

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 76TH STREET C-D EXIT RAMP	7,200	45 MPH	40 MPH

MAJOR CROSS STREETS AND FRONTAGE ROADS:	ADT	POSTED SPEED
76TH STREET	12,000	30 MPH
75TH STREET	17,700	30 MPH
S. STATE STREET	15,100	30 MPH

DESCRIPTION OF PROJECT

CONSTRUCTION OF FLUTED KNEE WALLS WITHIN THE PROJECT LIMITS

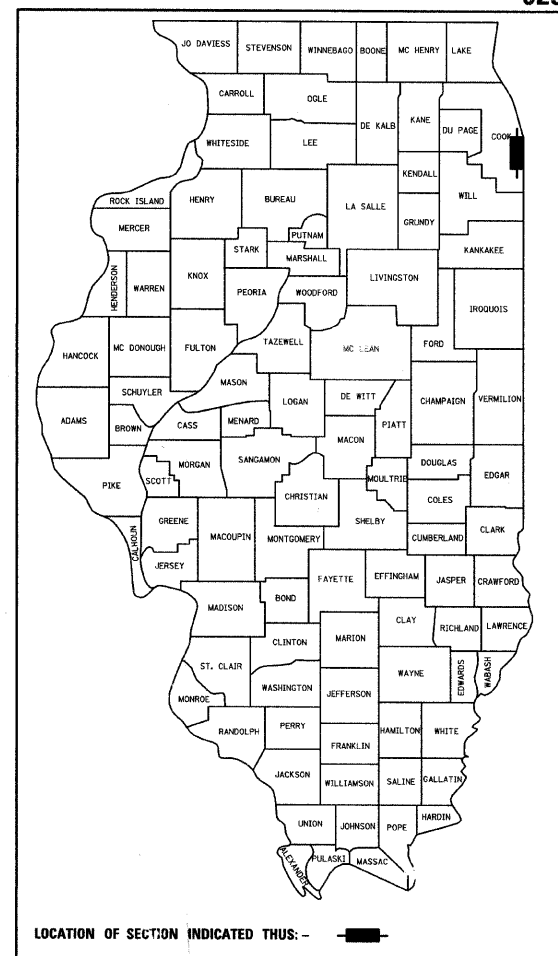
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

PROPOSED HIGHWAY PLANS

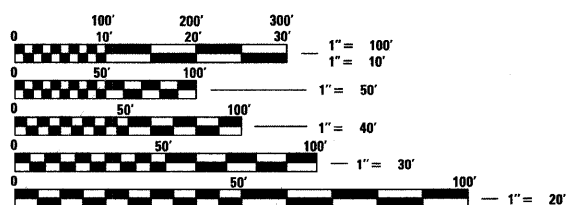
**F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)
SECTION 1818 I-6
FLUTED KNEE WALL CONSTRUCTION
ALONG STATE STREET FROM ^{FROM SOUTH OF} 76TH STREET TO 75TH STREET
COOK COUNTY
C-91-232-05**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	1

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
D-91-232-05 **62974**



PROJECT LOCATED IN THE CITY OF CHICAGO

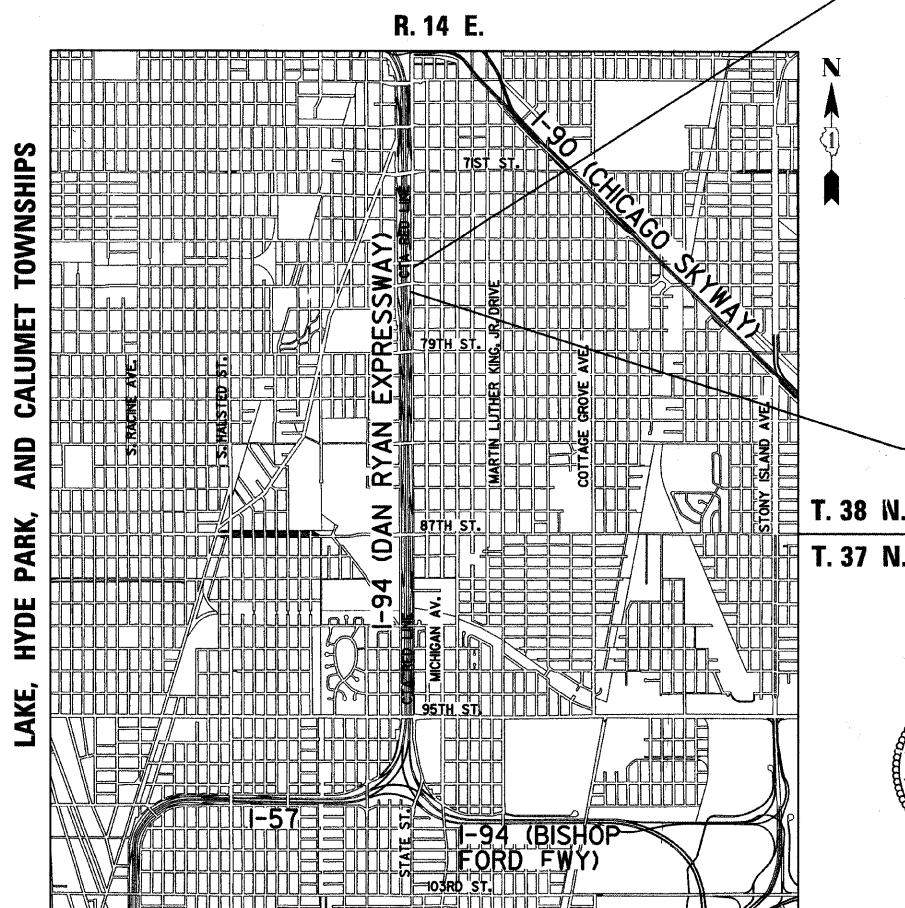


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES; REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED

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

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

CONTRACT NO. 62974



F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2338 + 67.22 (NB I-94)

F.A.I. 94 (RYAN) PROJECT LIMIT
STA. 2327 + 79.39 (NB I-94)

LOCATION MAP

0 1/2 MILE 1 MILE
GROSS LENGTH OF PROJECT = 1087.83 FT. = 0.21 MI.
MAP SCALE: 1" = 1/2 MILE
NET LENGTH OF PROJECT = 1087.83 FT. = 0.21 MI.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 11, 2009

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

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

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

CONTRACT 25E

Signed Dean A. Klesling
 Dean A. Klesling, P.E., Ill. Lic. No. 32957
 Expires 11-30-2009.
 Date FEBRUARY 10, 2009

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	2
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62974

INDEX OF SHEETS

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22	76TH STREET ENTRANCE RAMP TERMINAL DETAIL
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42	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.
- THIS CONTRACT SHALL BE ALLOWED ACCESS TO USE THE FIELD OFFICE PROVIDED FOR IN CONTRACT #62975 (25F).
- 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 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
001006	DECIMAL OF AN INCH AND OF A FOOT
606001-04	CONCRETE CURB 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

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REVISIONS	
NAME	DATE

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

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

SCALE: NONE DRAWN BY: AMB, MAF
DATE: FEBRUARY 13, 2009 CHECKED BY: TGB, MI

PA-02-373 Roadway Design/55ast01.dwg 1/14/09 3:19 PM 3/19/2009

PROJECT: KNEE WALLS ALONG STATE STREET
FROM 77TH TO 75TH STREET
COOK COUNTY / CITY OF CHICAGO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	3
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62974

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN	100% STATE
			QUANTITY	SFTY-4A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	48	48
20101000	TEMPORARY FENCE	FOOT	64	64
20200100	EARTH EXCAVATION	CU YD	60	60
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	305	305
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	620	620
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	472	472
21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	472	472
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	21	21
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	21	21
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	21	21
25100630	EROSION CONTROL BLANKET	SQ YD	1092	1092
25200200	SUPPLEMENTAL WATERING	UNIT	20	20
28000510	INLET FILTERS	EACH	13	13
42001300	PROTECTIVE COAT	SQ YD	316	316
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	508	508
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	63	63
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	156	156
44000600	SIDEWALK REMOVAL	SQ FT	270	270
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5	5
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1
60608521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2,24	FOOT	48.0	48.0
66410300	CHAIN LINK FENCE REMOVAL	FOOT	15	15
66410400	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	933	933
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X0326143	FLUTED KNEE WALL (SPECIAL)	FOOT	65	65
X0326311	RELOCATE EXISTING SIGN PANEL (SPECIAL)	EACH	1	1

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN	100% STATE
			QUANTITY	SFTY-4A
X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	24	24
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
X0324640	FLUTED KNEE WALL	FOOT	888	888
X0325891	IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 2	EACH	1	1
X6065740	CONCRETE MEDIAN SURFACE, 5" (MODIFIED)	SQ FT	1933	1933
XX104800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12	FOOT	108.0	108.0
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

EARTHWORK SCHEDULE

ALIGNMENT	LOCATION		EARTH EXCAVATION (CU YD)	REM. & DISP. UNSUITABLE (CU YD)
	STATION	TO STATION		
NB I-94 (DAN RYAN EXPY)	2327+88.4	2332+26.1	5.0	165.0
NB I-94 (DAN RYAN EXPY)	2333+06.9	2338+58.7	55.0	140.0
TOTAL			60.0	305.0

TREE REMOVAL (6 TO 15 UNITS)

ALIGNMENT	LOCATION		TREE REMOV 6-15 (UNIT)
	STATION	OFFSET	
NB I-94 (DAN RYAN EXPY)	2333+70.7	156.6' RT	9
NB I-94 (DAN RYAN EXPY)	2335+85.0	155.6' RT	13
NB I-94 (DAN RYAN EXPY)	2335+95.5	155.6' RT	13
NB I-94 (DAN RYAN EXPY)	2337+05.6	155.9' RT	13
TOTAL			48

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

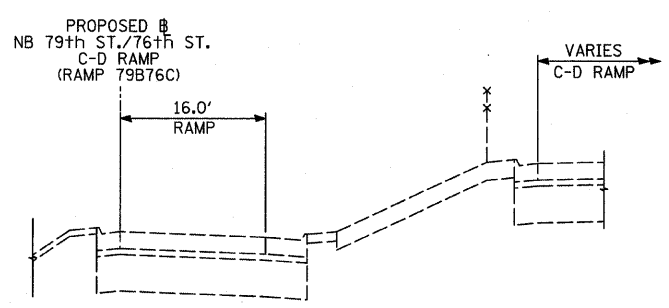
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

SUMMARY OF QUANTITIES AND SCHEDULE OF QUANTITIES

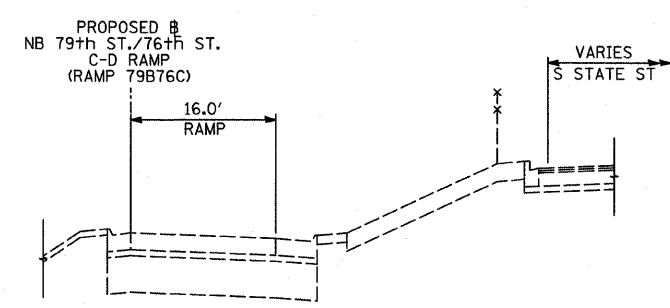
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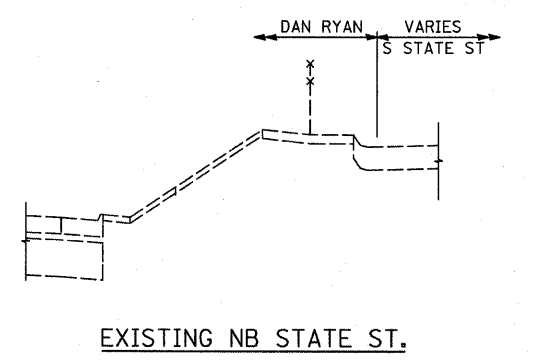
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	4
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62974	



