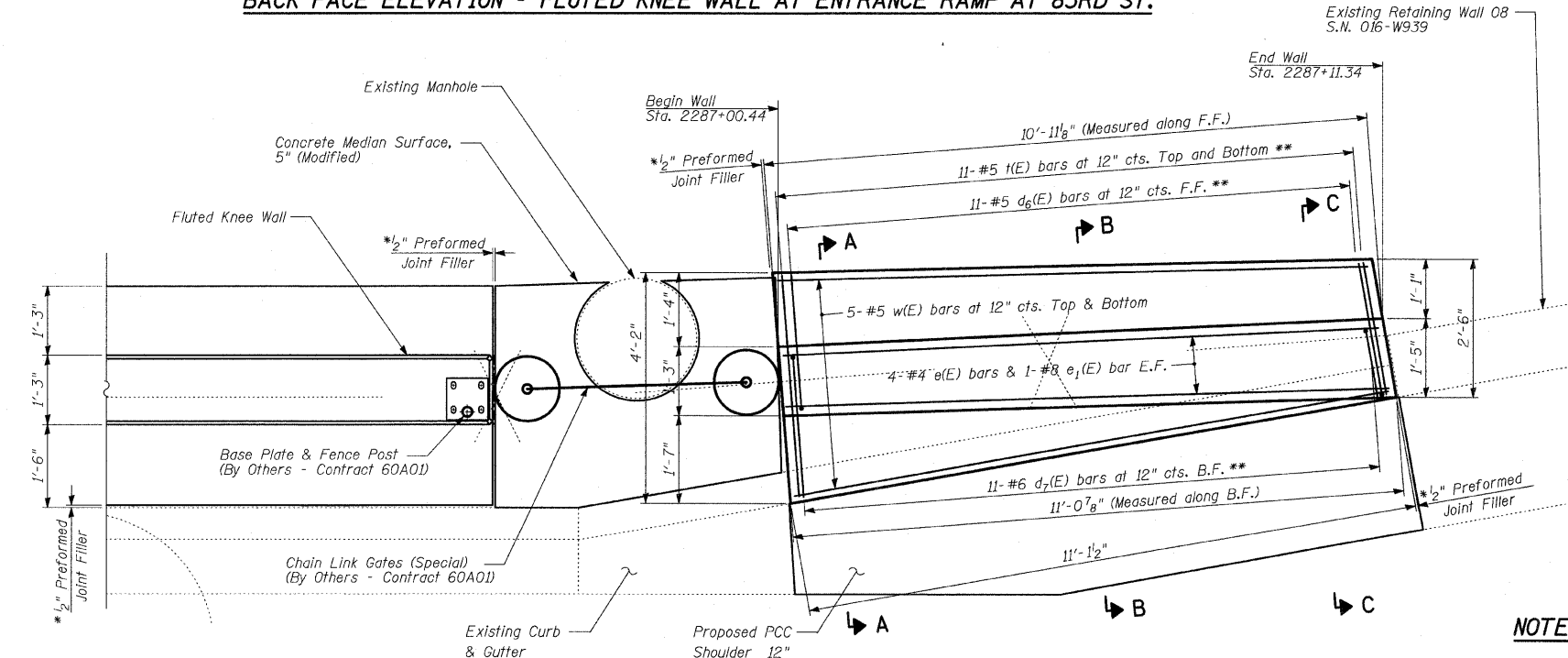


SECTION B-B

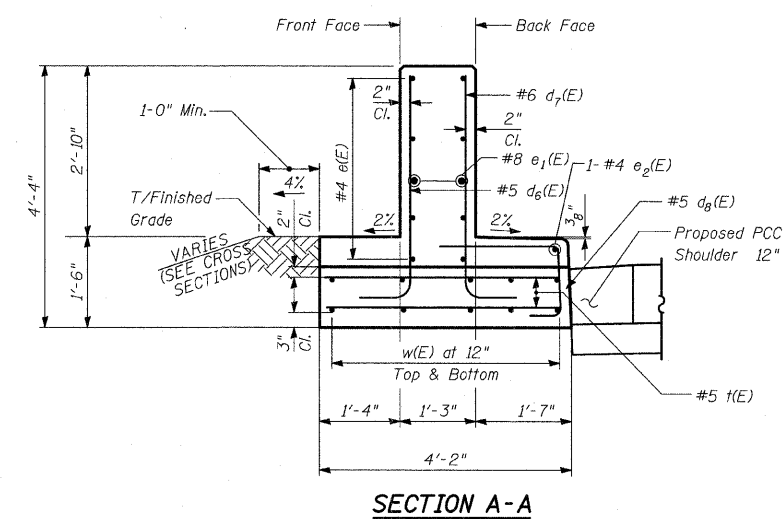
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d6(E)	11	#5	5'-0"	L
d7(E)	11	#6	5'-2"	L
d8(E)	11	#5	4'-2"	∩
e(E)	6	#4	10'-10"	—
e1(E)	2	#8	10'-10"	—
e2(E)	1	#4	11'-2"	—
t(E)	22	#5	4'-0"	—
w(E)	10	#5	10'-10"	—
Reinforcement Bars, Epoxy Coated		POUND	520	
Structure Excavation		CU YD	5	
Concrete Structures		CU YD	4	
Protective Coat		SQ YD	13	

Reinforcement bars designated (E) shall be epoxy coated.



PLAN - FLUTED KNEE WALL AT ENTRANCE RAMP AT 83RD ST.



SECTION A-A

NOTES:

1. For Notes, See Fluted Knee Wall Standard Details Sheet 32.

* Cost included with "Concrete Structures"

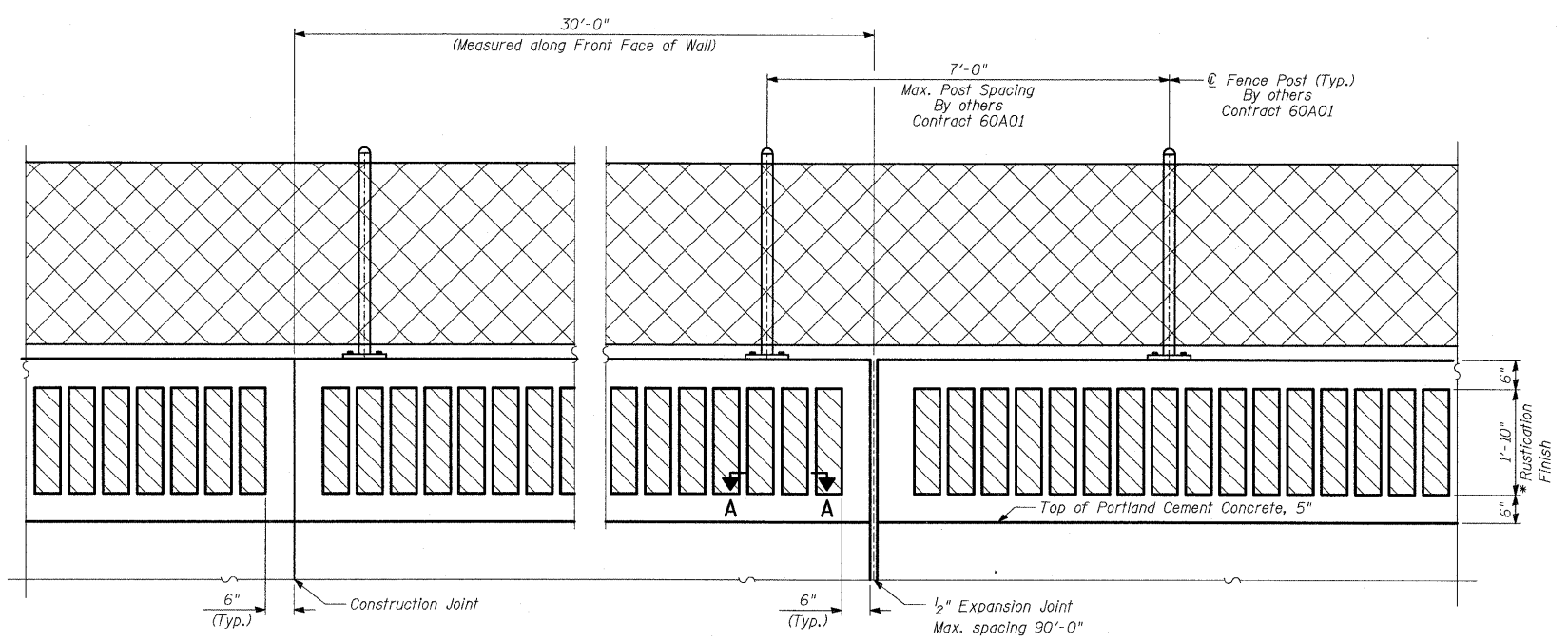
** Cut bars to fit in field.

REVISIONS	
NAME	DATE

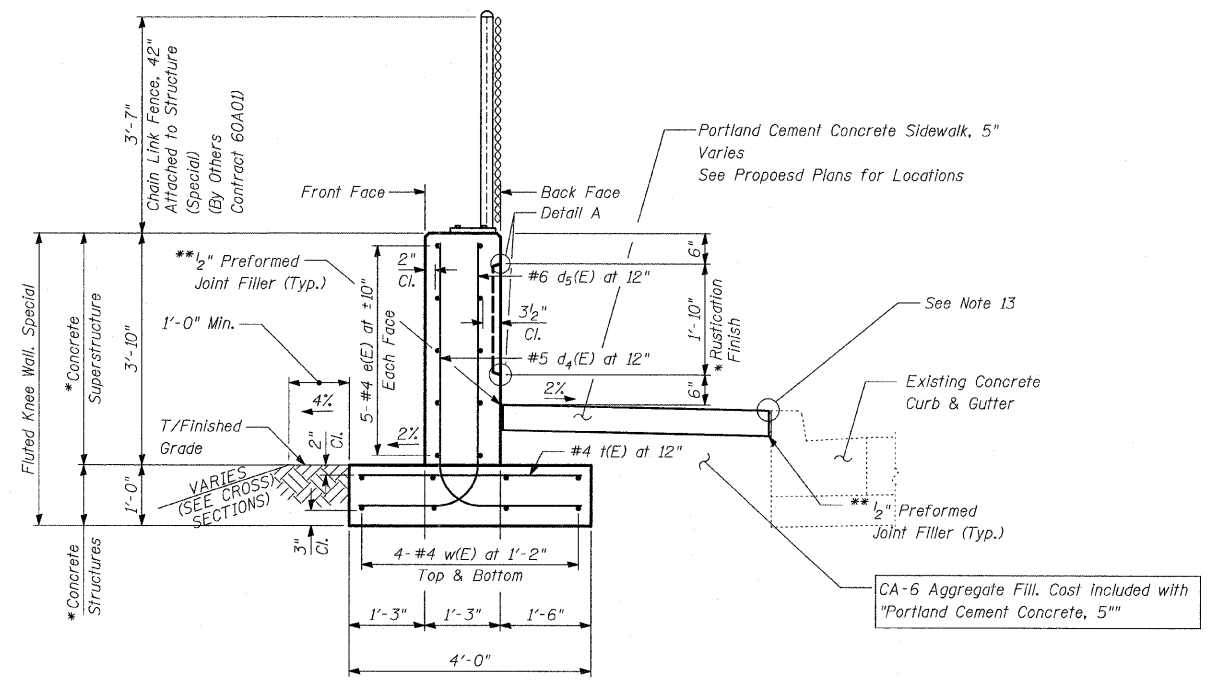
ILLINOIS DEPARTMENT OF TRANSPORTATION
**F.A.I. 94 (DAN RYAN EXPRESSWAY)
 FLUTED KNEE WALL TRANSITION
 S. 86TH ST. TO N. 83RD ST.
 FLUTED KNEE WALL TRANSITION DETAILS**

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

TYLIN INTERNATIONAL



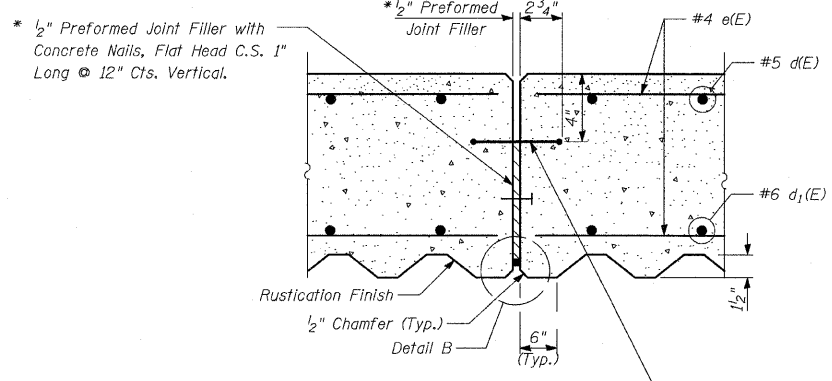
BACK FACE ELEVATION - FLUTED KNEE WALL, SPECIAL AND CHAIN LINK FENCE



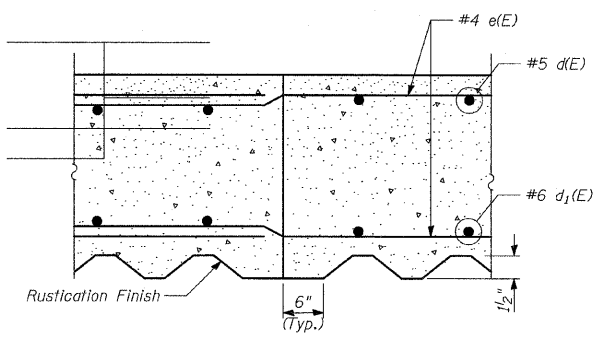
TYPICAL SECTION FLUTED KNEE WALL, SPECIAL

BILL OF MATERIAL

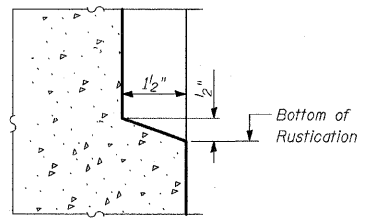
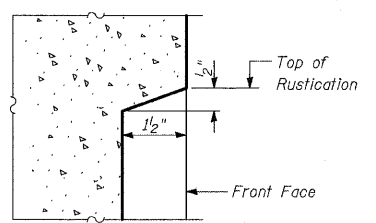
QUANTITIES PER FOOT OF FLUTED KNEE WALL, SPECIAL		
ITEM	UNIT	TOTAL
Concrete Structures	CU YD	0.15
Concrete Superstructure	CU YD	0.18
Protective Coat	SQ YD	1.01
Rustication Finish	SQ FT	1.84
Reinforcement Bars, Epoxy Coated	POUND	31.8



EXPANSION JOINT DETAILS



CONSTRUCTION JOINT DETAILS



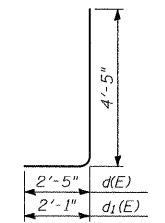
DETAIL A

NOTES:

1. For notes, see "Fluted Knee Wall Standard Details" sheet 32.

* Cost included with "Fluted Knee Wall, Special"

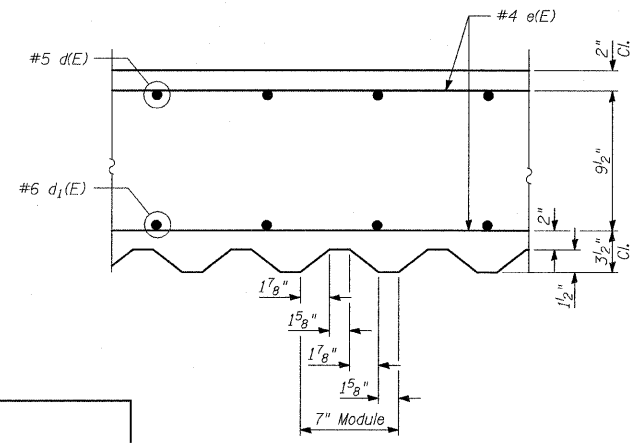
** Cost included with "PCC Sidewalk, 5"



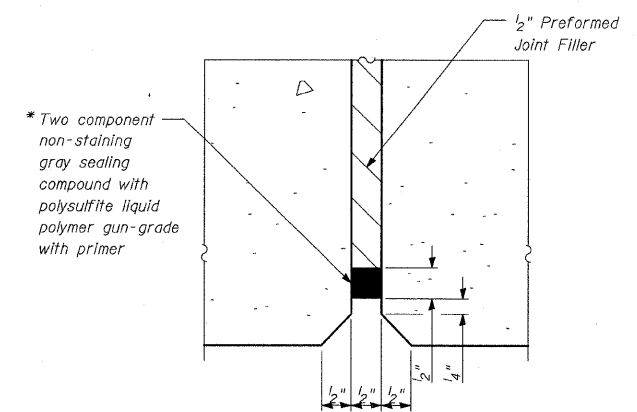
BARS d4(E) & d5(E)