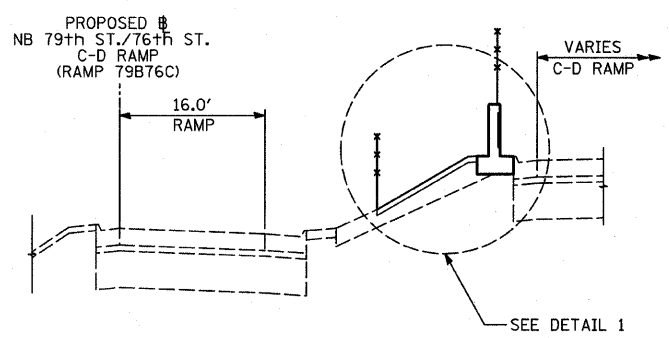
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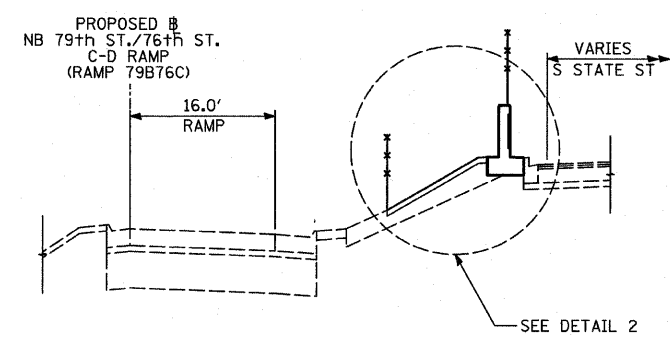
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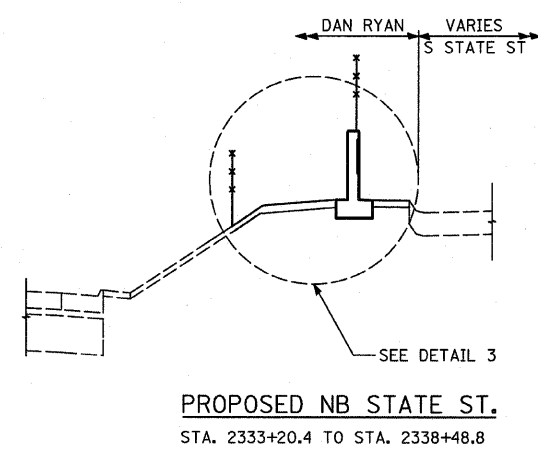
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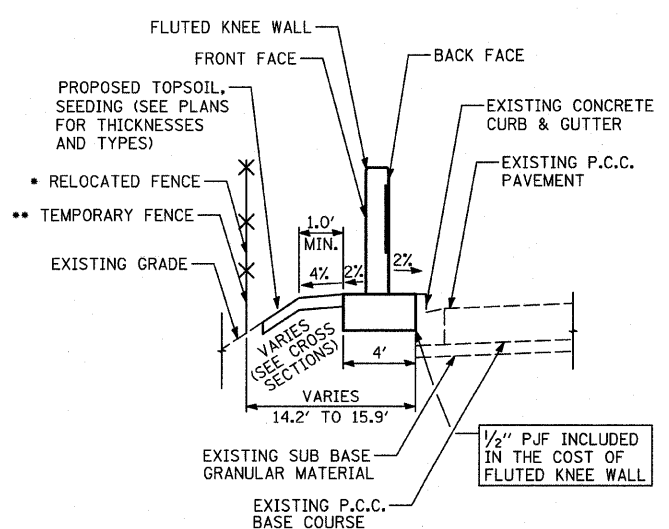
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STA. 2328+27.1 TO STA. 2329+25.4



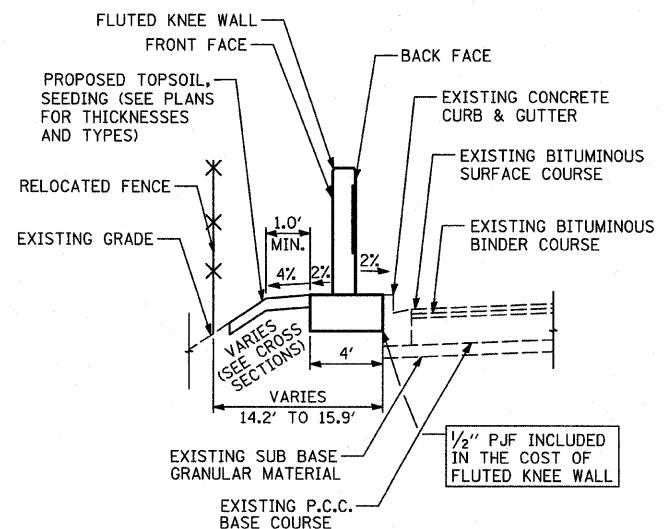
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STA. 2329+25.4 TO STA. 2332+11.3



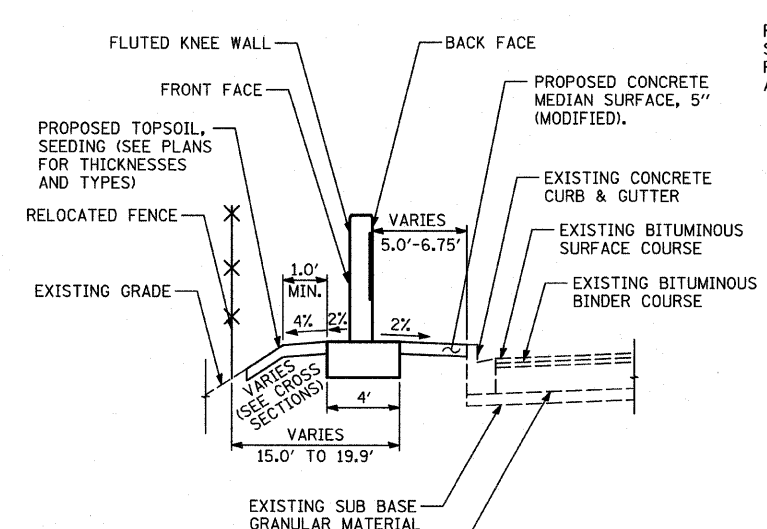
PROPOSED NB STATE ST.
STA. 2333+20.4 TO STA. 2338+48.8