LAP SPLICES

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



SECTION A-A



DETAIL B

TYLIN INTERNATIONAL

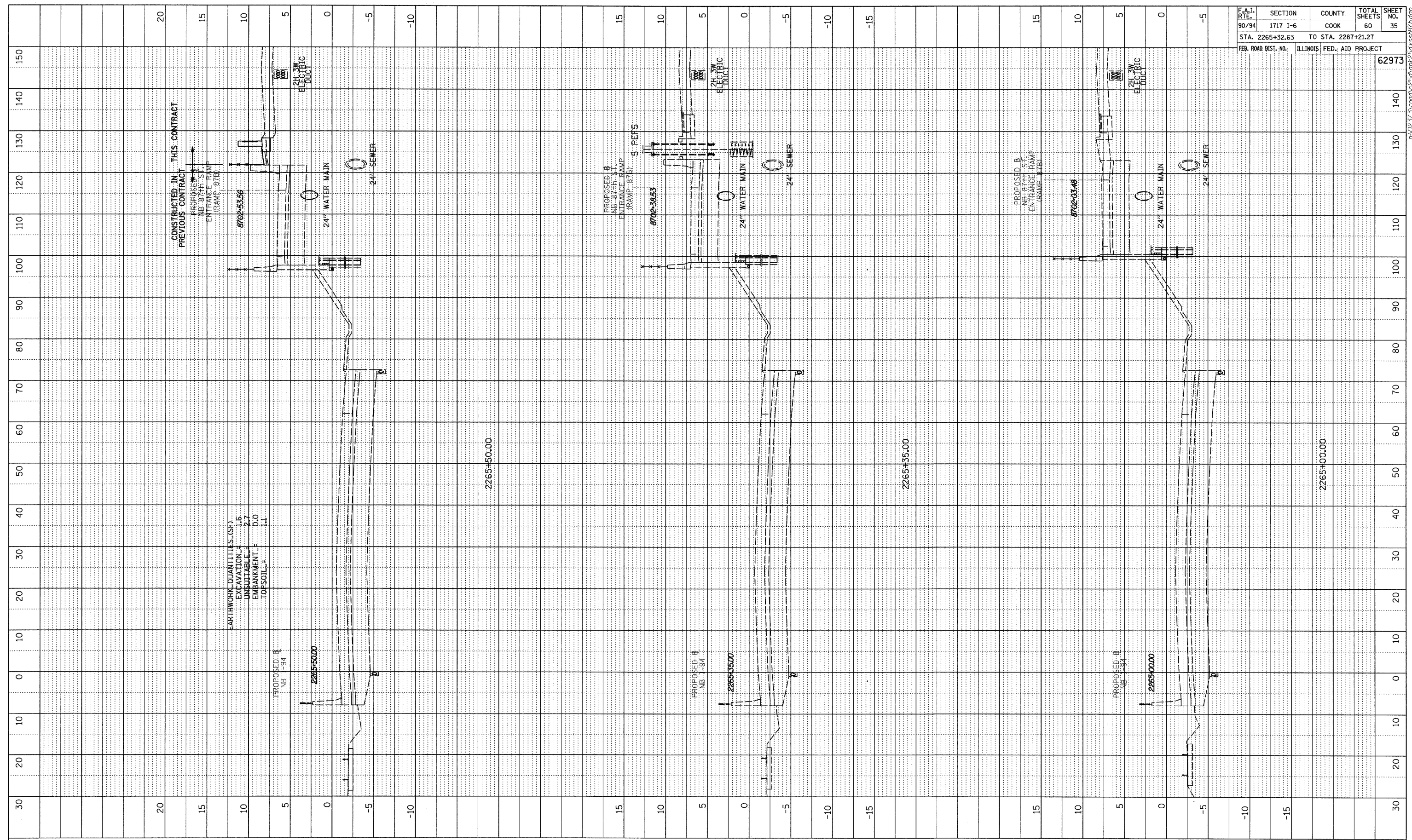
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
FLUTED KNEE WALL ALONG STATE STREET
S. 86TH ST. TO N. 83RD ST.
FLUTED KNEE WALL, SPECIAL
STANDARD DETAILS

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

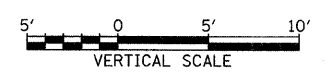
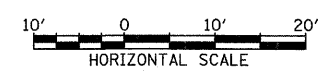
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PROFILE	SURVEYED	BY	DATE
NO. _____	DATE _____		
NOTE BOOK	PROFILES CHECKED		
NO. _____	BY _____		
	DATE _____		
	STRUCTURE NOTATIONS CHRD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	35
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62973	

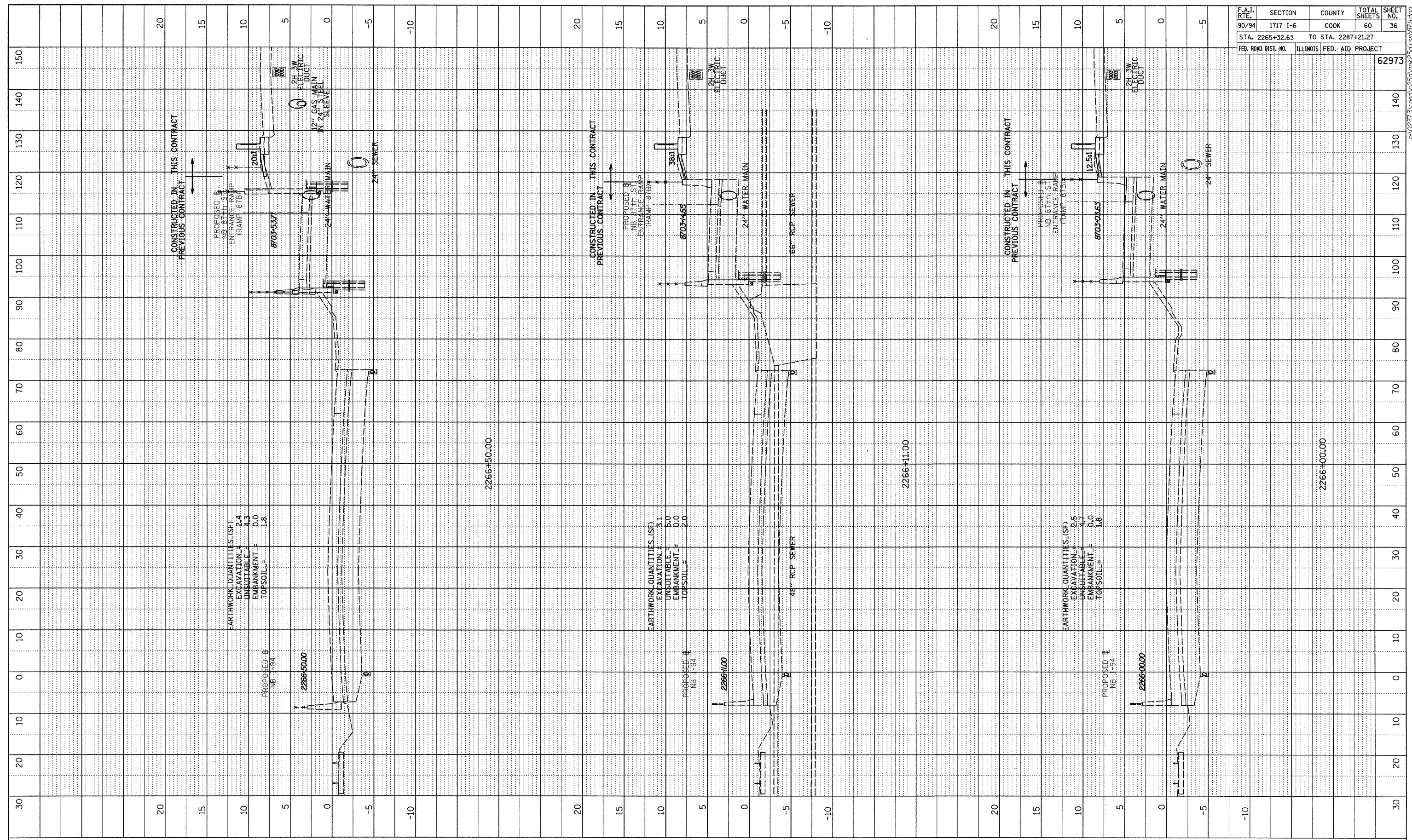
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2265+00 TO STA. 2265+50

PROFILE	DATE
BURNED	
PLANS	
CHECKED	
BY	
NO.	
STRUCTURE	
NOTATIONS	
CPROD	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	36
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62973	

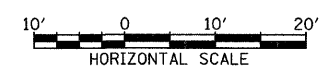


EARTHWORK QUANTITIES (SF)
 EXCAVATION = 2.4
 UNSUITABLE = 4.3
 EMBANKMENT = 0.0
 TOPSOIL = 1.8

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 3.1
 UNSUITABLE = 5.0
 EMBANKMENT = 0.0
 TOPSOIL = 2.0

EARTHWORK QUANTITIES (SF)
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 UNSUITABLE = 4.7
 EMBANKMENT = 0.0
 TOPSOIL = 1.8

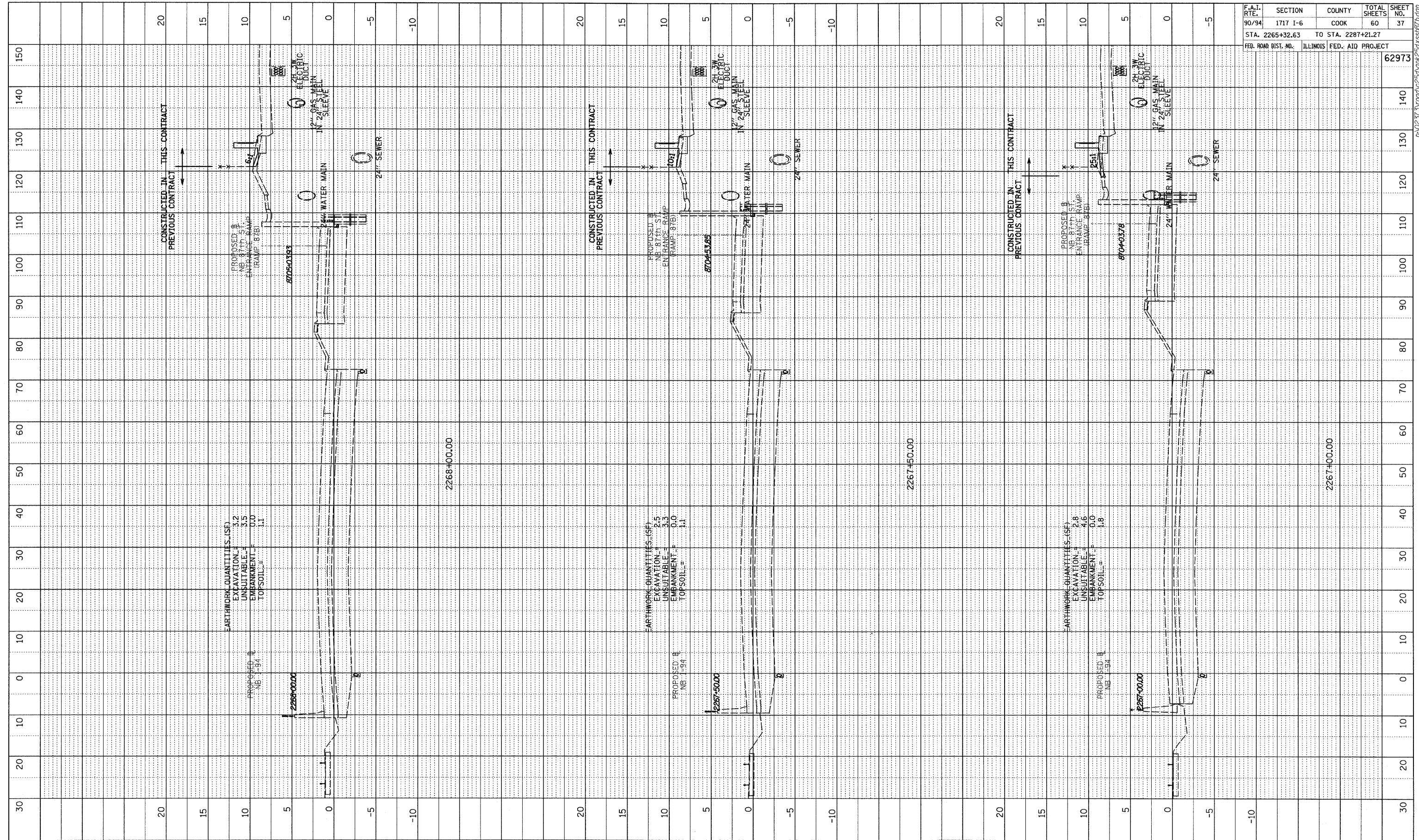
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2266+00 TO STA. 2266+50

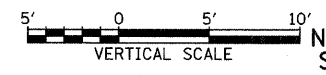
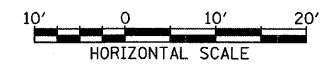
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PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLANS		
NO.	NO.		
	STRUCTURE NOTATIONS CHRD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	37
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62973	

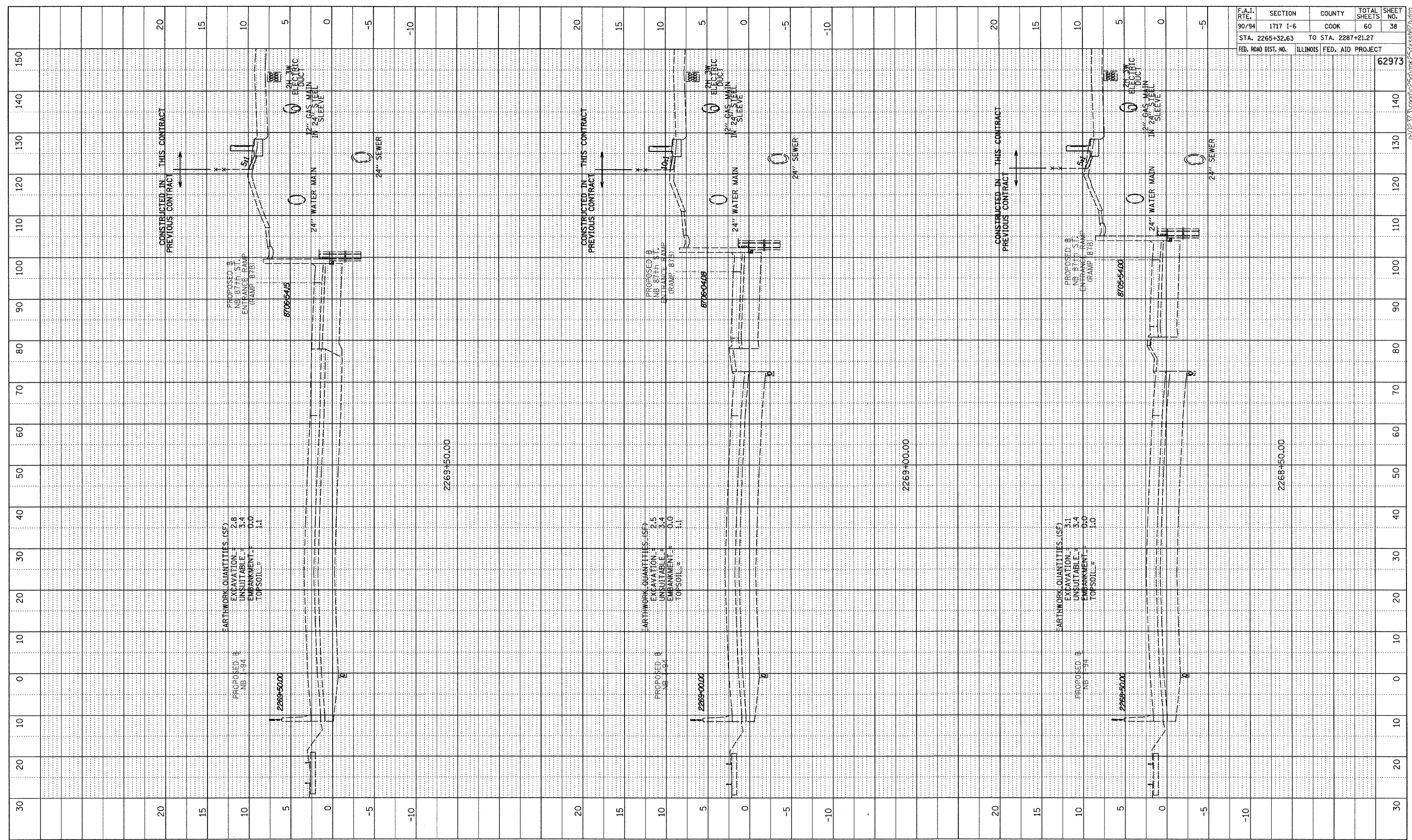
TYLINT INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2267+00 TO STA. 2268+00

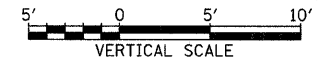
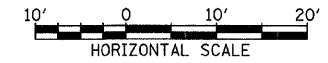
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PROFILE SURVEYED BY DATE
 ELEVATIONS CHECKED
 NOTE BOOK NO. NOTED
 NO. STRUCTURE NOTATIONS CHRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	38
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62973

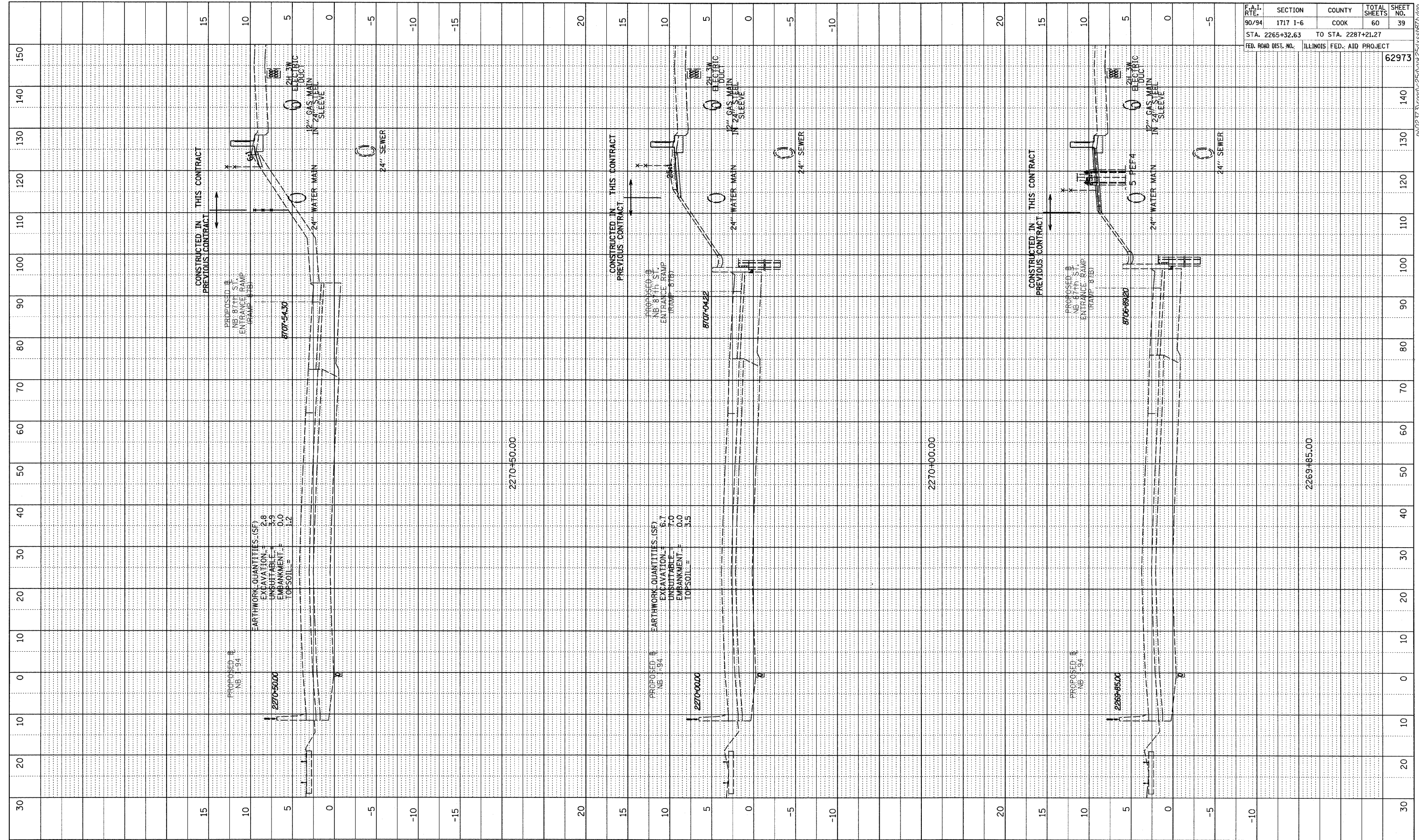
TYLINT INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2268+50 TO STA. 2269+50

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PROFILE SURVEYED BY DATE
 PLOTTED BY
 NOTE BOOK NO. NO. DATE
 STRUCTURE RATINGS CPD

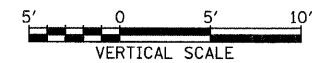


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 1-6	COOK	60	39
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62973

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 2.8
 UNBITTLE = 3.9
 EMBANKMENT = 0.0
 TOPSOIL = 1.2

EARTHWORK QUANTITIES (SF)
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 UNBITTLE = 7.0
 EMBANKMENT = 0.0
 TOPSOIL = 3.5

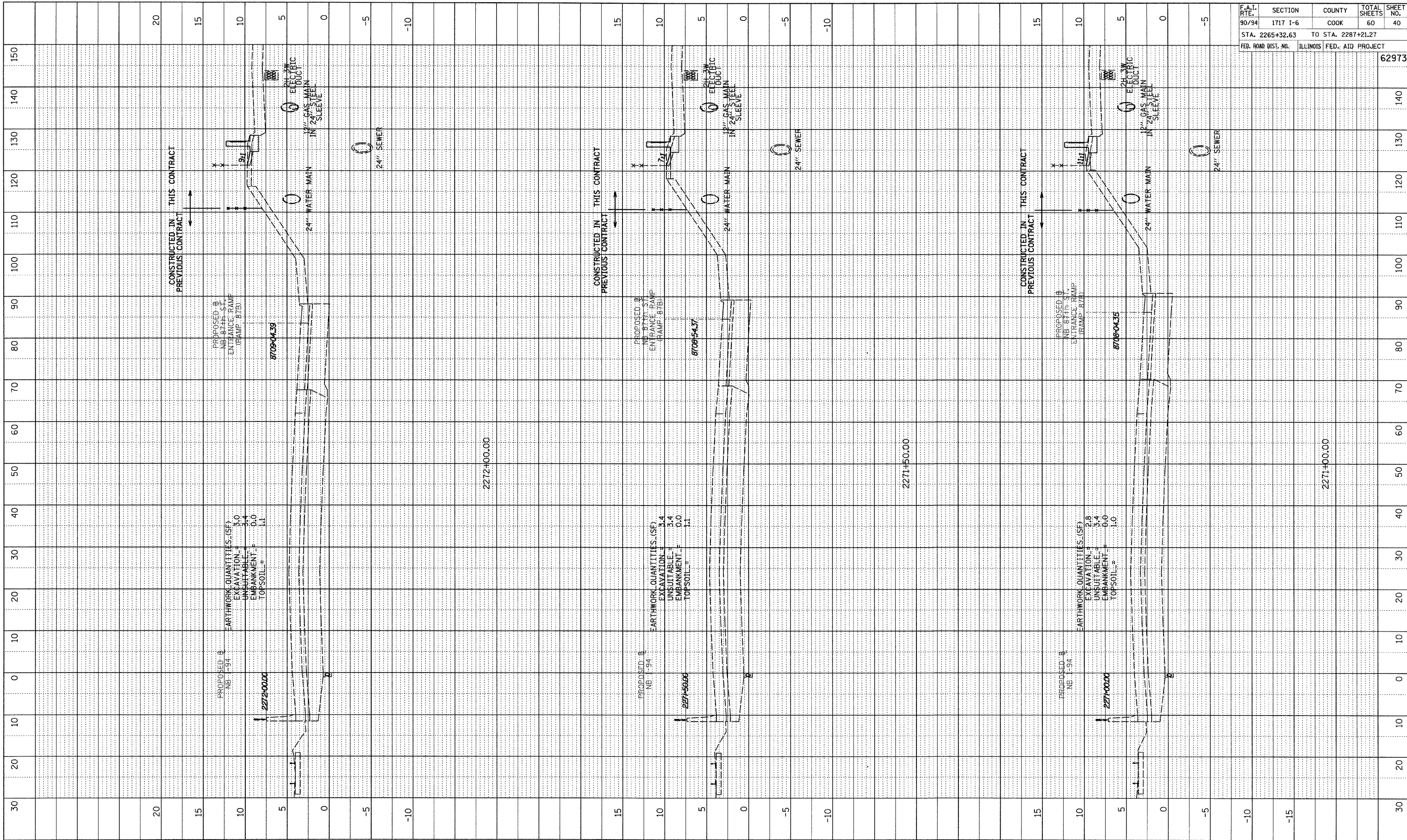
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2269+85 TO STA. 2270+50

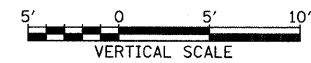
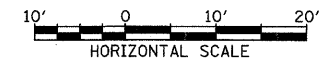
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PROFILE SURVEYED BY DATE
 PLOTTED CHECKED
 NOTE BOOK E.M. NOTED
 NO. STRUCTURE NOTATIONS CRD



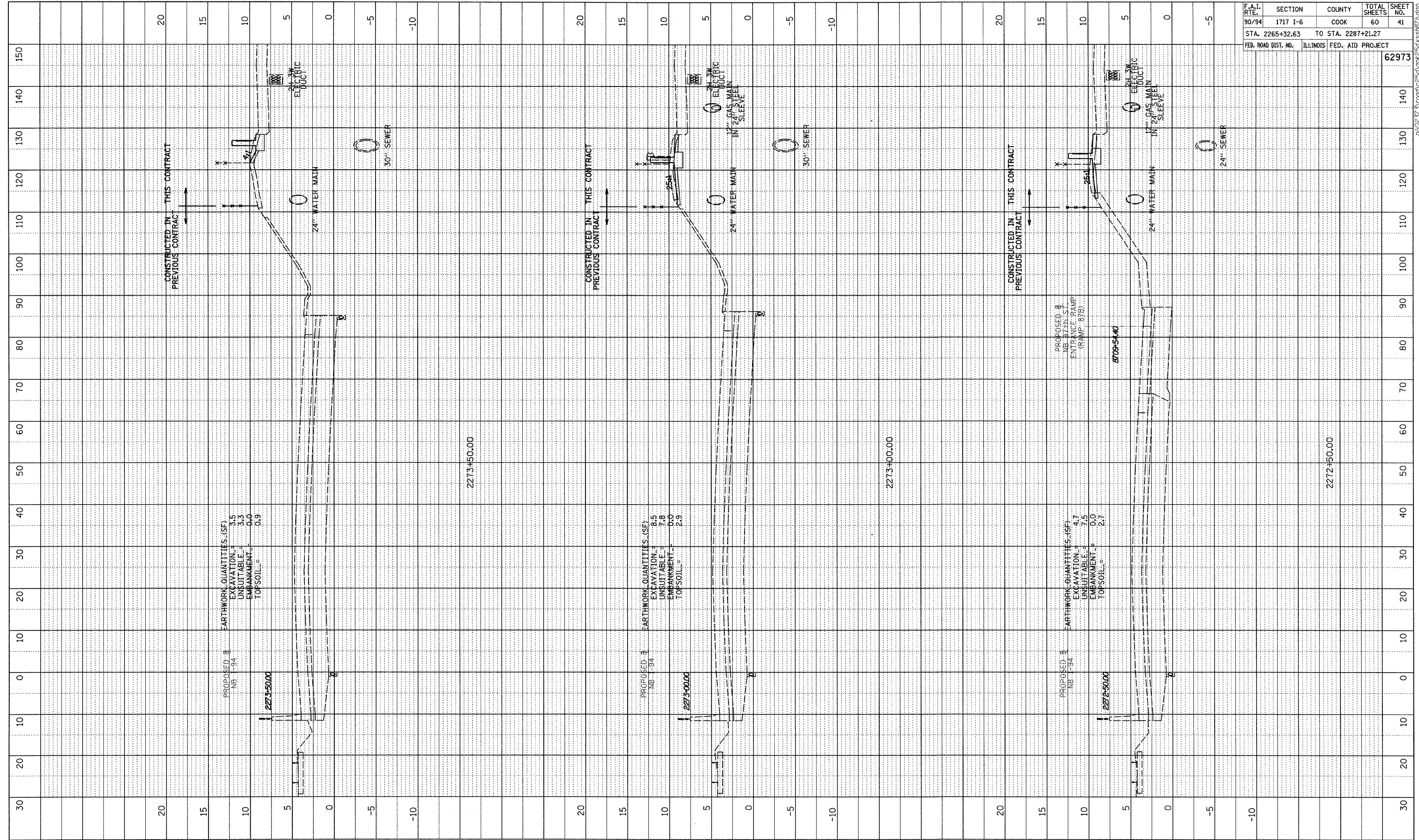
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	40
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62973

TYLINT INTERNATIONAL



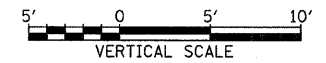
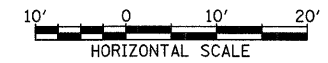
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2271+00 TO STA. 2272+00

PROFILE REVIEWED BY DATE
 PLANNED CHECKED
 NOTE BOOK NO. NO. LEAD
 NO. STRUCTURE NOTATIONS GRID



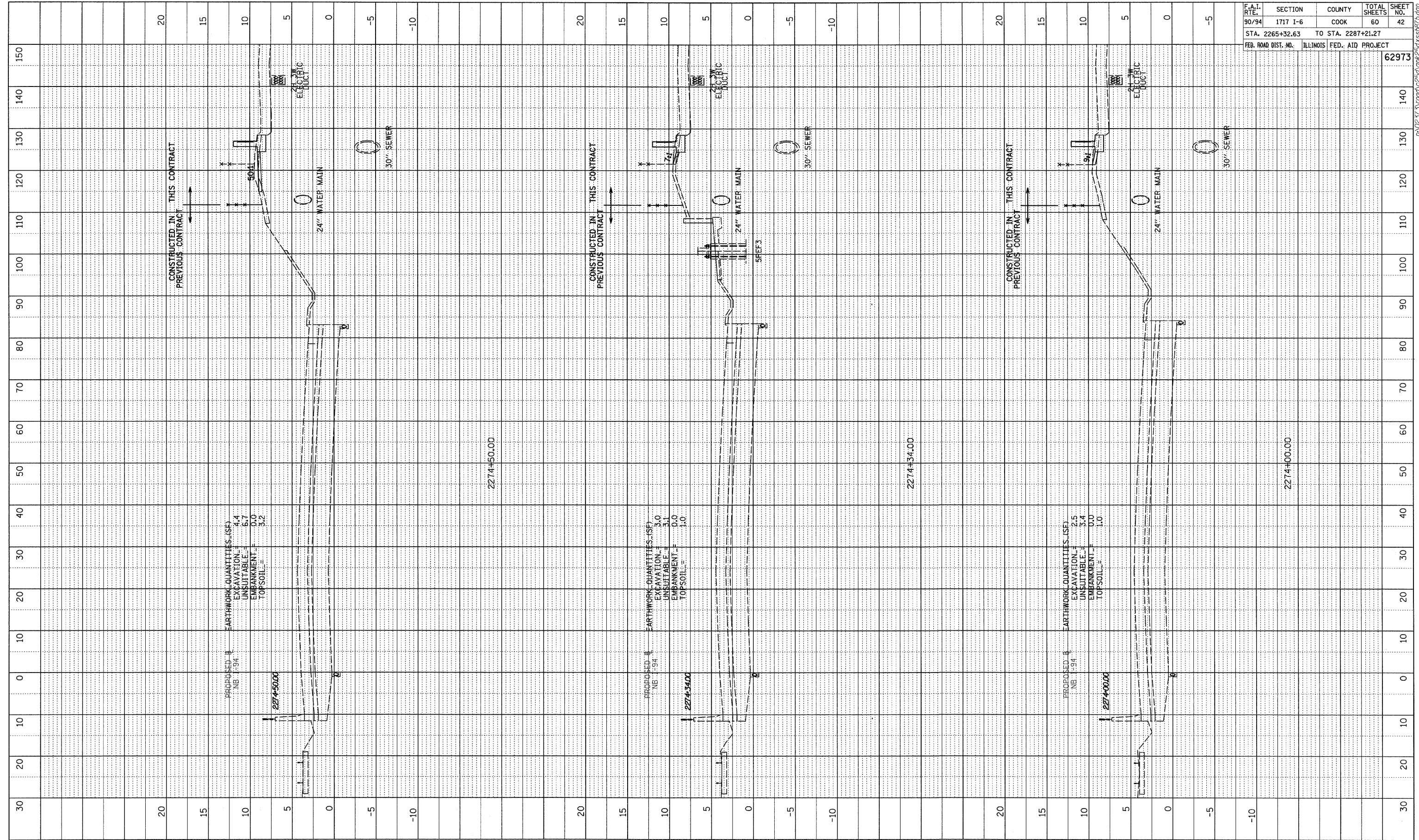
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	41
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62973

TYLINT INTERNATIONAL



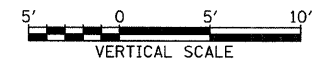
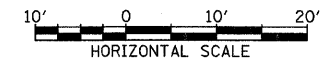
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2272+50 TO STA. 2273+50

PROFILE SURVEYED BY DATE
 NOTES CHECKED BY DATE
 NO. _____ STRUCTURE NOTATIONS CHRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	42
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62973				

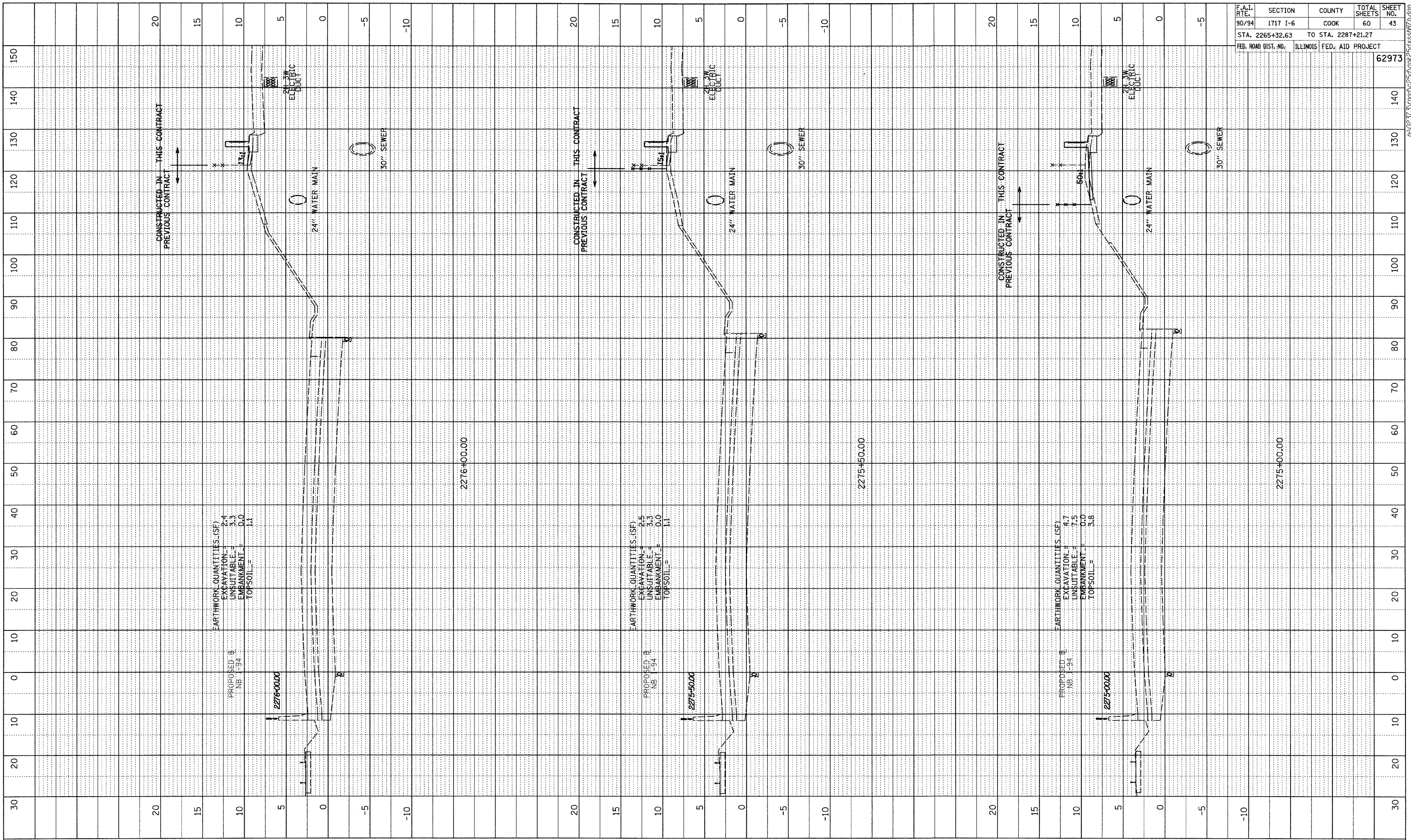
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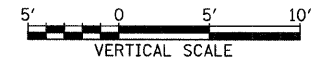
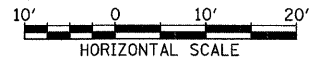
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2274+00 TO STA. 2274+50