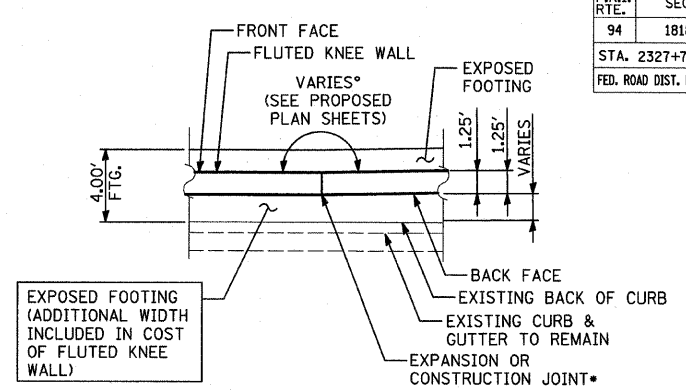
KNEE WALL DETAIL 1



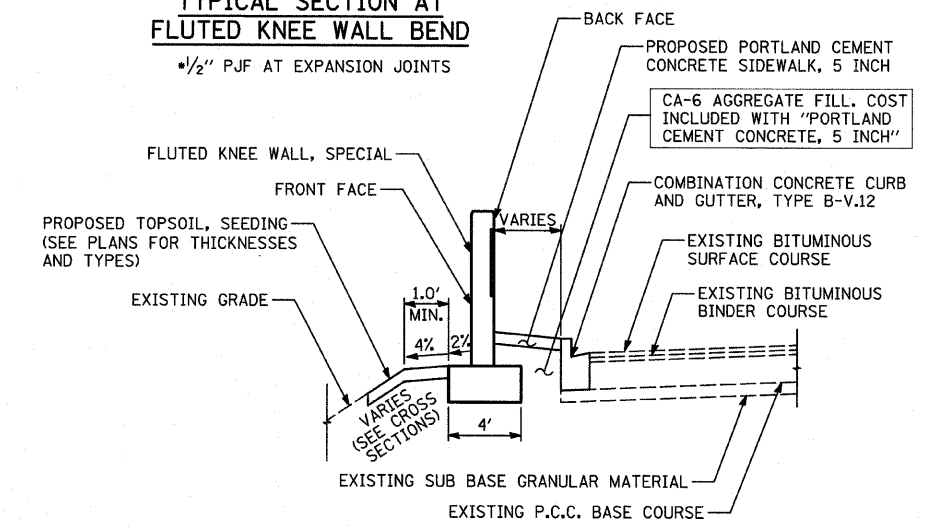
KNEE WALL DETAIL 2



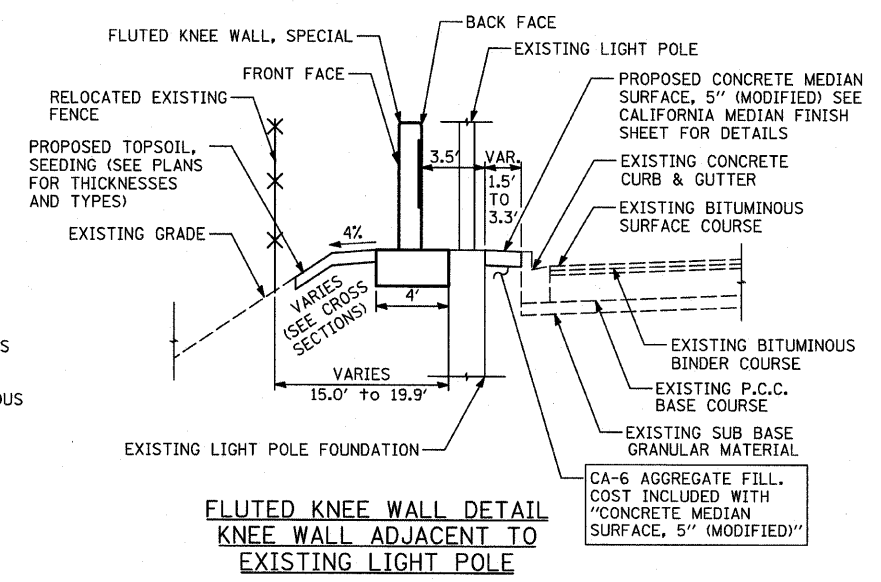
KNEE WALL DETAIL 3



TYPICAL SECTION AT FLUTED KNEE WALL BEND



FLUTED KNEE WALL TYPICAL SECTION AT SIDEWALK



FLUTED KNEE WALL DETAIL KNEE WALL ADJACENT TO EXISTING LIGHT POLE

REVISIONS	
NAME	DATE

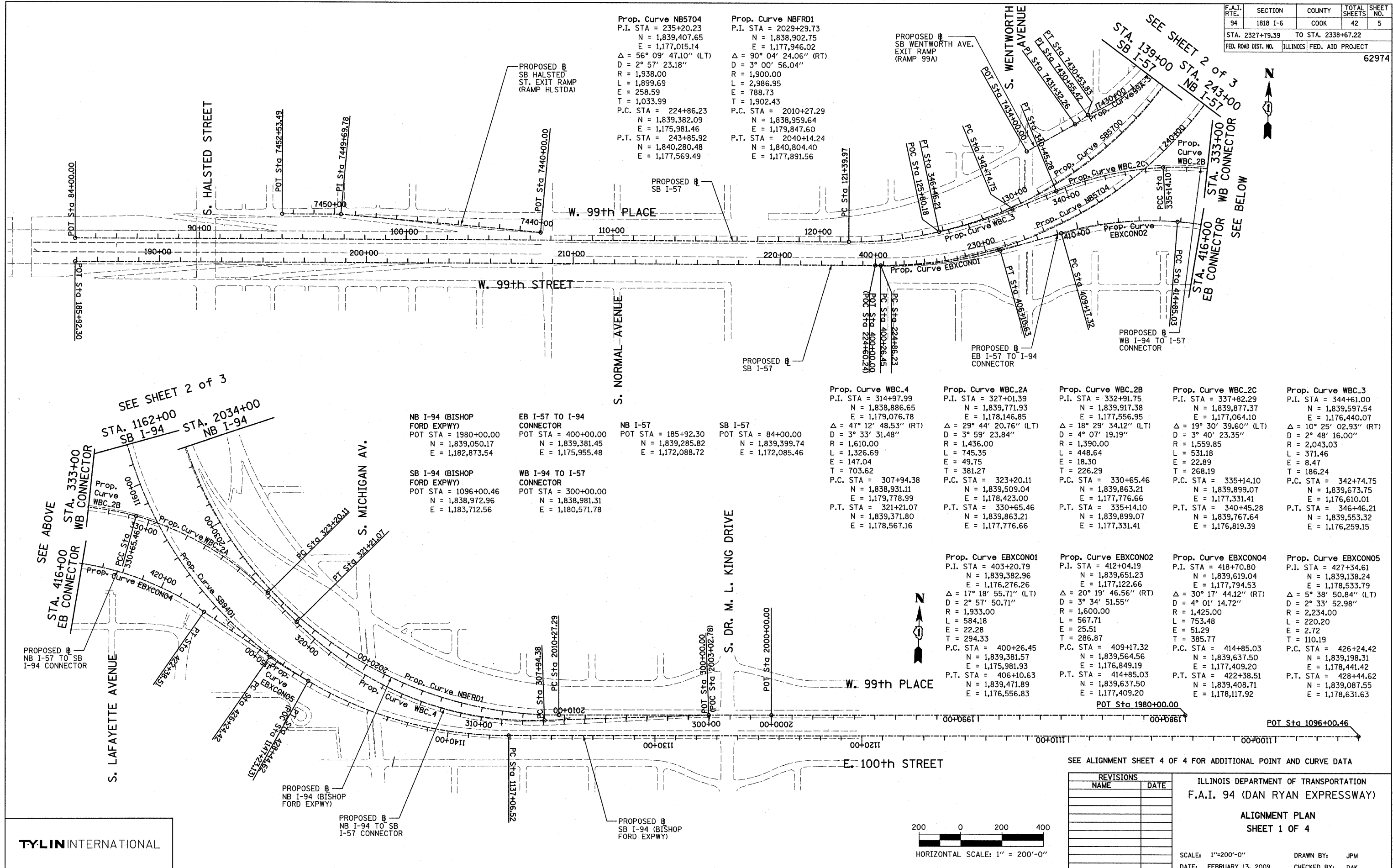
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
EXISTING AND PROPOSED TYPICAL SECTIONS
NB STATE ST.

SCALE: NONE
DATE: FEBRUARY 13, 2009
DRAWN BY: TB
CHECKED BY: TGB, MI

* STA. 2328+37.8 TO STA. 2329+25.4
** STA. 2327+78.4 TO STA. 2328+37.8

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	5
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62974



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

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

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

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

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

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

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

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

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

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

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

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

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

Prop. Curve EBXCNO1
P.I. STA = 403+20.79
N = 1,839,651.23
E = 1,177,122.66
Δ = 17° 18' 55.71" (LT)
D = 2° 57' 50.71"
R = 1,933.00
L = 584.18
E = 22.28
T = 294.33
P.C. STA = 400+26.45
N = 1,839,381.57
E = 1,175,981.93
P.T. STA = 406+10.63
N = 1,839,471.89
E = 1,176,556.83

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

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

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

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

STA. 2034+00
NB I-94

SEE ABOVE
STA. 333+00
WB CONNECTOR

STA. 416+00
EB CONNECTOR

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

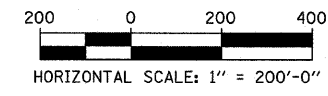
REVISIONS	
NAME	DATE

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

ALIGNMENT PLAN
SHEET 1 OF 4

SCALE: 1"=200'-0"
DATE: FEBRUARY 13, 2009

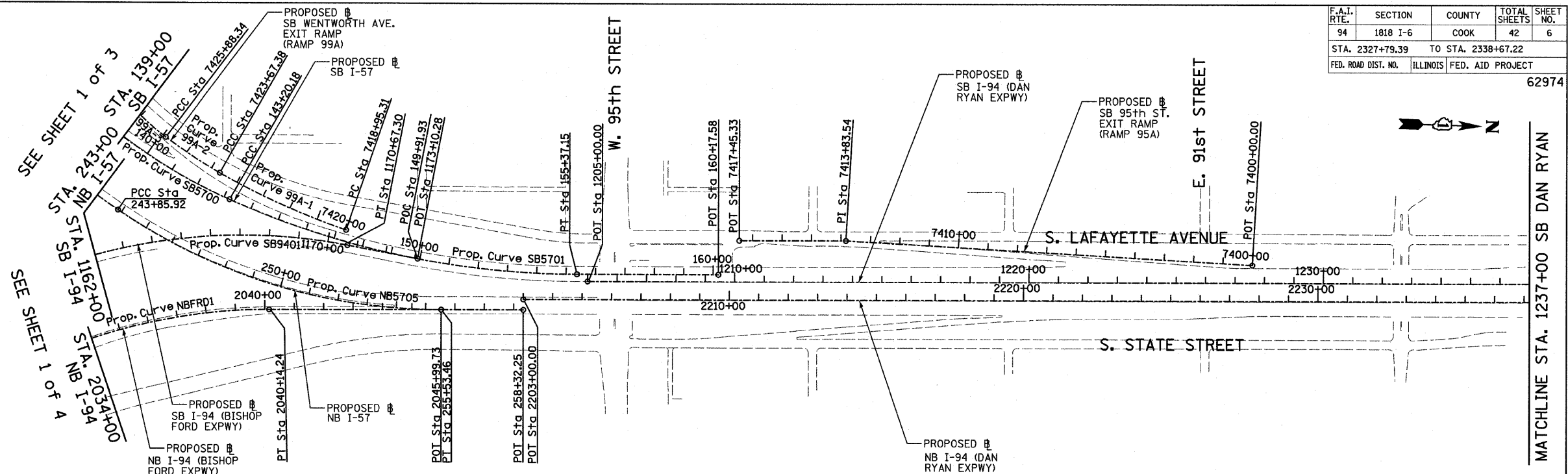
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CHECKED BY: DAK



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3/19/2009 1:20:04 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	6
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62974	



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

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

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

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

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

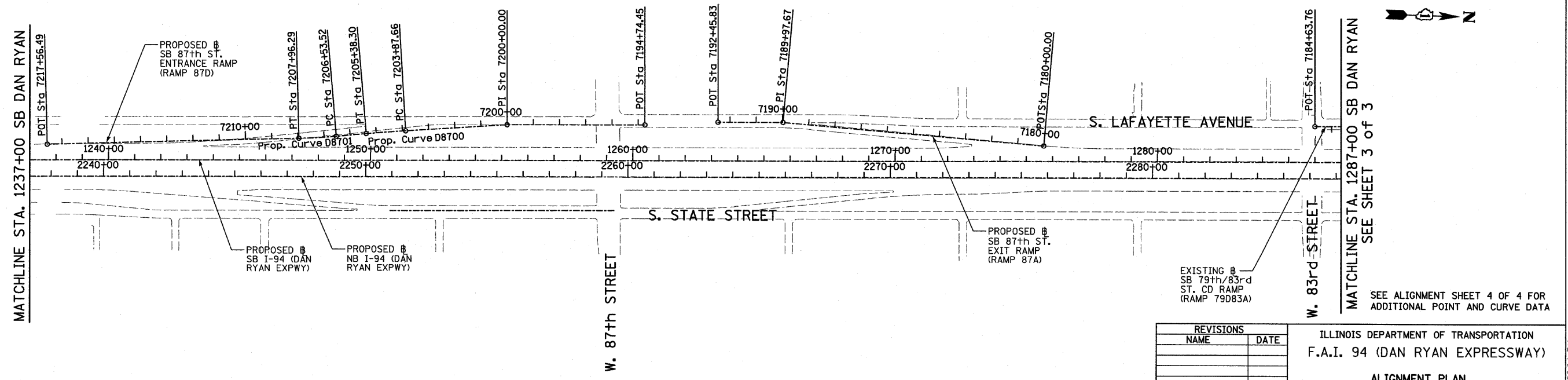
SB I-57
POT STA = 160+17.58
N = 1,842,327.55
E = 1,177,726.54

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

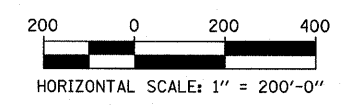
NB I-57
POT STA = 258+32.25
N = 1,841,668.33
E = 1,177,866.82

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

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



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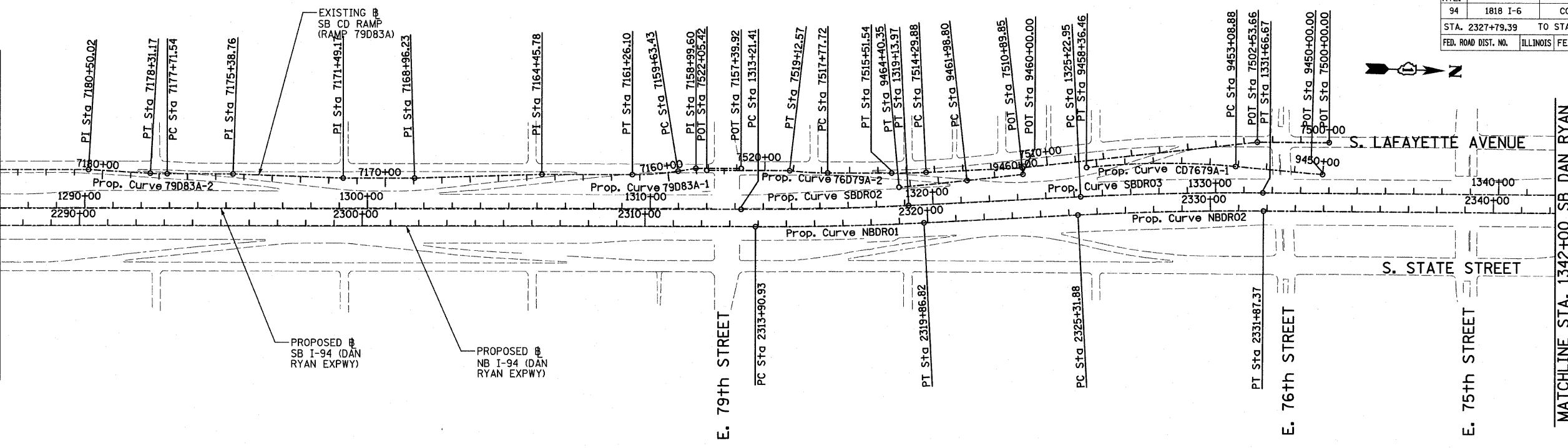
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
ALIGNMENT PLAN
SHEET 2 OF 4
SCALE: 1"=200'
DATE: FEBRUARY 13, 2009
DRAWN BY: JPM
CHECKED BY: DAK

3/19/2009 12:00:23 PM
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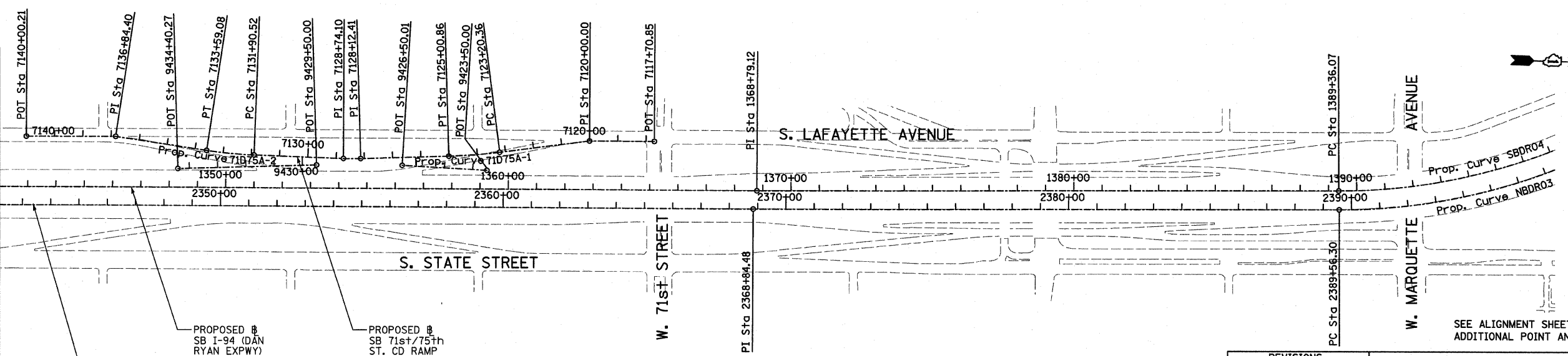
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	7
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		62974

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

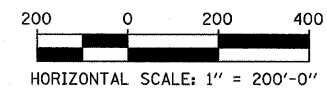


Prop. Curve NBDRO1 P.I. STA = 2316+88.94 N = 1,853,051.58 E = 1,177,504.84 $\Delta = 2^\circ 58' 38.60''$ (LT) D = $0^\circ 29' 58.77''$ R = 11,467.00 L = 595.89 E = 3.87 T = 298.01 P.C. STA = 2313+90.93 N = 1,852,753.69 E = 1,177,513.37 P.T. STA = 2319+86.82 N = 1,853,348.62 E = 1,177,480.85	Prop. Curve NBDRO2 P.I. STA = 2328+59.71 N = 1,854,218.69 E = 1,177,410.58 $\Delta = 3^\circ 16' 48.34''$ (RT) D = $0^\circ 30' 01.44''$ R = 11,450.00 L = 655.49 E = 4.69 T = 327.84 P.C. STA = 2325+31.88 N = 1,853,891.91 E = 1,177,436.97 P.T. STA = 2331+87.37 N = 1,854,546.43 E = 1,177,402.92	Prop. Curve NBDRO3 P.I. STA = 2398+13.58 N = 1,861,170.38 E = 1,177,231.19 $\Delta = 44^\circ 36' 17.12''$ (LT) D = $2^\circ 44' 29.13''$ R = 2,090.00 L = 1,627.06 E = 168.99 T = 857.27 P.C. STA = 2389+56.30 N = 1,860,313.48 E = 1,177,256.19 P.T. STA = 2405+83.37 N = 1,861,762.92 E = 1,176,611.65	Prop. Curve SBDRO2 P.I. STA = 1316+17.76 N = 1,852,997.25 E = 1,177,445.02 $\Delta = 2^\circ 58' 38.60''$ (LT) D = $0^\circ 30' 08.86''$ R = 11,403.00 L = 592.56 E = 3.85 T = 296.35 P.C. STA = 1313+21.41 N = 1,852,701.02 E = 1,177,453.50 P.T. STA = 1319+13.97 N = 1,853,292.63 E = 1,177,421.16	Prop. Curve SBDRO3 P.I. STA = 1328+44.90 N = 1,854,220.54 E = 1,177,346.22 $\Delta = 3^\circ 16' 11.04''$ (RT) D = $0^\circ 30' 28.59''$ R = 11,280.00 L = 643.72 E = 4.59 T = 321.95 P.C. STA = 1325+22.95 N = 1,853,899.63 E = 1,177,372.14 P.T. STA = 1331+66.67 N = 1,854,542.40 E = 1,177,338.64	Prop. Curve SBDRO4 P.I. STA = 1397+75.78 N = 1,861,149.16 E = 1,177,163.97 $\Delta = 44^\circ 32' 58.56''$ (LT) D = $2^\circ 47' 41.70''$ R = 2,050.00 L = 1,593.95 E = 165.31 T = 839.71 P.C. STA = 1389+36.07 N = 1,860,309.83 E = 1,177,189.29 P.T. STA = 1405+30.02 N = 1,861,729.54 E = 1,176,557.11
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MATCHLINE STA. 1342+00 SB DAN RYAN



TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 ALIGNMENT PLAN
 SHEET 3 OF 4
 SCALE: 1"=200'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: JPM
 CHECKED BY: DAK

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	8
STA. 2327+79.39 TO STA. 2338+67.22				
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	

62974

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
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
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

REVISIONS	
NAME	DATE

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

ALIGNMENT PLAN
SHEET 4 OF 4

SCALE: NO SCALE
DATE: FEBRUARY 13, 2009

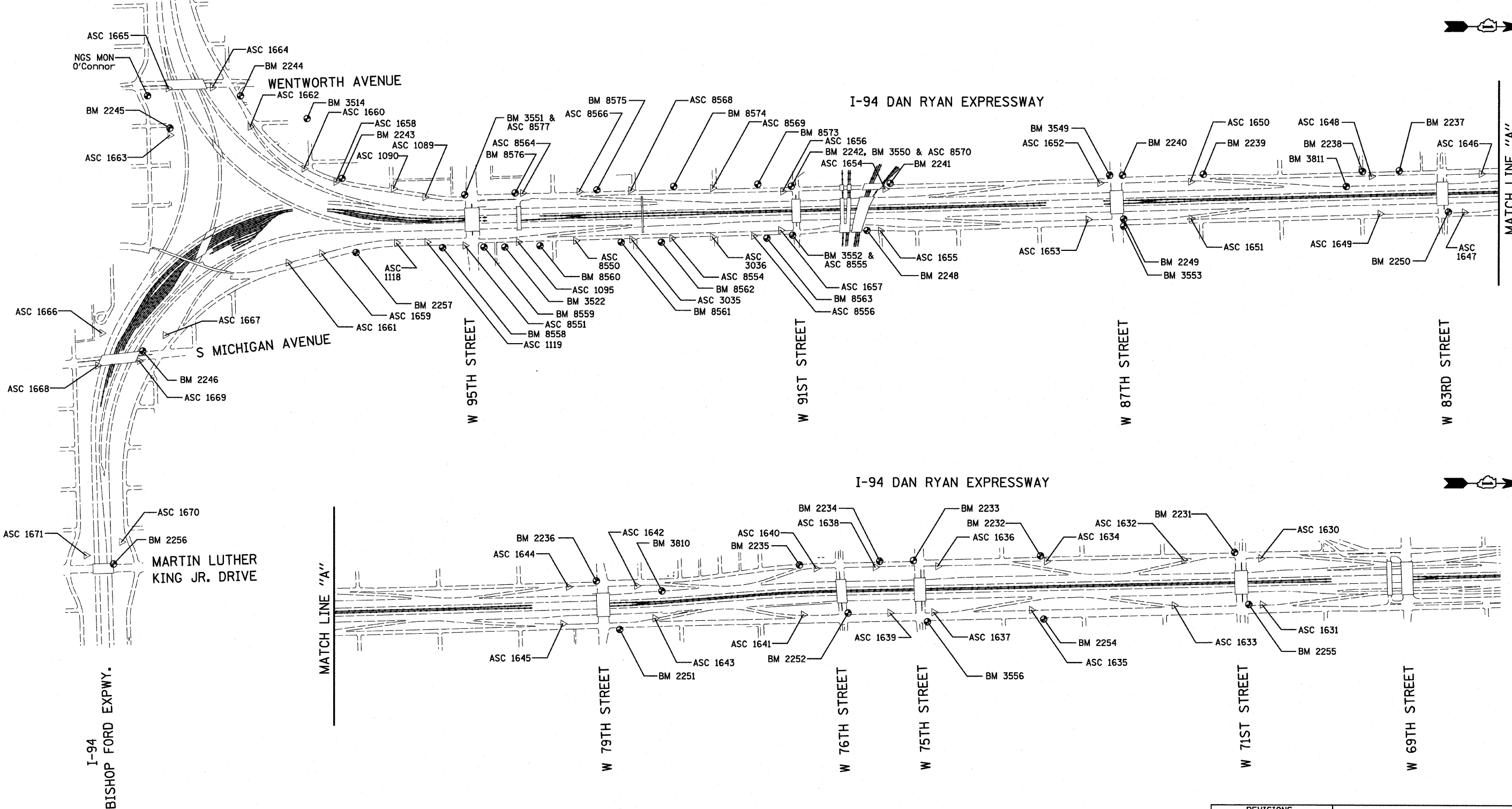
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	9
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		62974

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



American Surveying Consultants, P.C.
SURVEYORS-ENGINEERS-SCIENTISTS-MAPPING SCIENTISTS
1637 Ploor Rd., Chicago, IL 60611 800 N. Northway Chicago, IL 60611
312-255-2222

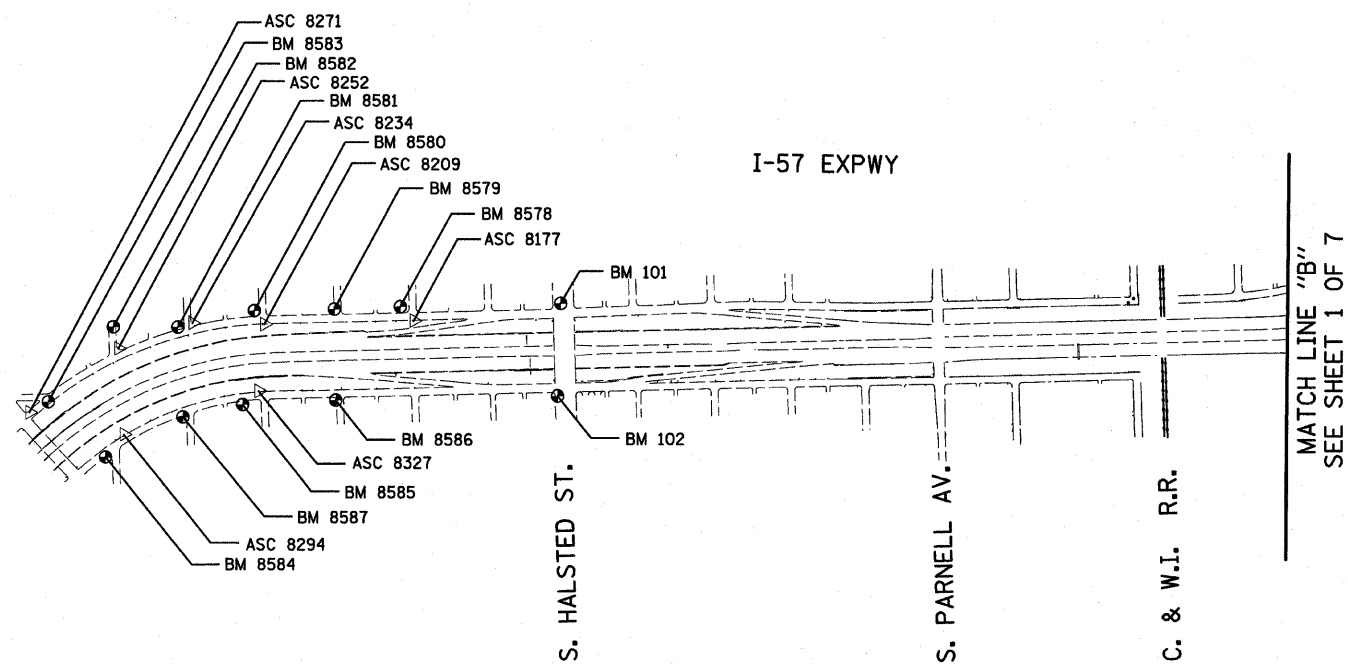
REVISIONS	
NAME	DATE

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

SCALE: 1"=400'
DATE: FEBRUARY 13, 2009
DRAWN BY: GSP
CHECKED BY: MMW

3/19/2009 1:20:06 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	10
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	