PROFILE SURVEYED	BY	DATE
PLACES CHECKED		
NO. NOTED		
NO. STRUCTURE NOTATIONS CHRD		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	43
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62973	



TYLIN INTERNATIONAL

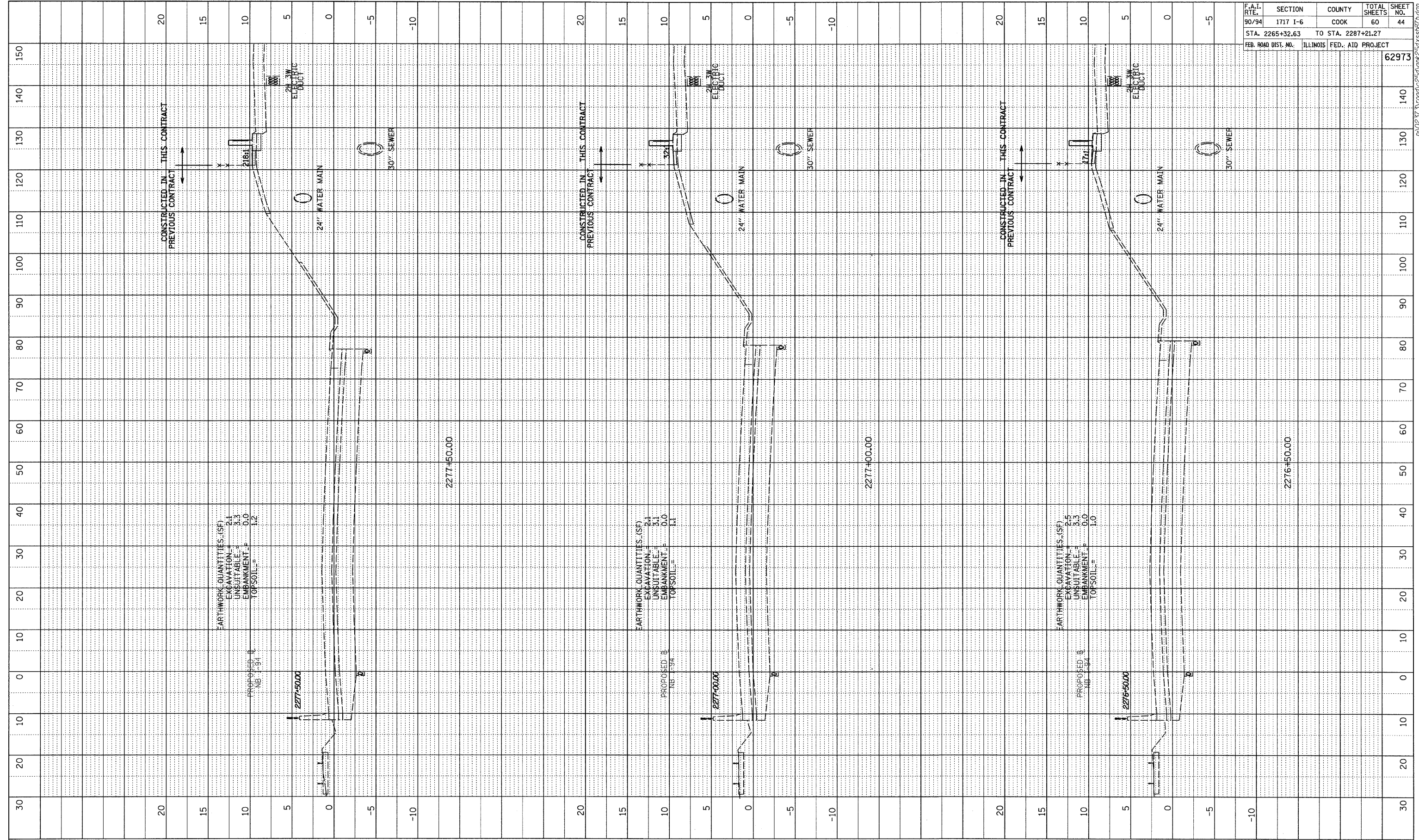


NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2275+00 TO STA. 2276+00

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PROFILE SURVEYED	BY	DATE
PLANS CHECKED		
NOTE BOOK		
NO.		
STRUCTURE NOTATION CHRD		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	44
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				

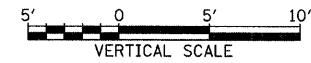


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 UNSUITABLE = 3.3
 EMBANKMENT = 0.0
 TOP SOIL = 1.2

EARTHWORK QUANTITIES (SF)
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 UNSUITABLE = 3.1
 EMBANKMENT = 0.0
 TOP SOIL = 1.1

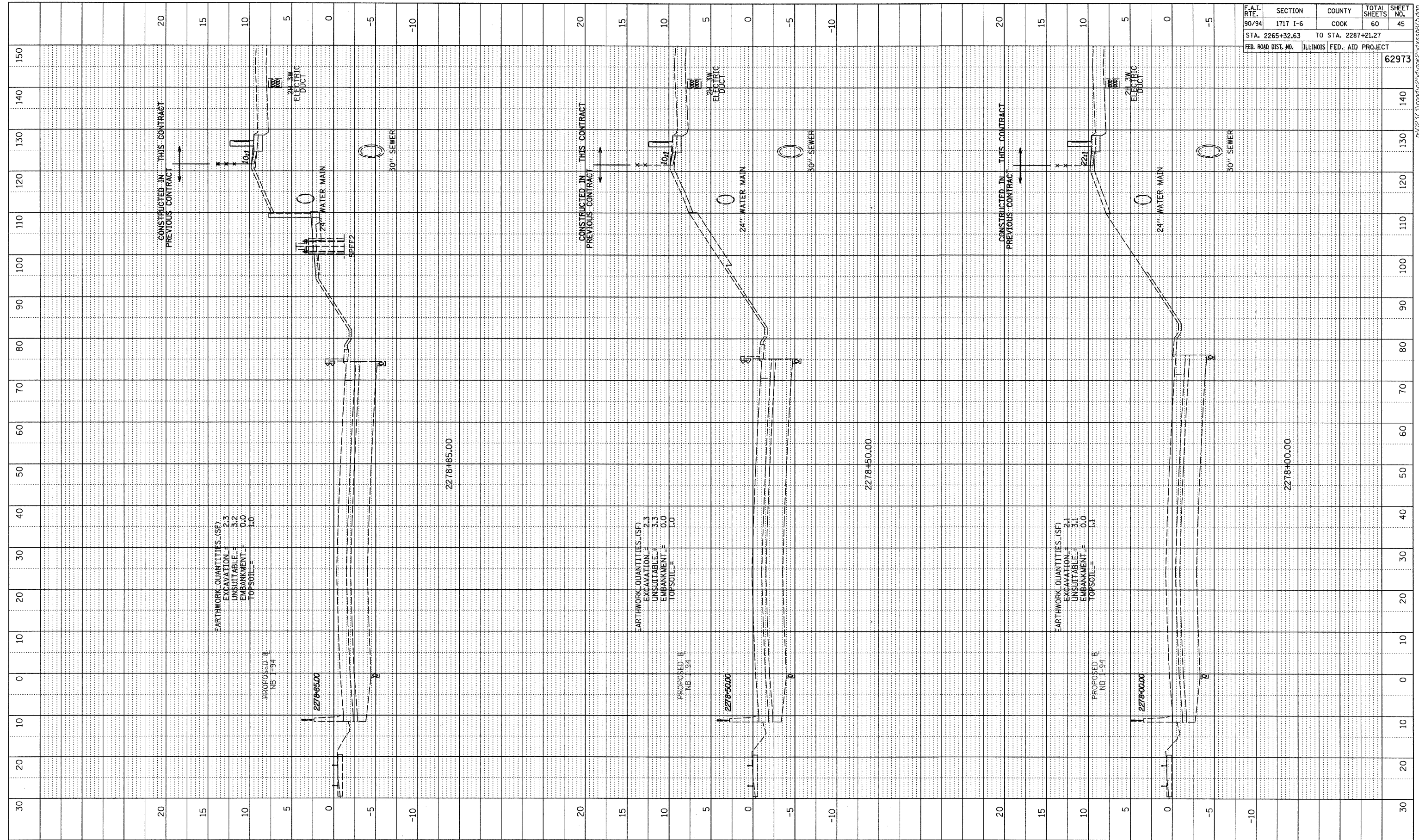
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 TOP SOIL = 1.0

TYLIN INTERNATIONAL



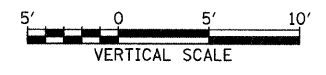
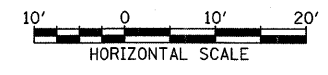
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2276+50 TO STA. 2277+50

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLANS		
NO.	NO.		
	STRUCTURE	ROTATING	CHORD



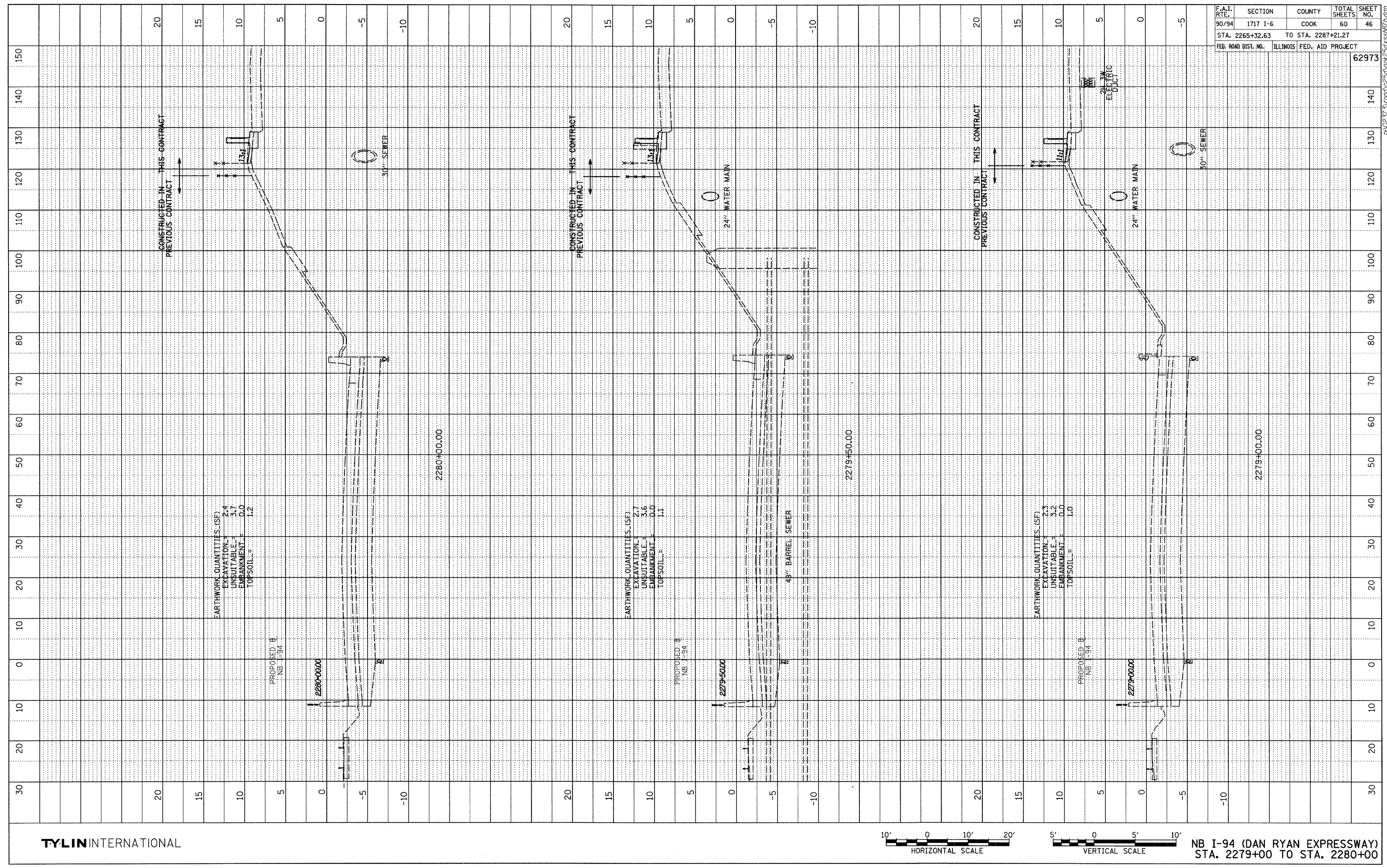
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	45
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62973

TYLINT INTERNATIONAL



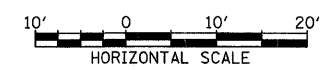
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2278+00 TO STA. 2278+85

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PAID FOR		
NO.	BY		
	STRUCTURE	NOTATIONS	CHRD



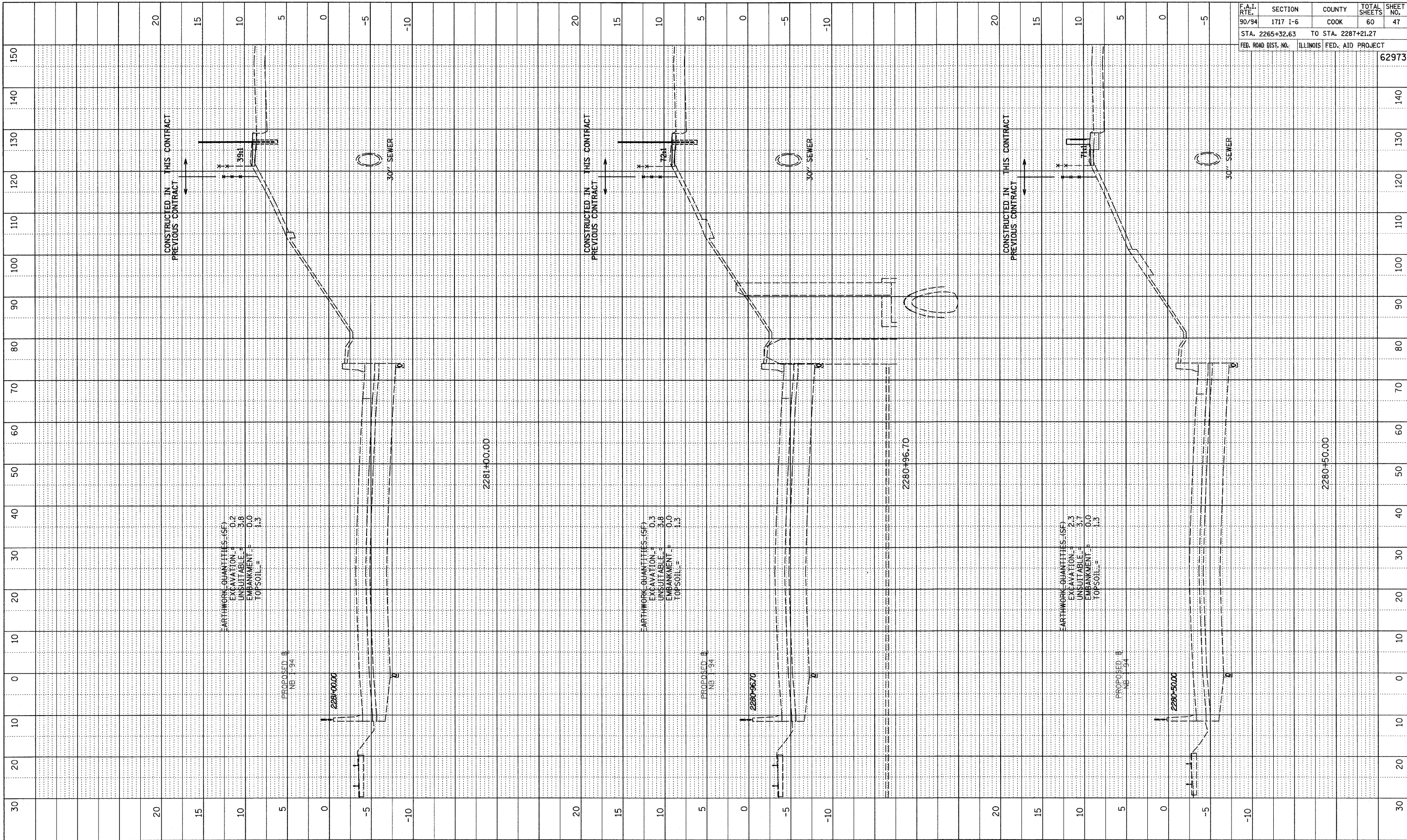
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	46
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62973