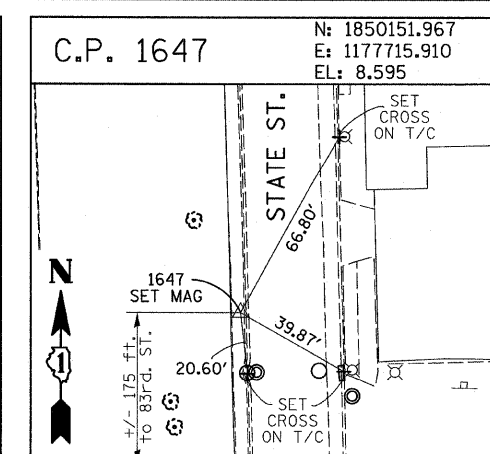
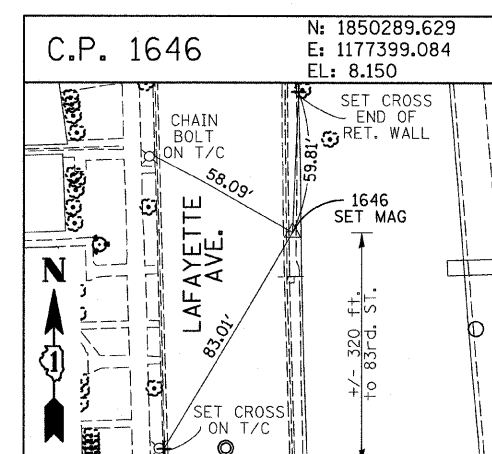
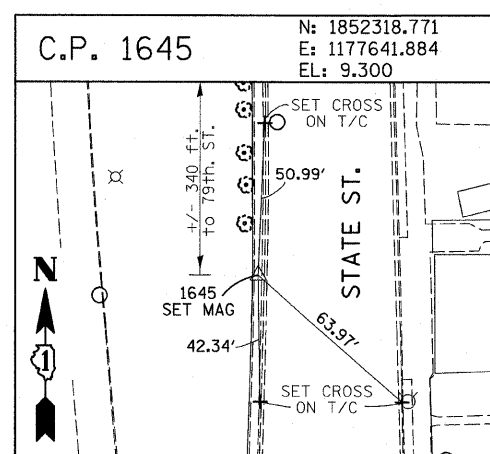
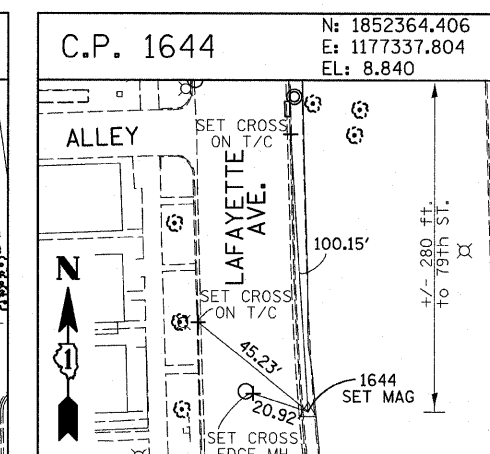
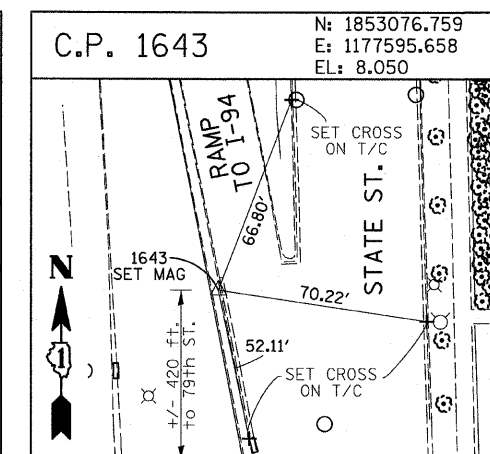
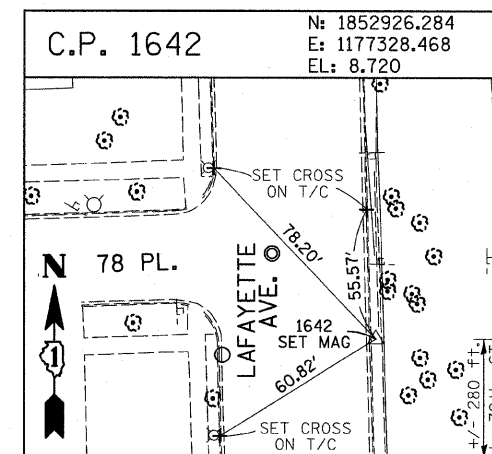
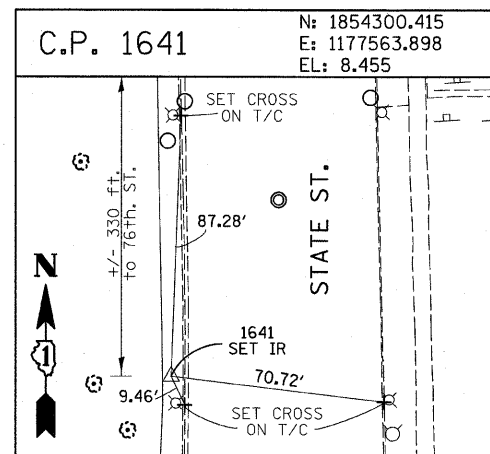
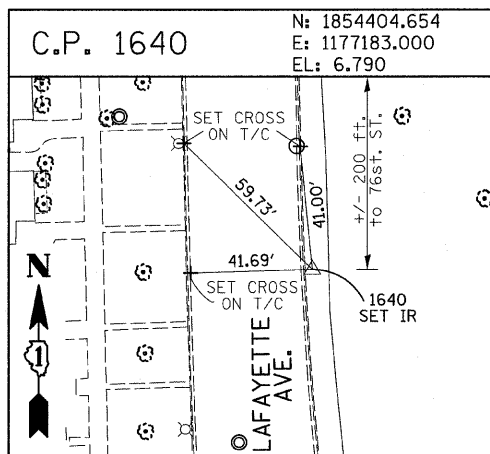
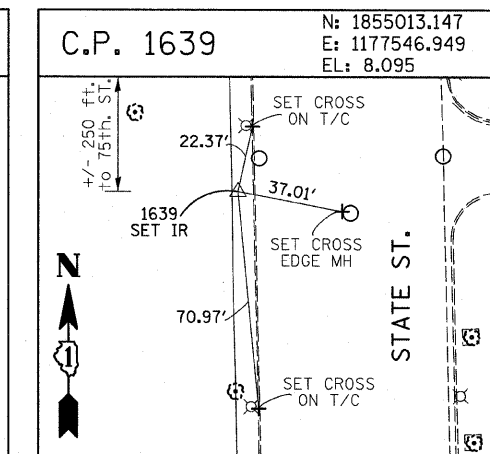
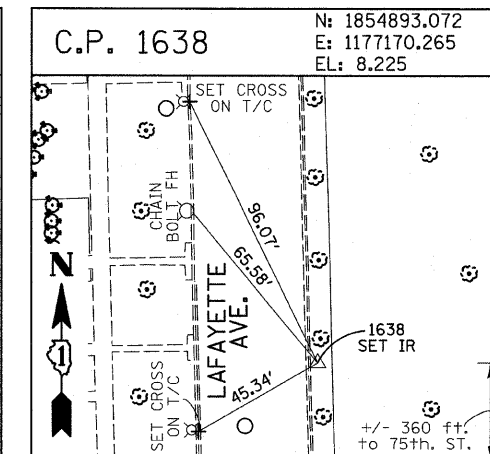
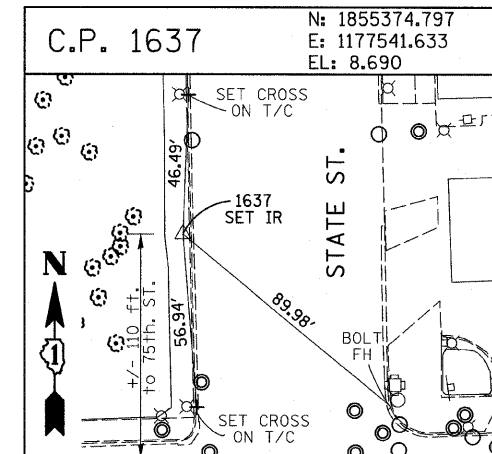
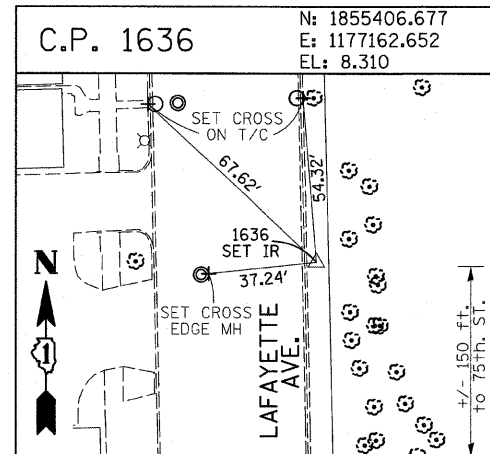
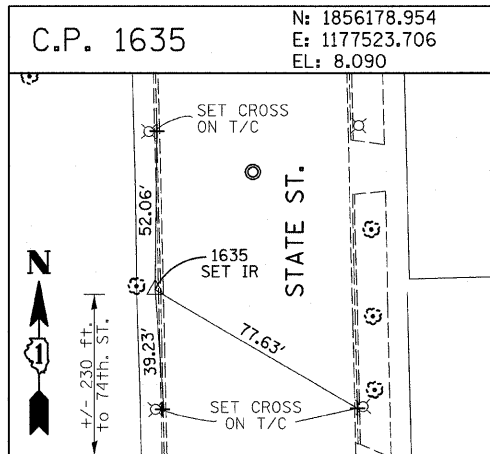
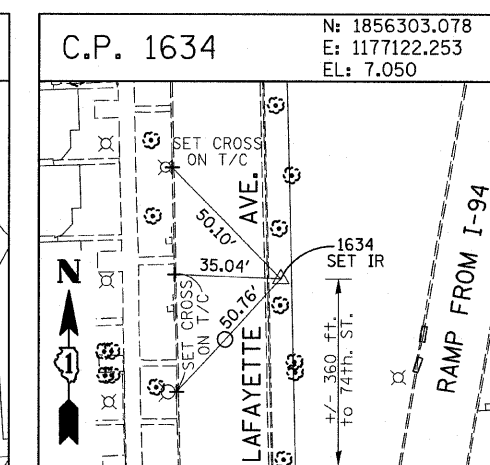
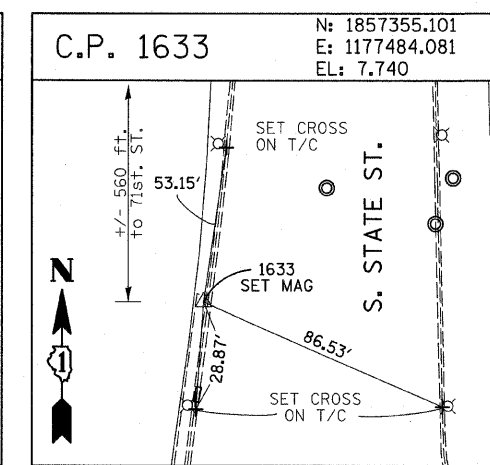
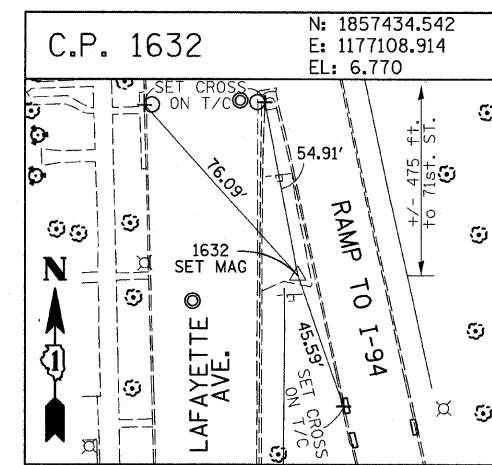
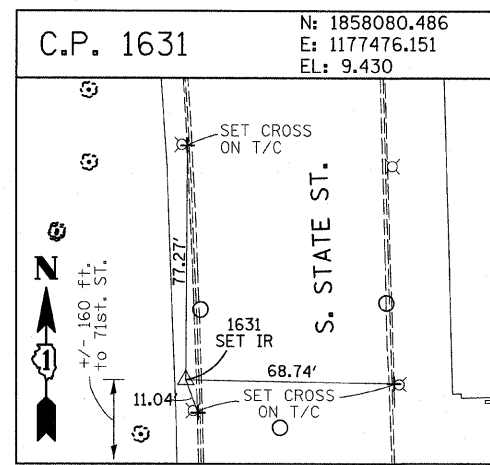
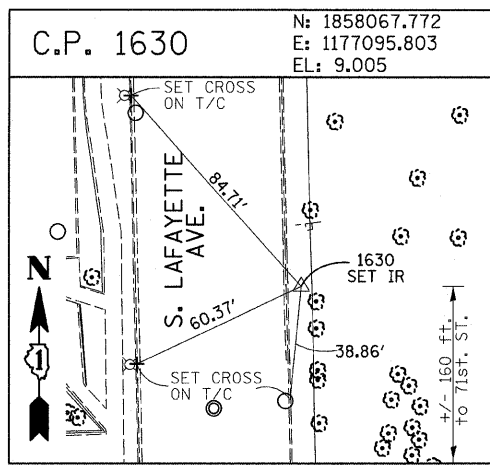
American Surveying Consultants, P.C.
 1637 Pike Rd., Elmhurst, IL 60121 605 N. Northwest Hwy., Chicago, IL 60625
 630-255-4221 773-782-1287

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: FEBRUARY 13, 2009
 DRAWN BY: GSP
 CHECKED BY: MMW

3/19/2009 12:06:07 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	11
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62974				



American Surveying Consultants, P.C.
 1837 Park Blvd., Suite 1100, Naperville, IL 60563
 (630) 330-1100

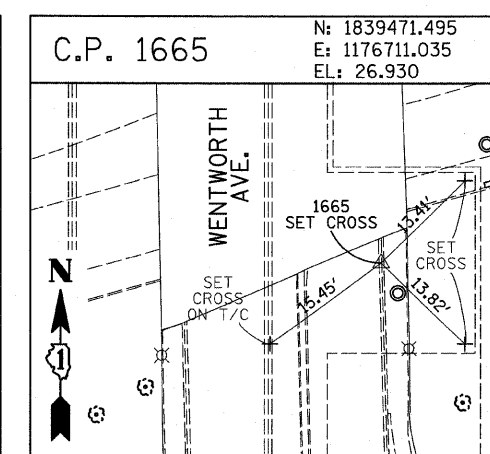
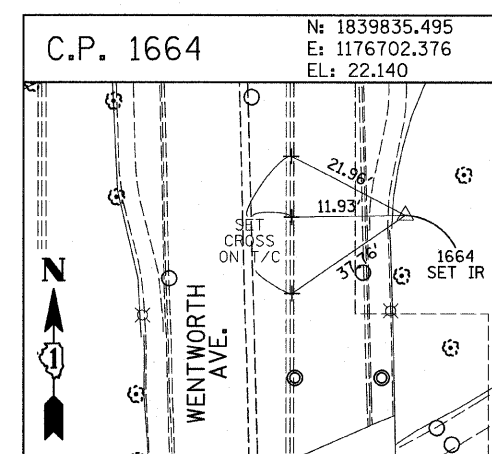
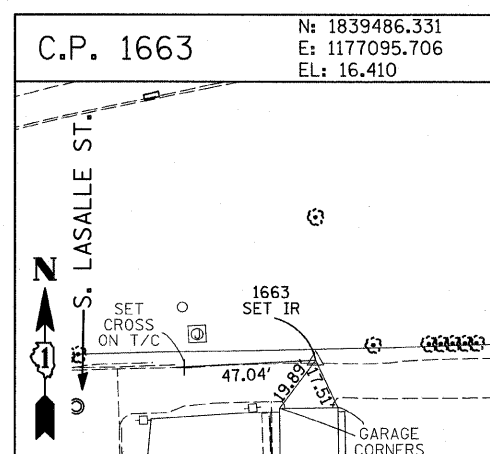
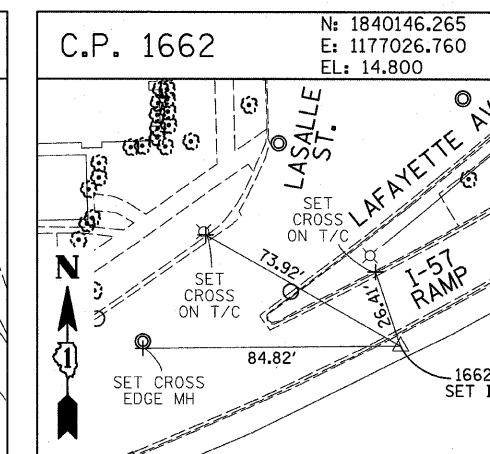
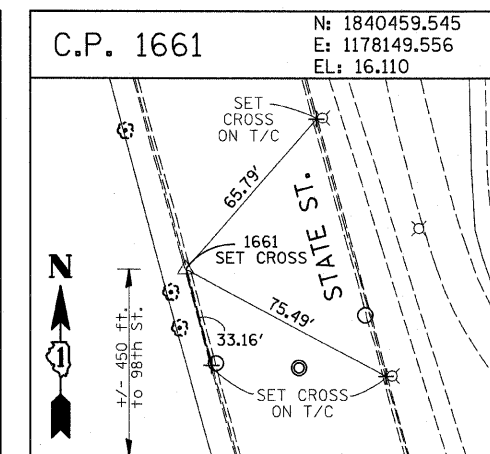
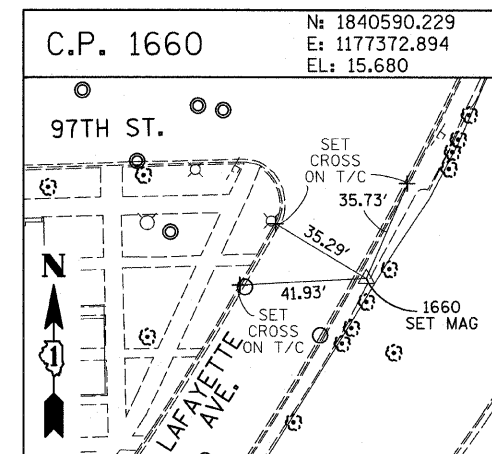
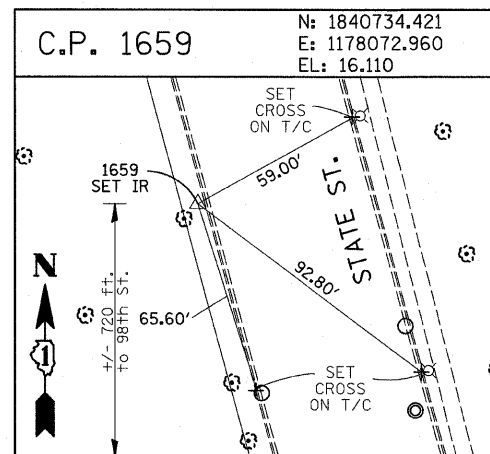
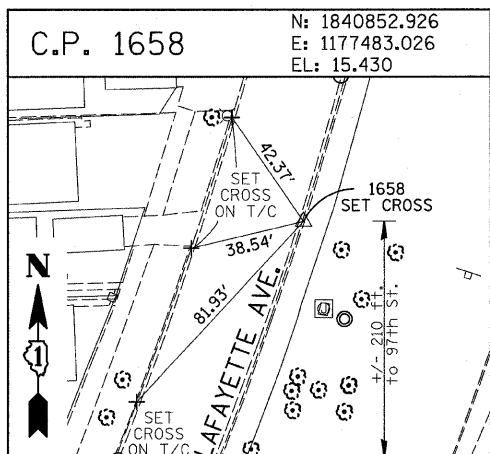
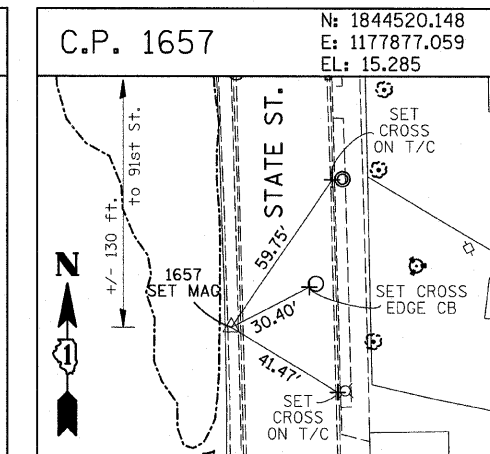
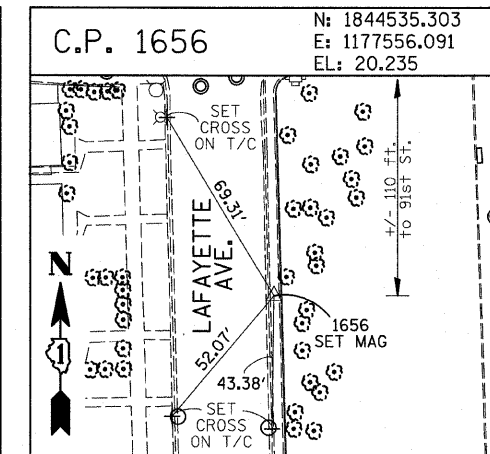
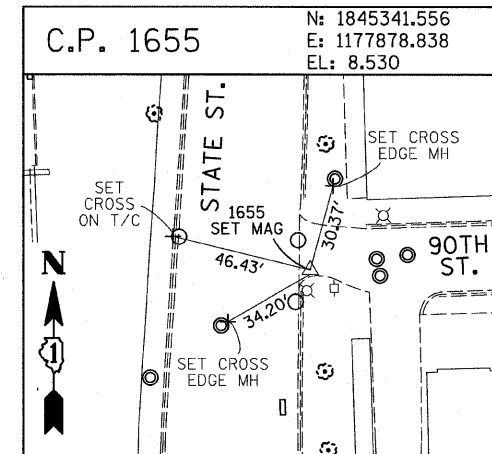
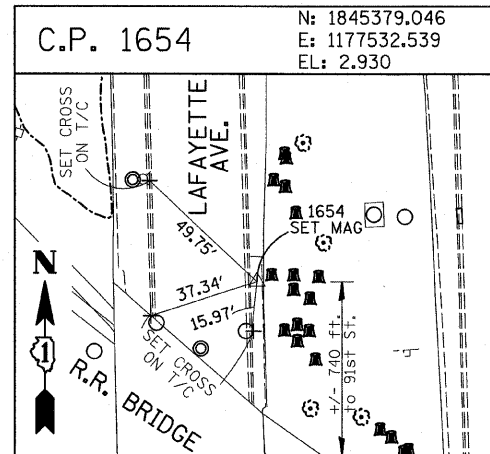
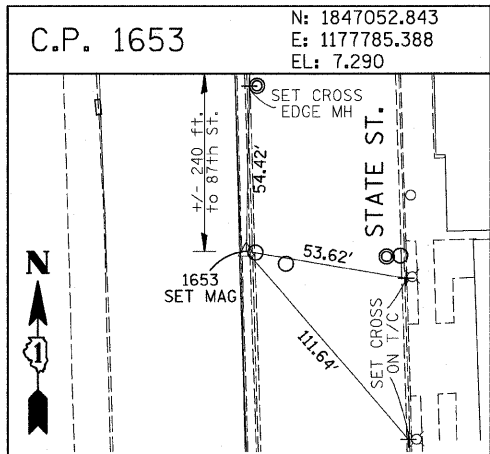
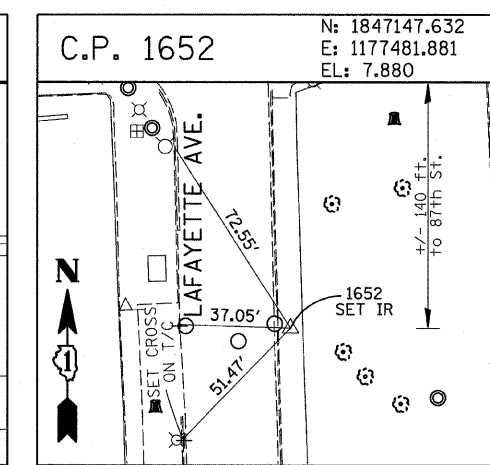
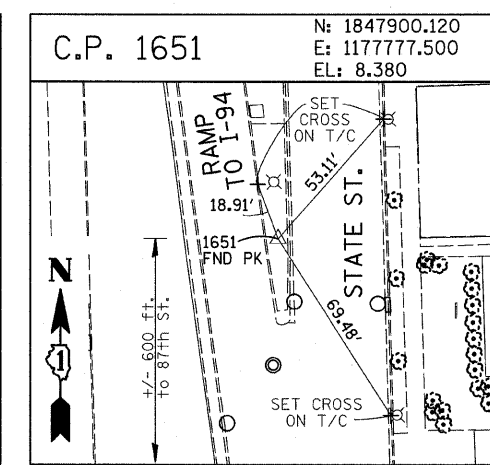
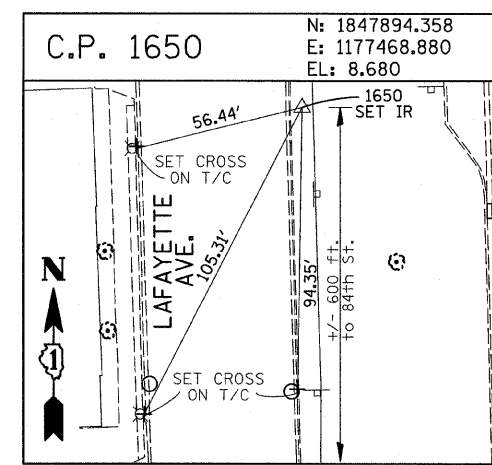
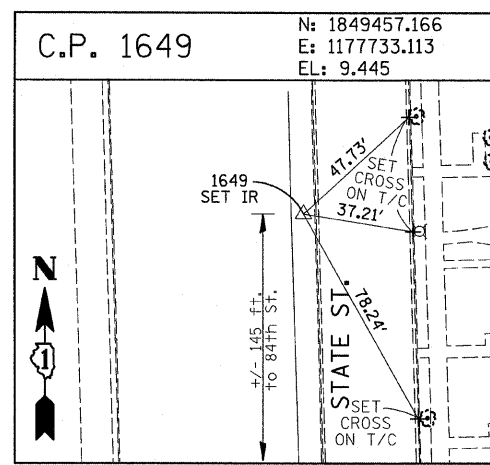
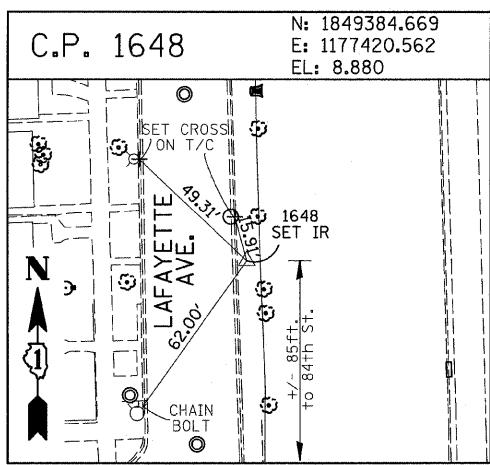
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 3 OF 7