TYLIN INTERNATIONAL



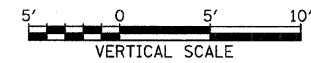
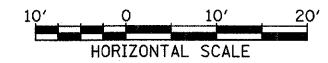
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2279+00 TO STA. 2280+00

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLANS CHECKED		
No. _____	B.M. NOTED		
	STRUCTURE NOTATIONS CHKD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	47
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62973				

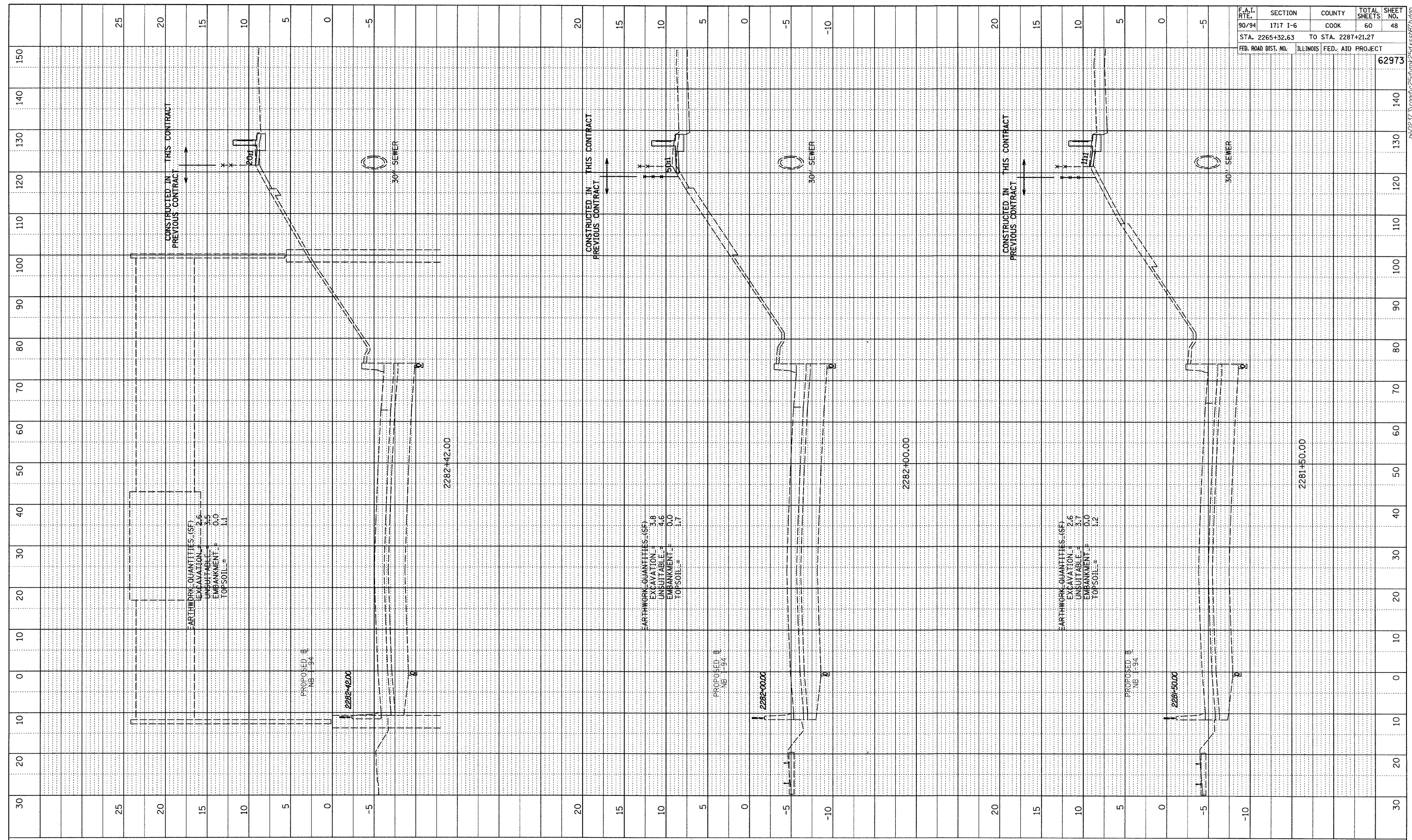
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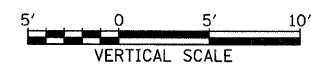
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2280+50 TO STA. 2281+00

PROFILE SURVEYED	BY	DATE
NOTED		
CHECKED		
DATE NOTED		
NO.	STRUCTURE	NOTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	48
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62973



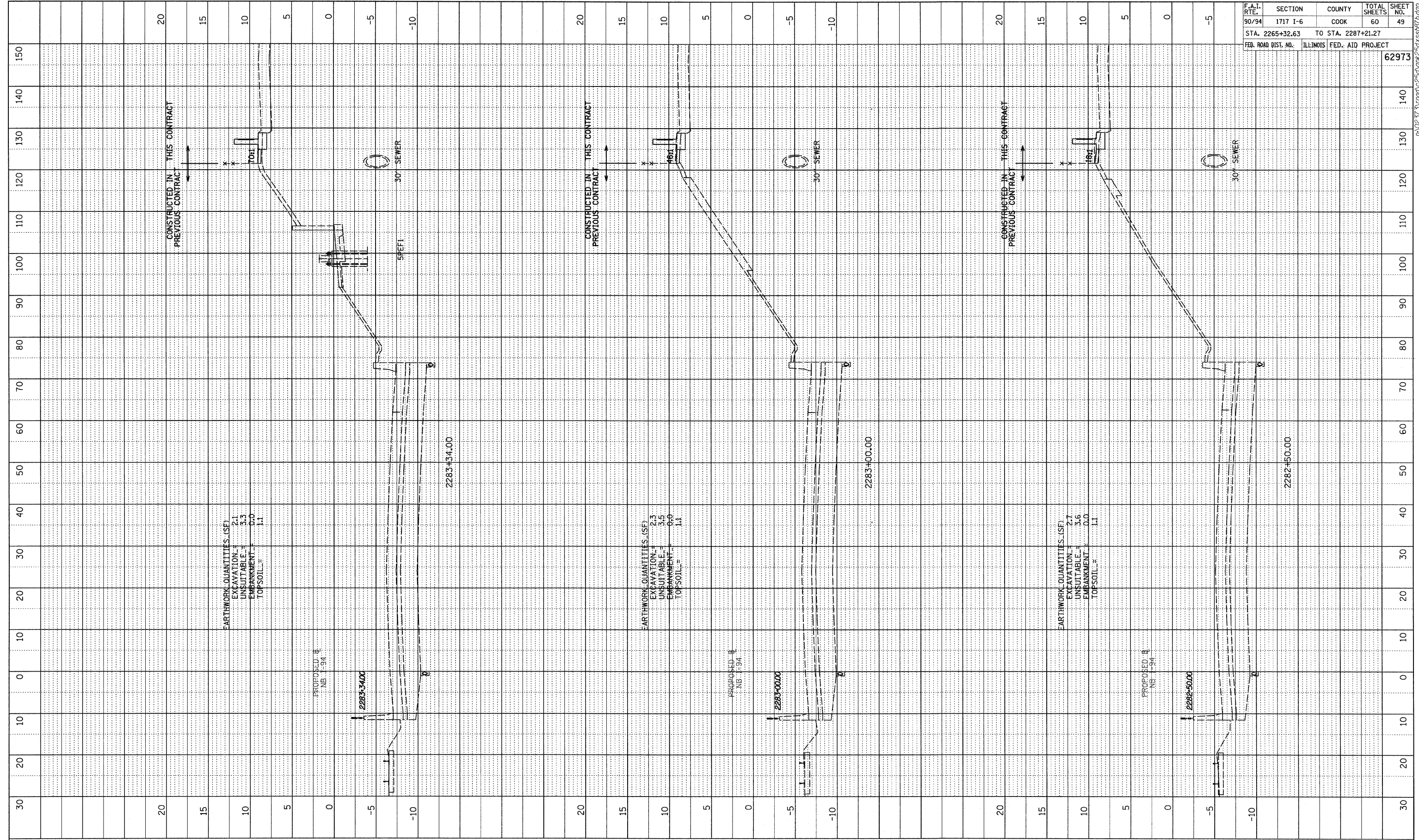
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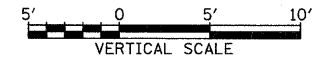
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2281+50 TO STA. 2282+42

PROFILE	REVIEWED	BY	DATE
NOTE BOOK	PLANNED		
NO.	CHECKED		
	DATE		
	NO. FILED		
	DATE		
	BY		
	NO.		
	DATE		
	BY		
	NO.		
	DATE		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	49
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62973				



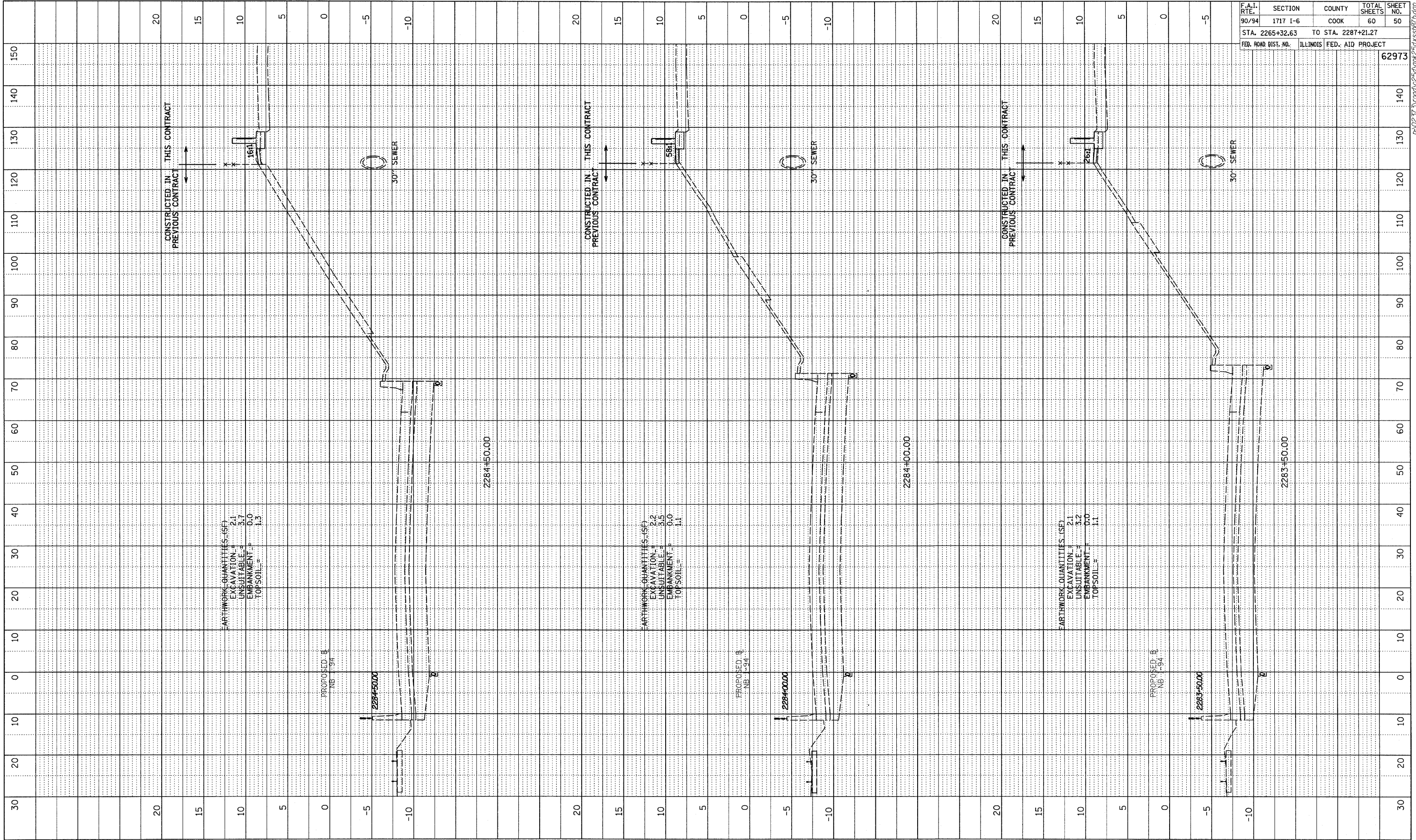
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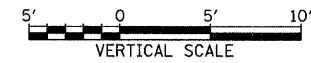
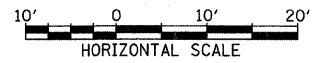
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2282+50 TO STA. 2283+34

PROFILE	REVIEWED	BY	DATE
NO.	PLOTTED		
	CHECKED		
	DRAWN		
	STRUCTURE NOTATIONS CHRD		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	50
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62973



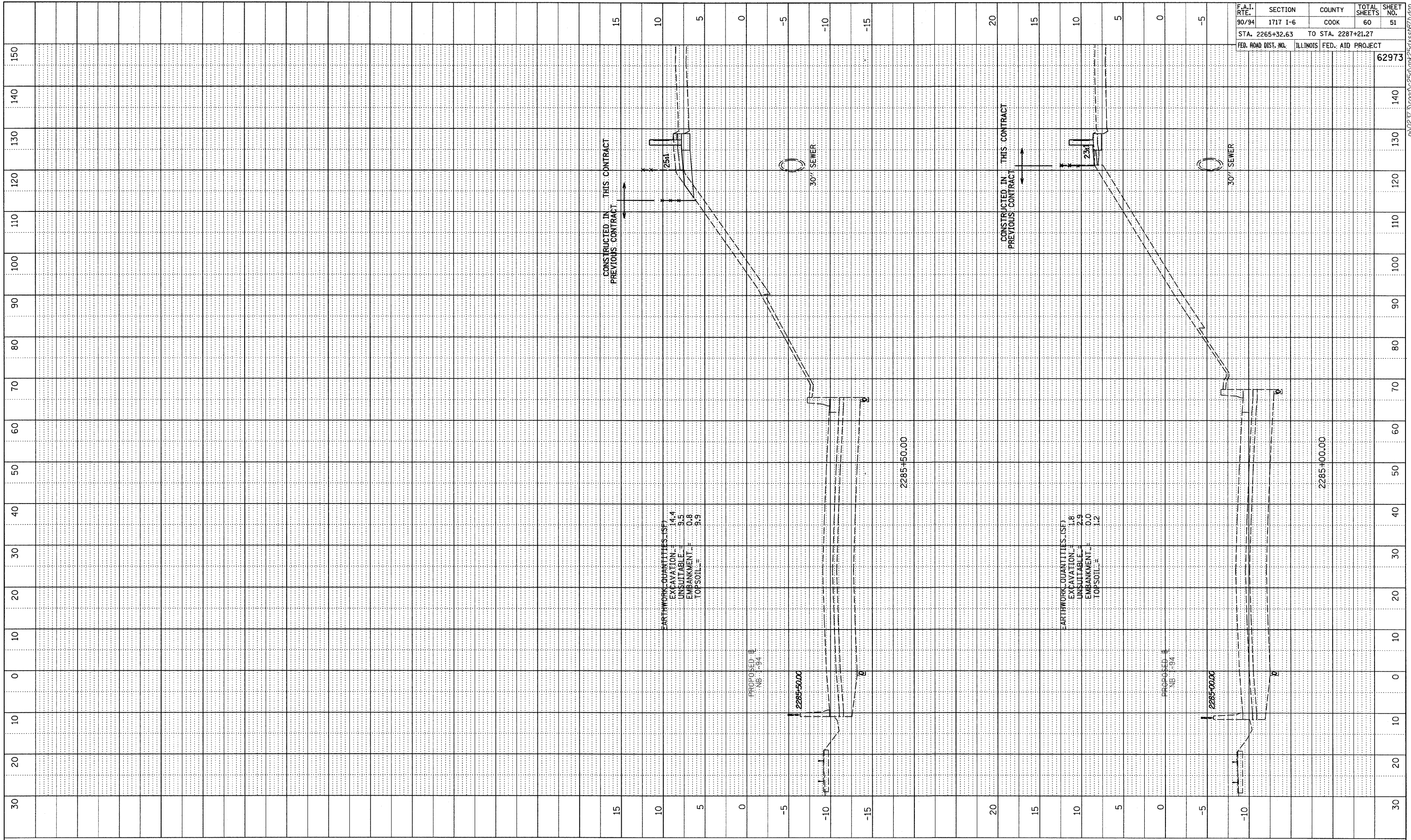
TYLINT INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2283+50 TO STA. 2284+50

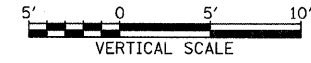
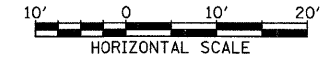
PROFILE	REVIEWED	BY	DATE
NOTE BOOK	PLotted		
IND.	CHECKED		
	DATE		
	NO. NOTED		
	STRUCTURE		
	NOTATIONS		
	CHRD		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	51
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
62973				



EARTHWORK QUANTITIES (SF)
 EXCAVATION = 14.4
 UNSUITABLE = 9.5
 EMBANKMENT = 0.8
 TOPSOIL = 9.9

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 EXCAVATION = 1.8
 UNSUITABLE = 2.9
 EMBANKMENT = 0.0
 TOPSOIL = 1.2

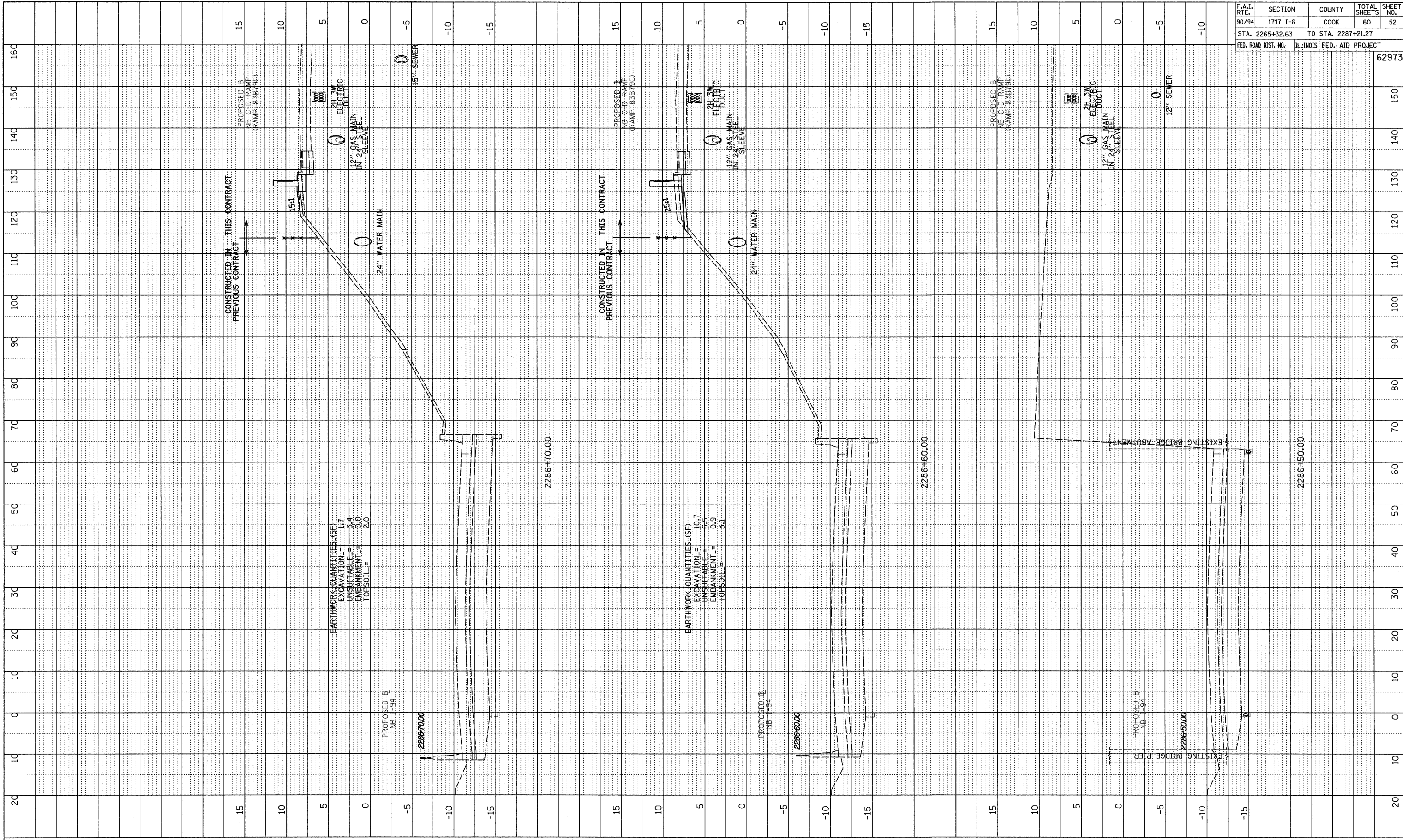


TYLIN INTERNATIONAL

NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2285+00 TO STA. 2285+50

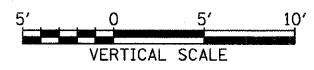
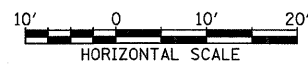
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PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLANNED		
NO.	CHECKED		
	BY		
	NOTED		
	STRUCTURE	NOTATIONS	CRD



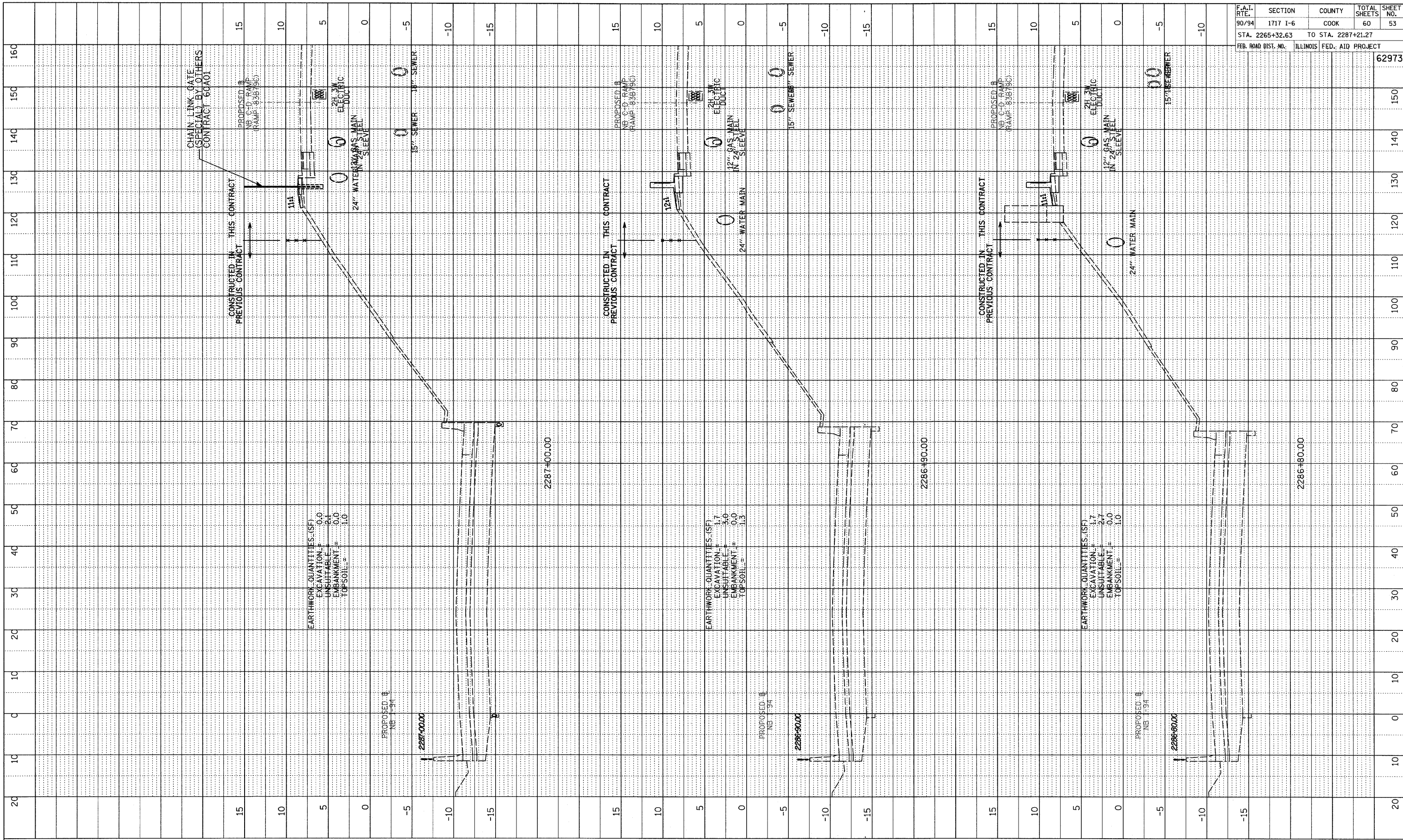
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	52
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62973

TYLIN INTERNATIONAL



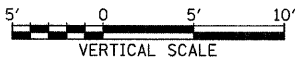
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2286+50 TO STA. 2286+70

PROFILE	DATE
BY	
NO.	
STRUCTURE	
NOTATION	
CHRD	



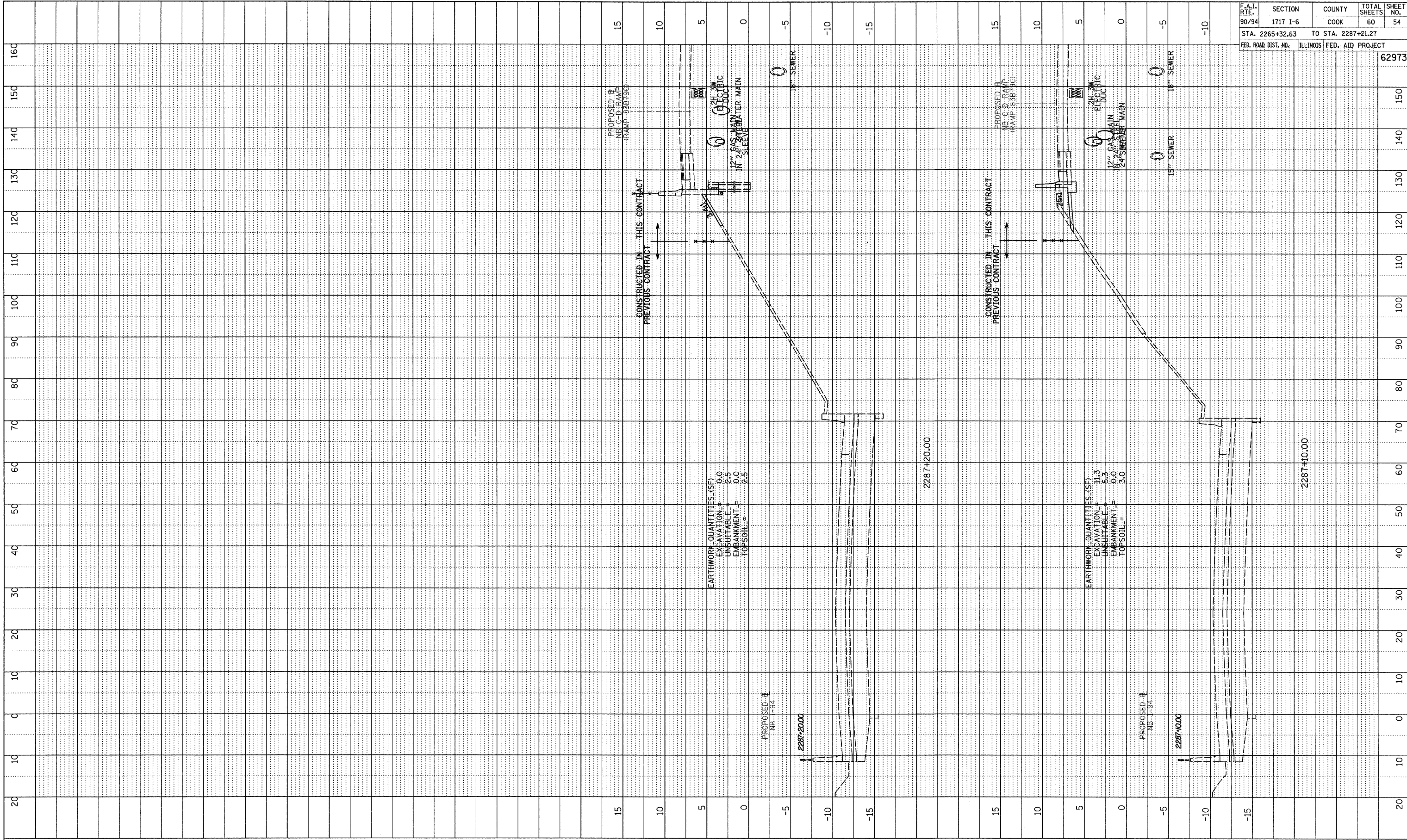
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	53
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62973	

TYLIN INTERNATIONAL



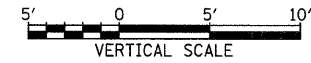
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2286+80 TO STA. 2287+00

PROFILE	REVIEWED	BY	DATE
NOTE BOOK	PLotted		
NO.	CHECKED		
	DATE		
	NO.		
	DATE		
	NO.		
	DATE		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1717 I-6	COOK	60	54
STA. 2265+32.63		TO STA. 2287+21.27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62973

TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2287+10 TO STA. 2287+20

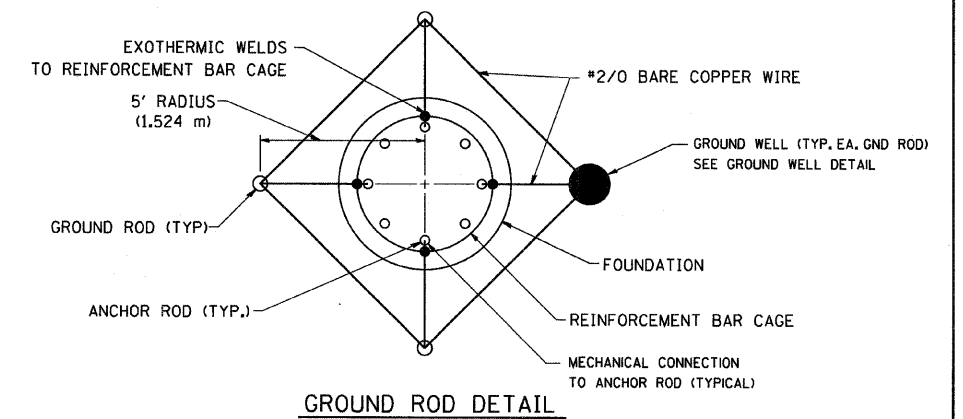
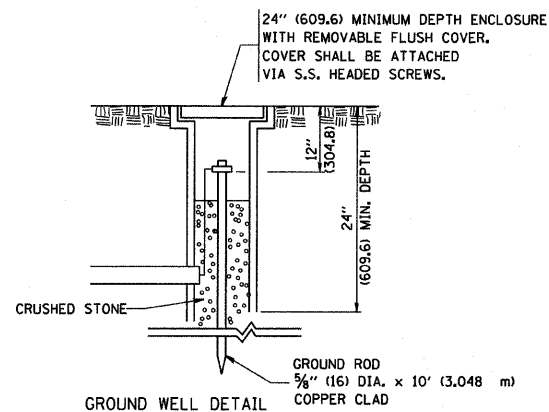
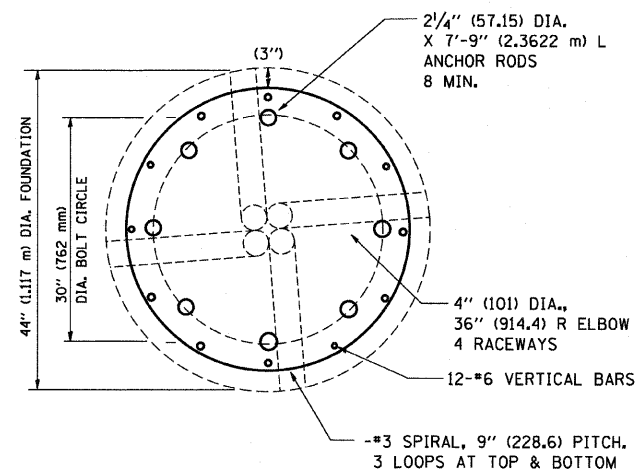
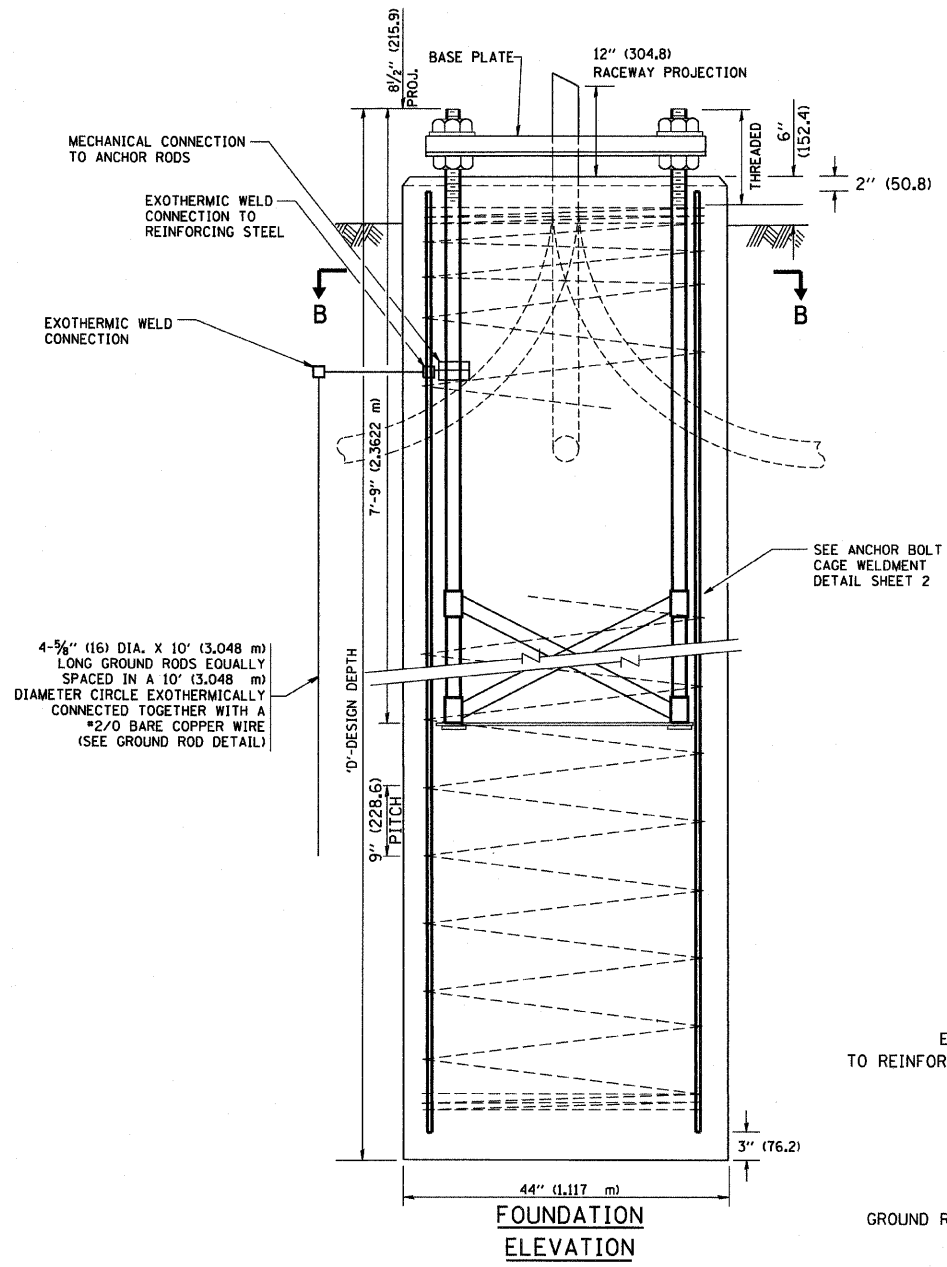
P:\02313\road\62973\62973.dwg