SCALE: 1"=30'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: GSP
 CHECKED BY: MMW

3/19/2009 1:28:39 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 1-6	COOK	42	12
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62974	



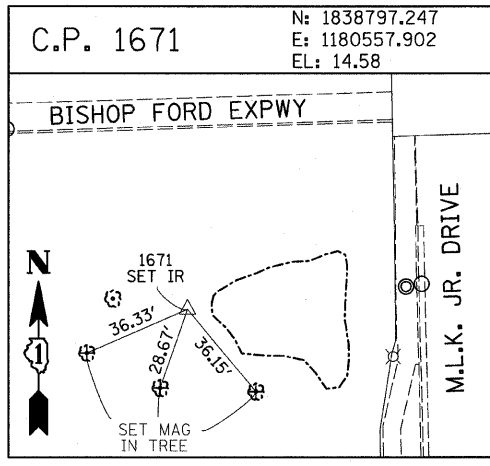
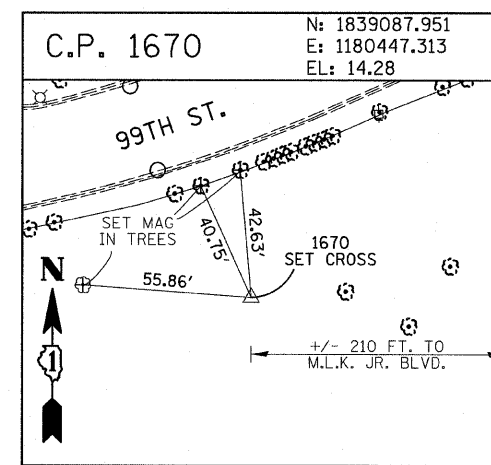
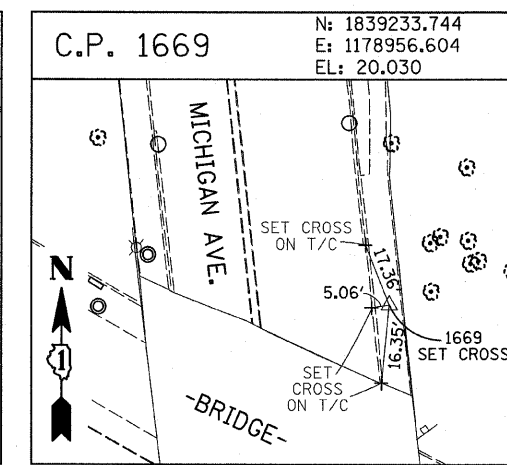
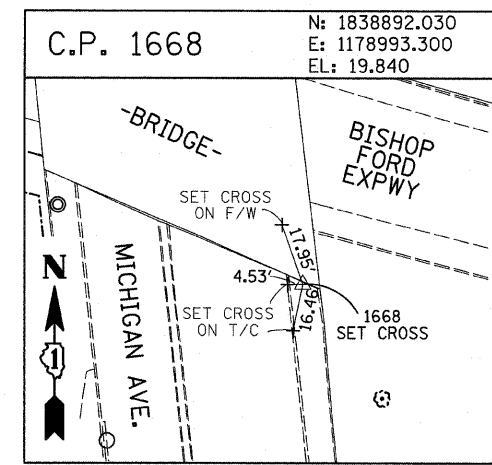
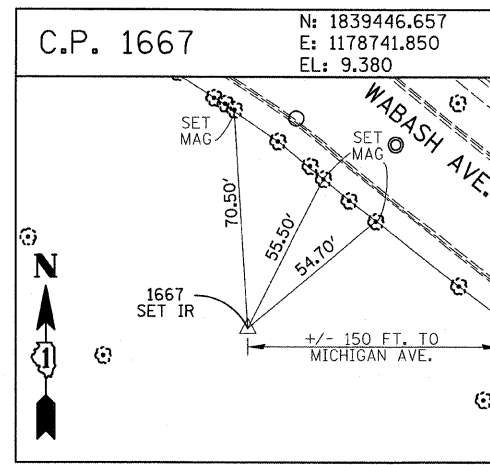
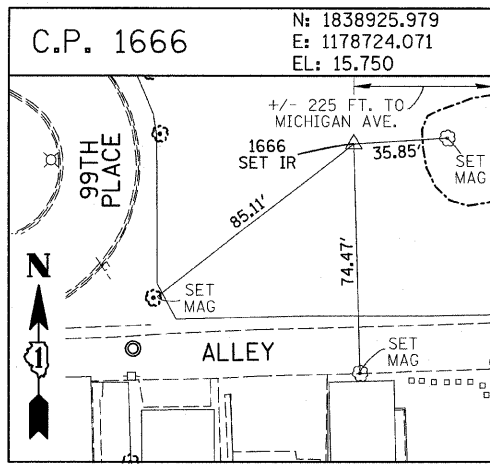
American Surveying Consultants, P.C.
 1837 Park Blvd., Suite 100, Naperville, IL 60563
 (630) 359-1100

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: FEBRUARY 13, 2009
 DRAWN BY: GSP
 CHECKED BY: MMW

3/19/2009 1:28:41 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	13
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62974				