LIGHT TOWER FOUNDATION DEPTH "D"

MOUNTING HEIGHT	SOIL CONDITIONS					
	SOFT CLAY Qu = 0.375 TON/SQ. FT	MEDIUM CLAY Qu = 0.75 TON/SQ. FT	STIFF CLAY Qu = 1.50 TON/SQ. FT	LOOSE SAND φ = 34°	MEDIUM SAND φ = 37.5°	DENSE SAND φ = 40°
90 FT (27 m)	29 FT (8.779 m)	20 FT (6.035 m)	15 FT (4.389 m)	15 FT (4.389 m)	13 FT (3.840 m)	12 FT (3.429 m)
100 FT (30 m)	32 FT (9.754 m)	22 FT (6.706 m)	16 FT (4.877 m)	16 FT (4.877 m)	14 FT (4.267 m)	13 FT (3.81 m)
110 FT (33 m)	35 FT (10.719 m)	24 FT (7.377 m)	18 FT (5.365 m)	18 FT (5.365 m)	15 FT (4.694 m)	14 FT (4.191 m)
120 FT (36 m)	38 FT (11.705 m)	26 FT (8.046 m)	19 FT (5.652 m)	19 FT (5.652 m)	17 FT (5.120 m)	16 FT (4.572 m)

DESIGN NOTES

- (1) ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN
- (2) THE ANCHOR RODS SHALL BE VERTICAL NO ADJUSTMENT SHALL BE ALLOWED AFTER THE FOUNDATION IS PLACED.
- (3) THE GAP BETWEEN THE FOUNDATION AND THE BASE PLATE SHALL BE ENCLOSED WITH A STAINLESS STEEL SCREEN FASTENED WITH A STAINLESS STEEL BAND.
- (4) THE TOP OF THE FOUNDATION TO 18" (450) BELOW GRADE SHALL BE FORMED.
- (5) SURFACE WATER WILL NOT BE PERMITTED TO ENTER THE HOLE AND ALL WATER WHICH MAY HAVE INFILTRATED INTO THE HOLE SHALL BE REMOVED BEFORE PLACING CONCRETE.
- (6) THE LIGHT TOWER SHALL NOT BE ERECTED UNTIL AFTER THE CONCRETE HAS BEEN CURED ACCORDING TO ARTICLE 1020.13.
- (7) ANCHOR RODS SHALL BE STRAIGHT AND SHALL BE ACCORDING TO AASHTO M 314 OR ASTM F1554, GRADE 75(GRADE 105) AND GALVANIZED ACCORDING TO ARTICLE 1006.9.
- (8) ANCHOR ROD INFORMATION SHALL BE SUBMITTED FOR APPROVAL AND SHALL BE FULLY COORDINATED FOR APPROVAL WITH TOWER MANUFACTURER REQUIREMENTS.
- (9) REINFORCEMENT BARS SHALL BE ACCORDING TO ARTICLE 1006.10
- (10) TWO ANCHOR RODS OPPOSITE EACH OTHER SHALL HAVE THE ANCHOR ROD THREADS PEENED AFTER NUTS ARE INSTALLED.

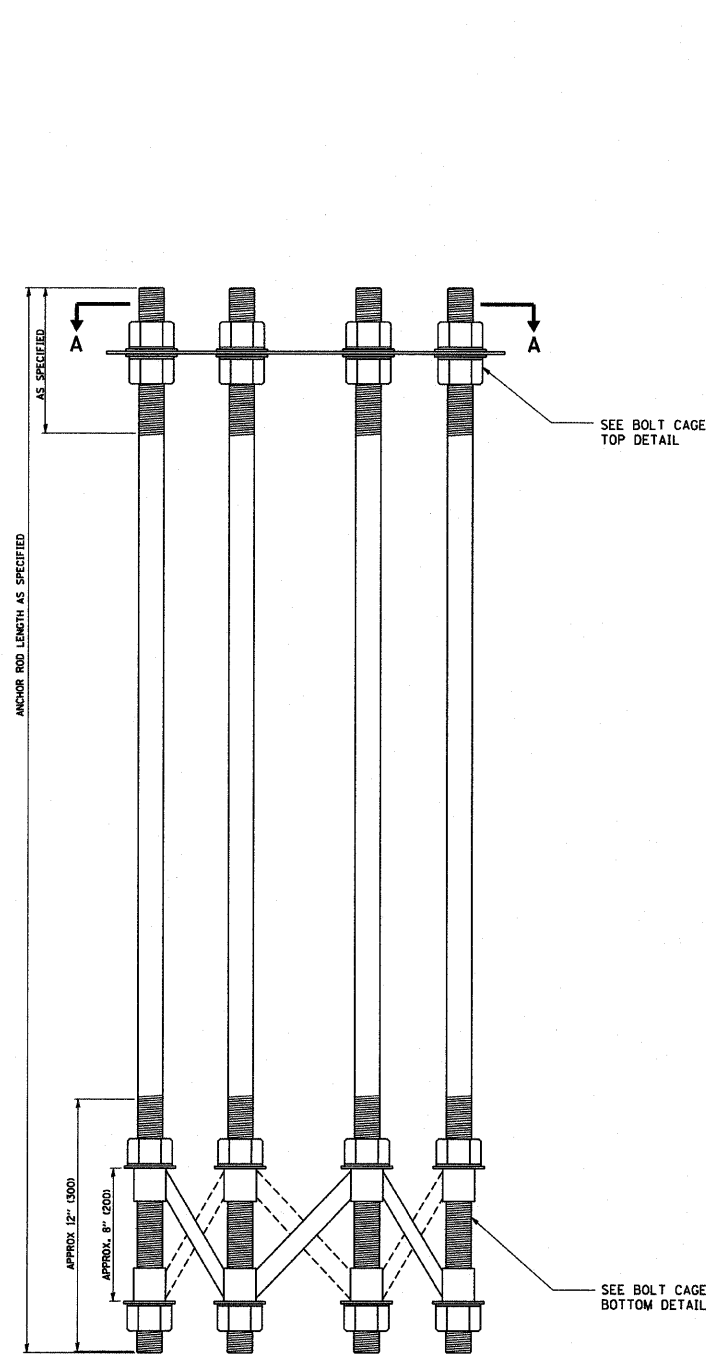


FOR INFORMATION ONLY

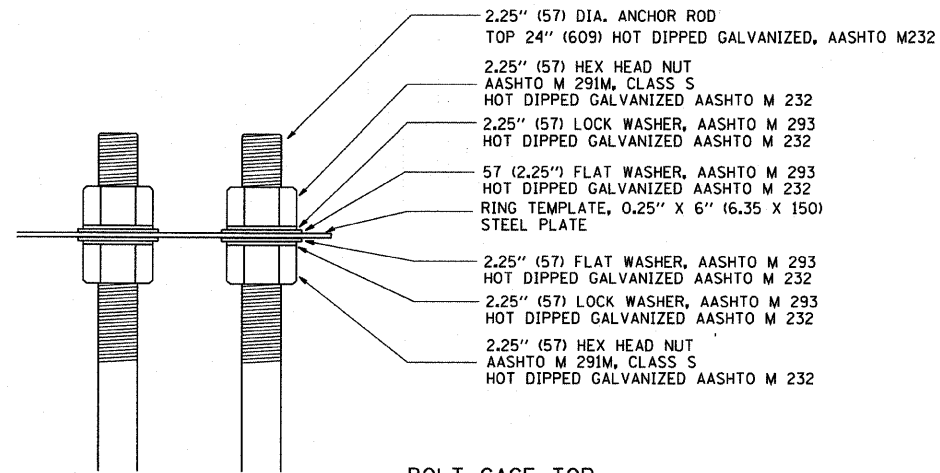
FILE NAME = M:\distatd\22x34\be501.dgn	USER NAME = geglennob	DESIGNED - DRAWN -	REVISED - R. TOMSONS 04-22-02 REVISED - REVISED -
PLOT SCALE = 50,000 "/ IN.	CHECKED -	DATE -	REVISED -
PLOT DATE = 1/4/2008			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

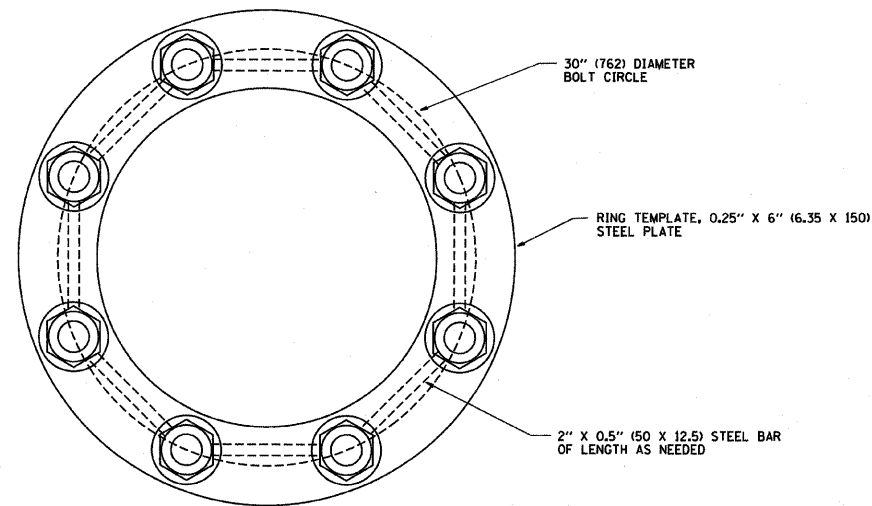
HIGH MAST LIGHT TOWER				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90 FT TO 120 FT (27 m TO 36 m) FOUNDATION DETAIL				94	1717 1-6	COOK	60	55
SCALE: NONE				SHEET NO. 1 OF 2 SHEETS		STA. TO STA.		CONTRACT NO. 62973
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



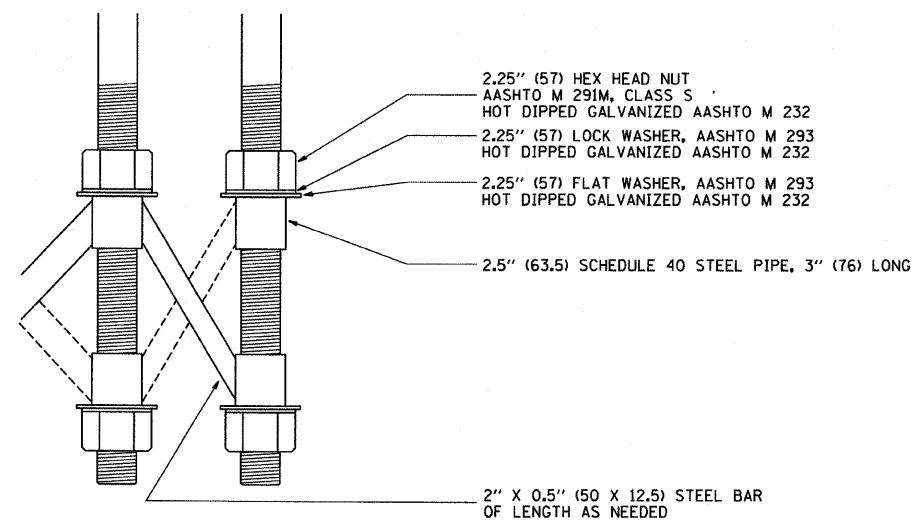
ANCHOR BOLT CAGE



BOLT CAGE TOP



SECTION A-A



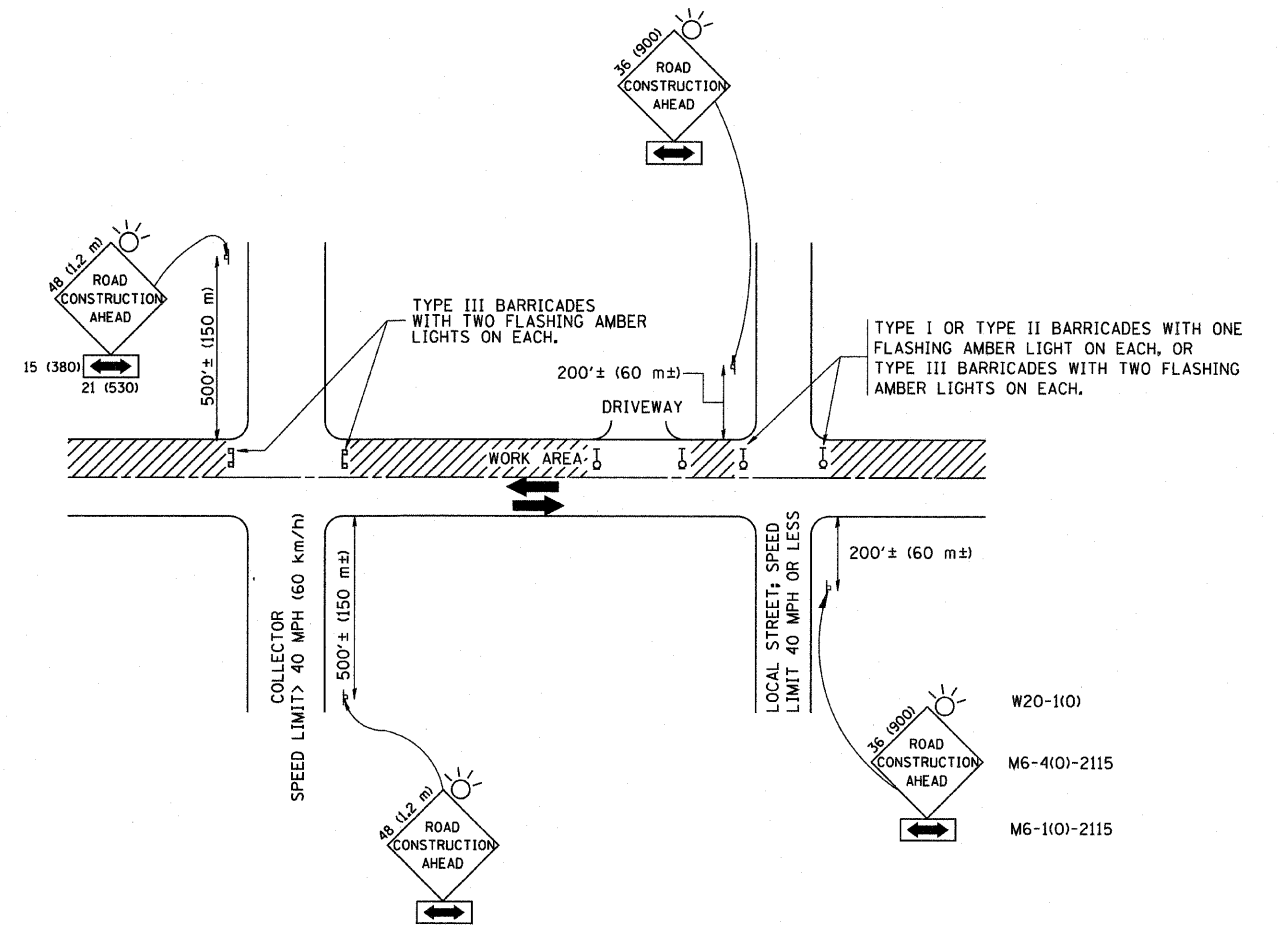
BOLT CAGE BOTTOM

NOTES

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN
2. ANCHOR RODS SHALL BE STRAIGHT AND SHALL BE ACCORDING TO AASHTO M 314 OR ASTM F1554, GRADE 725 (GRADE 105) AND GALVANIZED ACCORDING TO ARTICLE 1006.09.
3. ANCHOR ROD INFORMATION SHALL BE SUBMITTED FOR APPROVAL AND SHALL BE FULLY COORDINATED WITH TOWER MANUFACTURERS REQUIREMENTS.

FOR INFORMATION ONLY

FILE NAME = W:\dststd\22x34\be501.dgn	USER NAME = geglano	DESIGNED - DRAWN -	REVISED - R. TOMSONS 04-22-02 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGH MAST LIGHT TOWER 90 FT TO 120 FT (27 m TO 36 m) FOUNDATION DETAIL			F.A. RTE. 94	SECTION 1717 1-6	COUNTY COOK	TOTAL SHEETS 60	SHEET NO. 56
PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -	REVISED -		SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	BE-501 CONTRACT NO. 62913			
PLOT DATE = 1/4/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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

NOTES:

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

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

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

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = W:\diststd\22x34\tol8.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

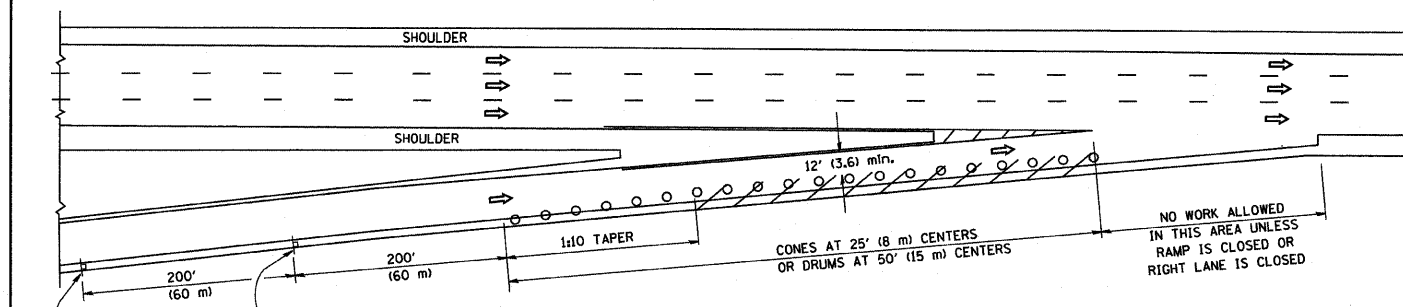
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

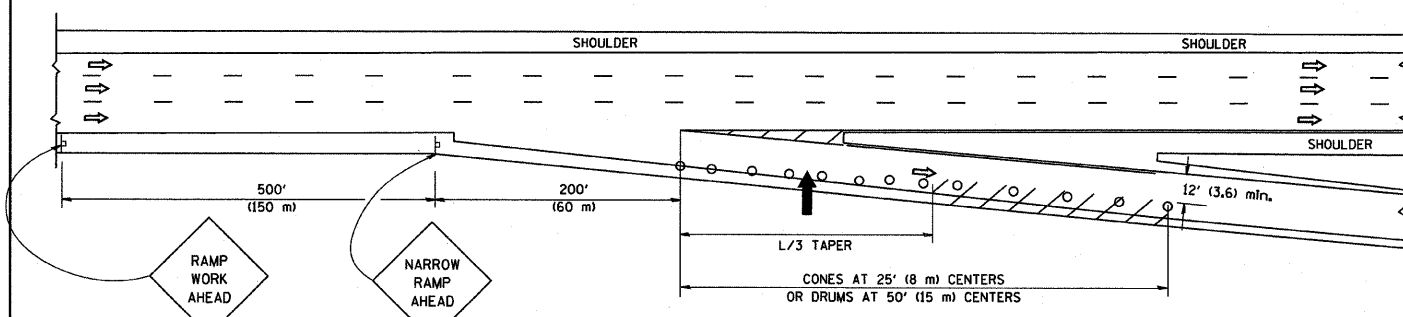
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	57
TC-10			CONTRACT NO. 62973	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

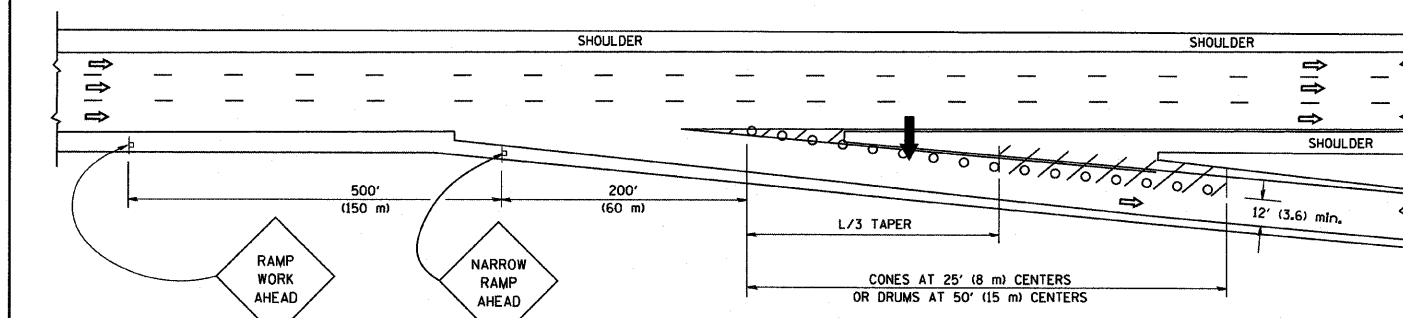
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

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

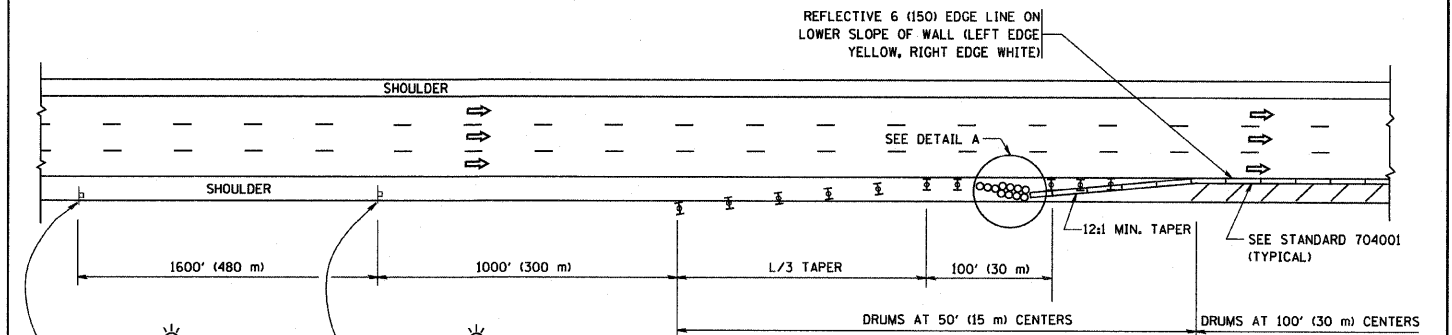
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

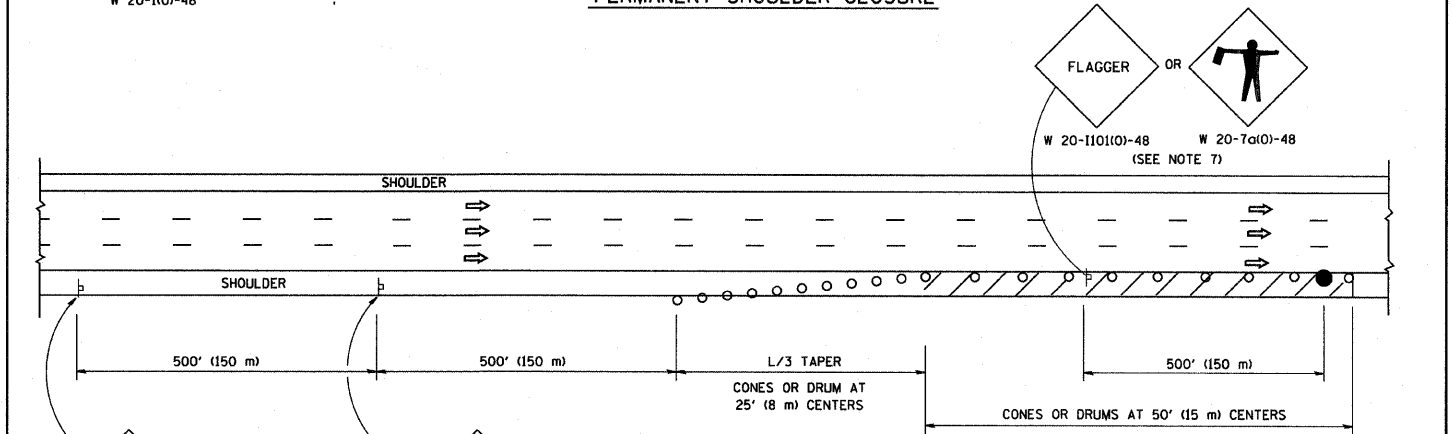
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH $L=0.65(W \times S)$ $L=(W \times S)$

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCOACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

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

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

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

FILE NAME = W:\distatd\22x34\1c17.dgn

USER NAME = gaglianobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN - D.W.S.
CHECKED -
DATE - 11-96

REVISED - J.A.F. 12-02
REVISED - 04-03
REVISED - J.A.F. 12-06
REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

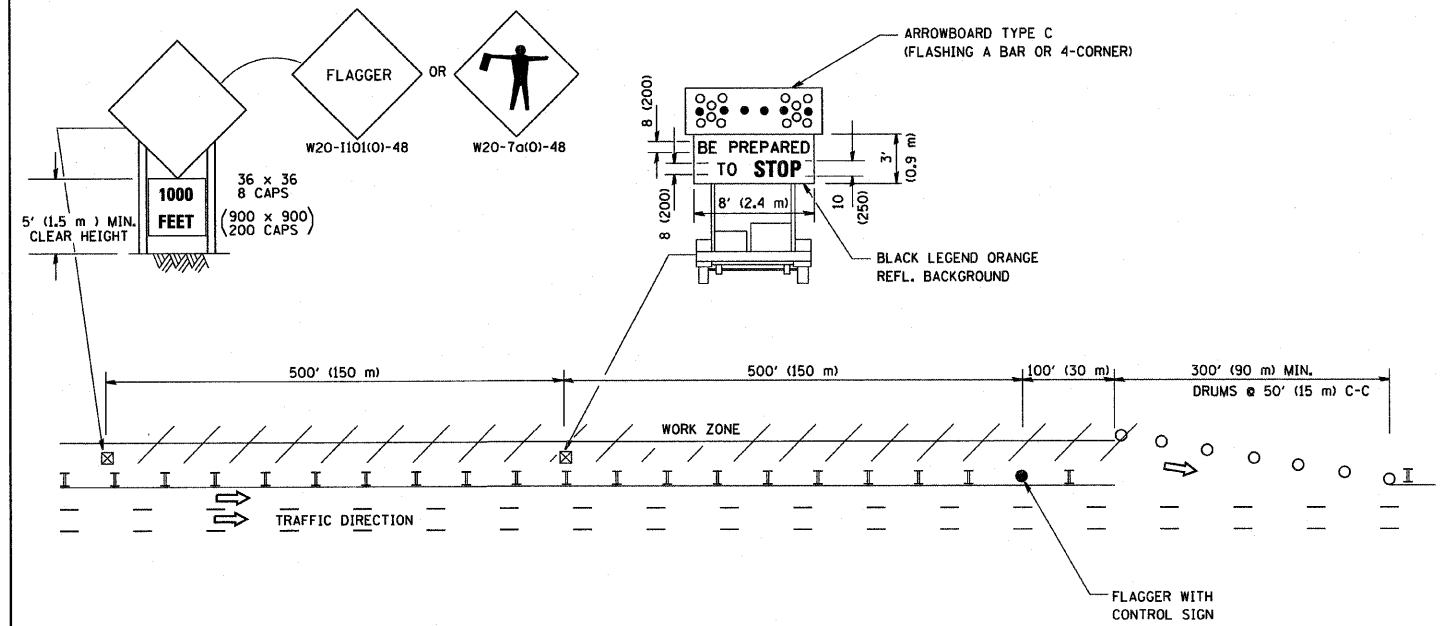
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

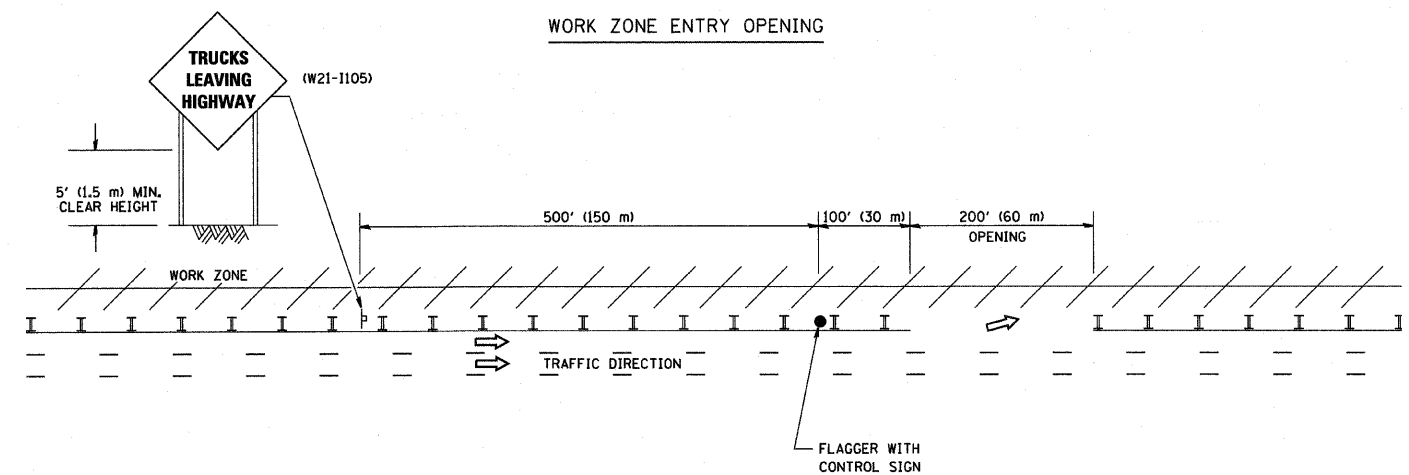
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	58
TC-17			CONTRACT NO. 62973	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

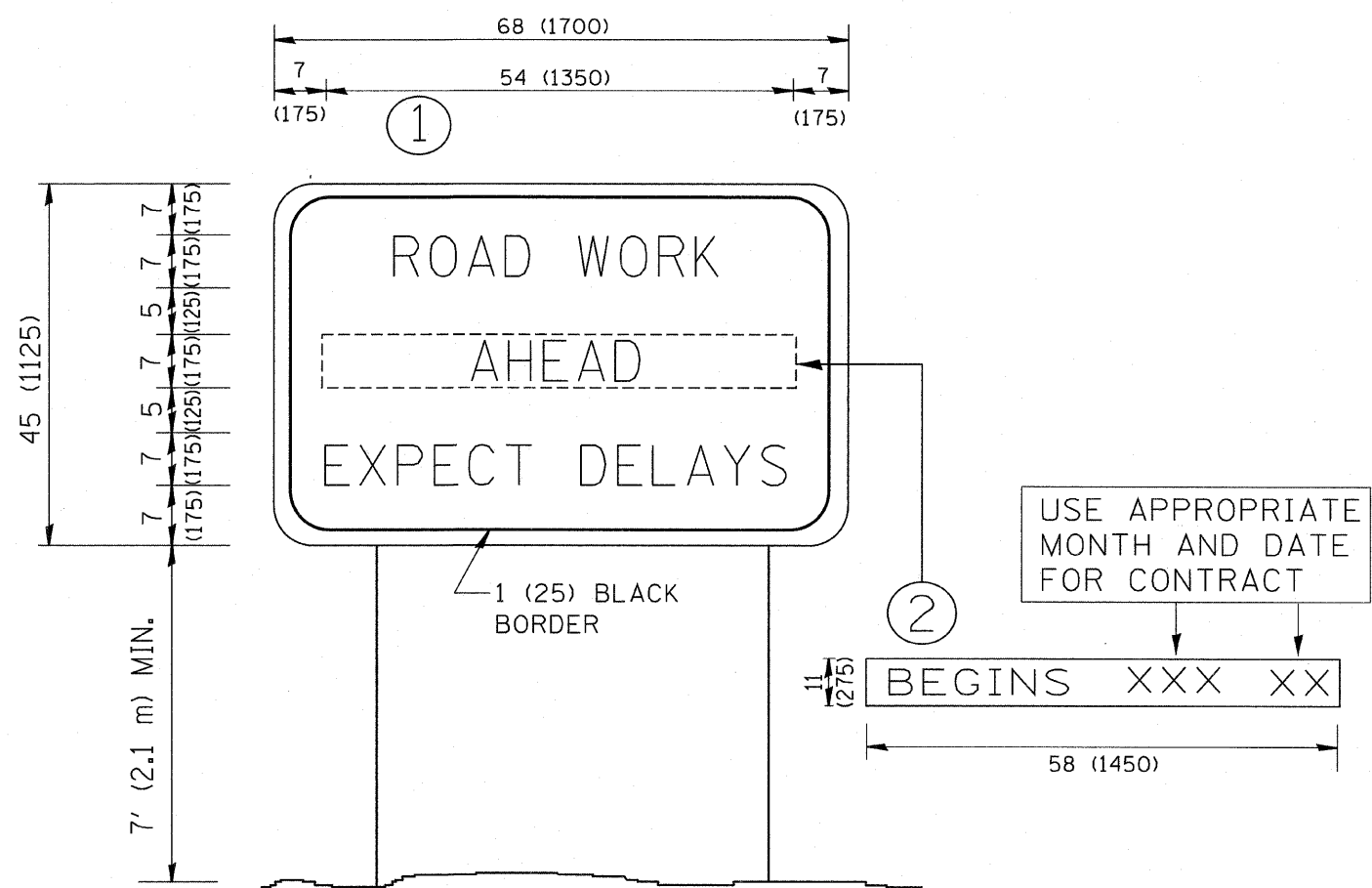
FILE NAME = W:\diststd\22x34\tcl8.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - D.W.S. 08-98
		DRAWN -	REVISED - J.A.F. 04-03
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - J.A.F. 02-06
	PLOT DATE = 1/4/2008	DATE -	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1717 I-6	COOK	60	59
TC-18			CONTRACT NO. 62973	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\distotd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -	R. MIRS 09-15-97 R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99		94	1717 I-6	COOK	60	60		
	PLOT DATE = 1/4/2008	DATE -	REVISED -	C. JUCIUS 01-31-07		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		TC-22		CONTRACT NO. 62975		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												