PROJECT BENCHMARKS

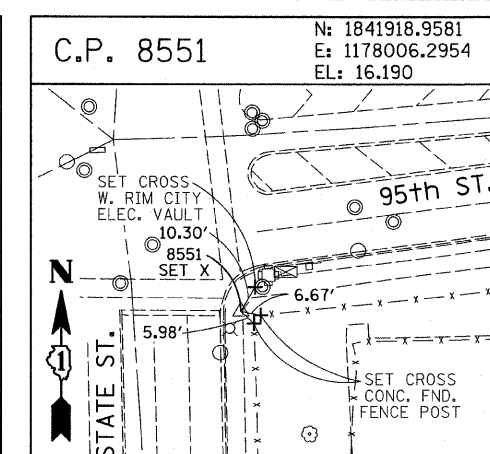
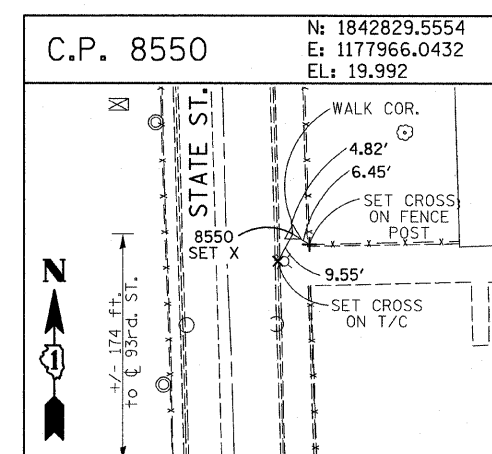
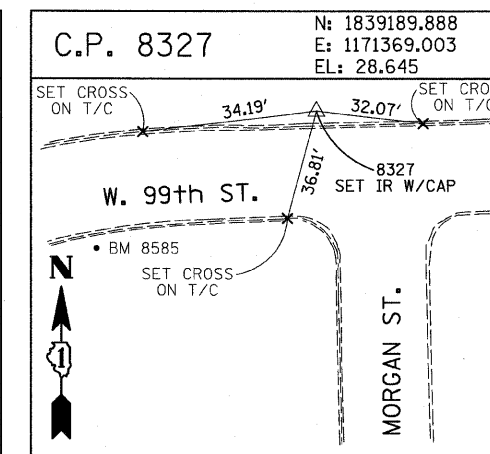
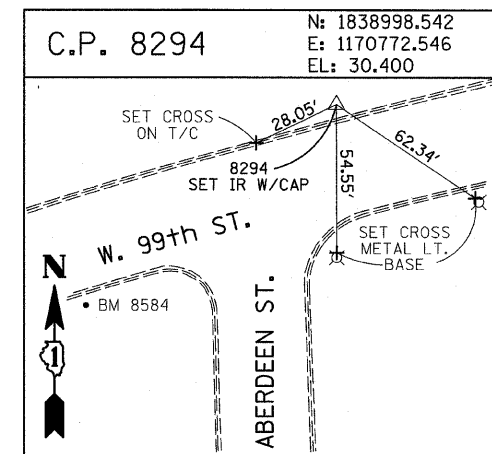
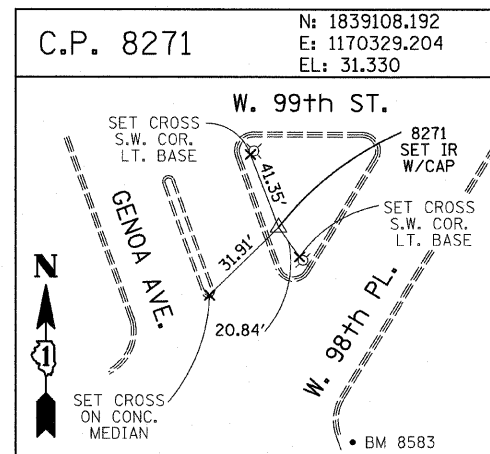
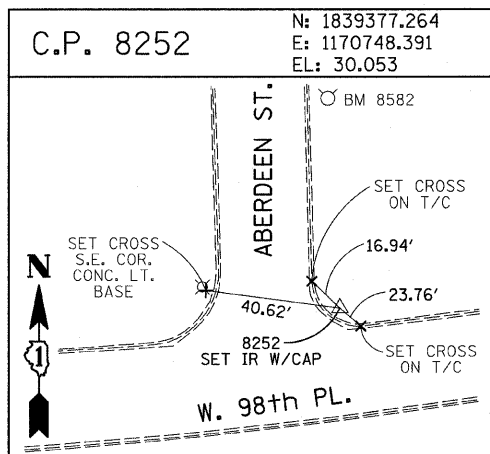
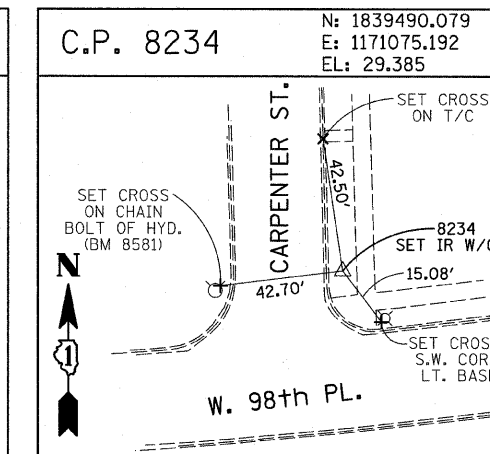
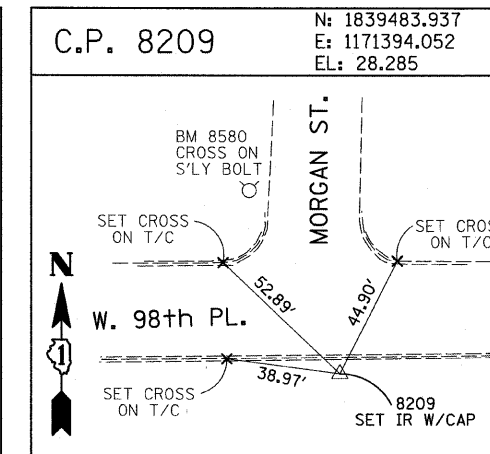
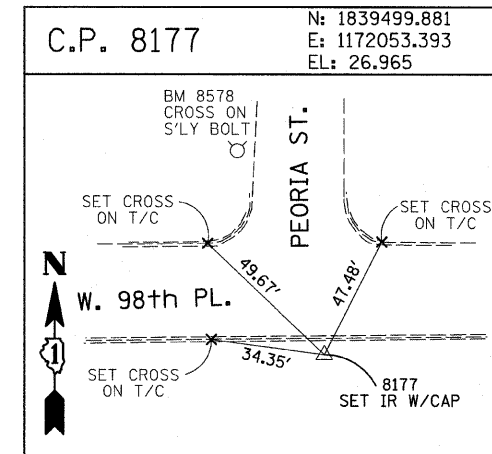
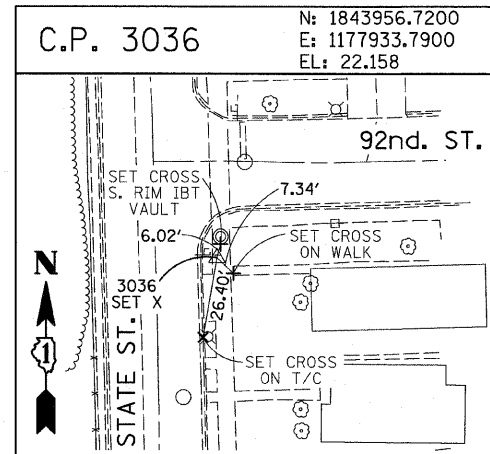
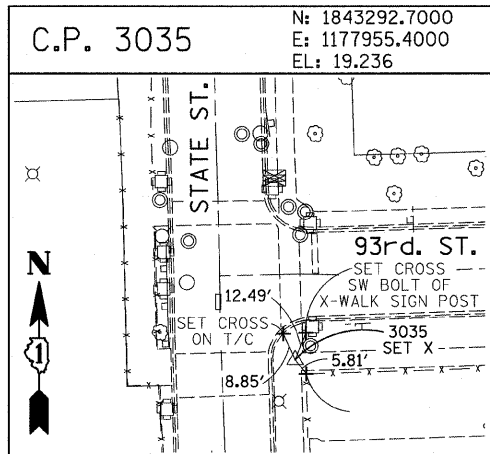
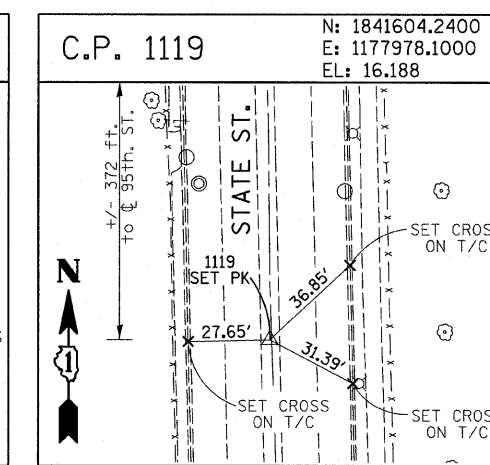
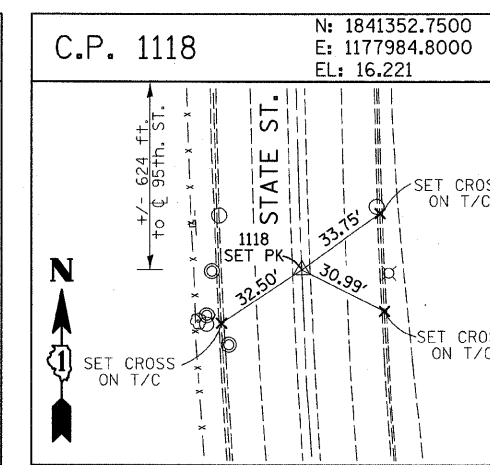
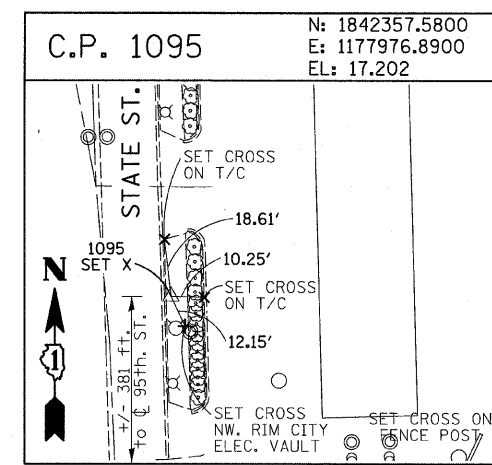
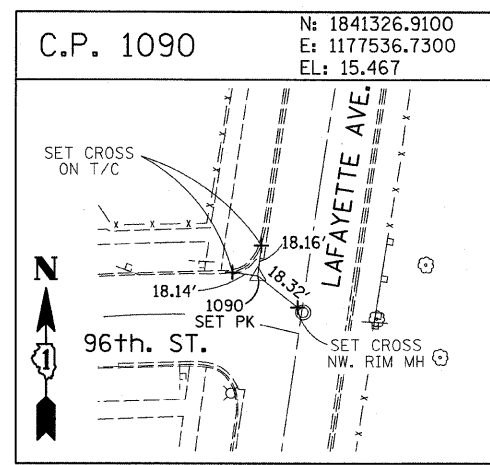
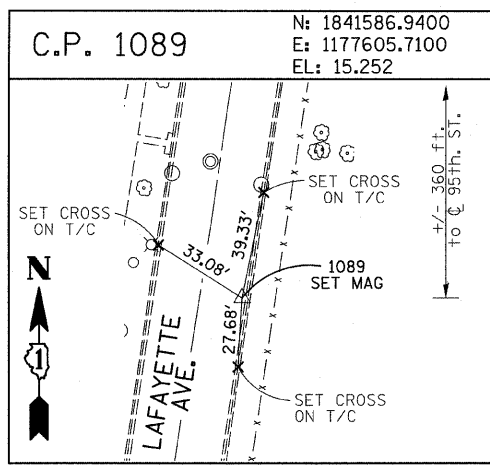
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SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.
- BM 2232 ELEVATION= 8.46 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 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		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94 (DAN RYAN EXPRESSWAY)
NAME	DATE	
		SURVEY TIES FOR CONTROL POINTS SHEET 5 OF 7

SCALE: 1"=30'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: GSP
 CHECKED BY: MMW

3/19/2009 1:28:42 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 1-6	COOK	42	14
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	



American Surveying Consultants, P.C.
 1837 Pike Bl. #200, St. Louis, MO 63103
 314-241-2222

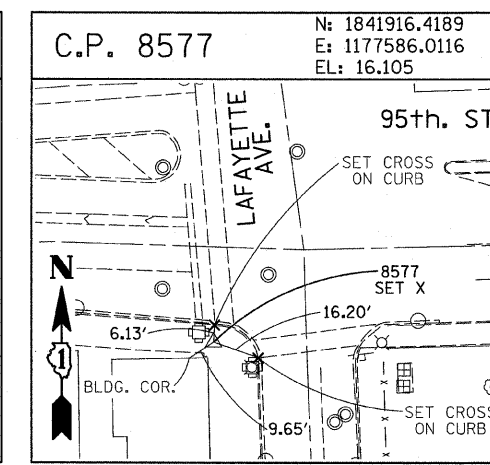
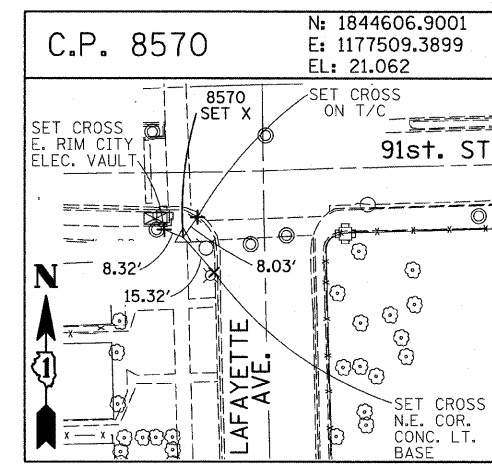
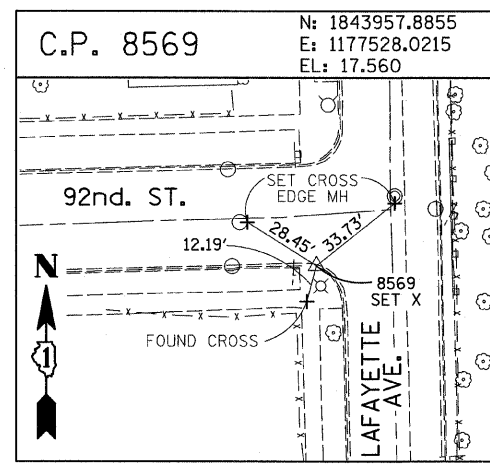
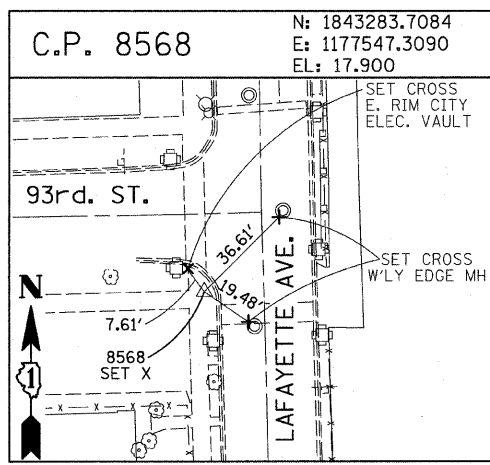
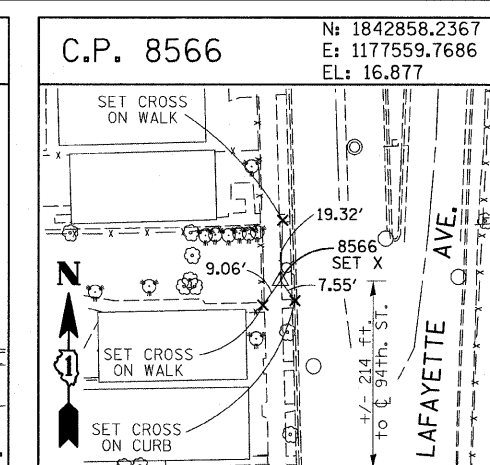
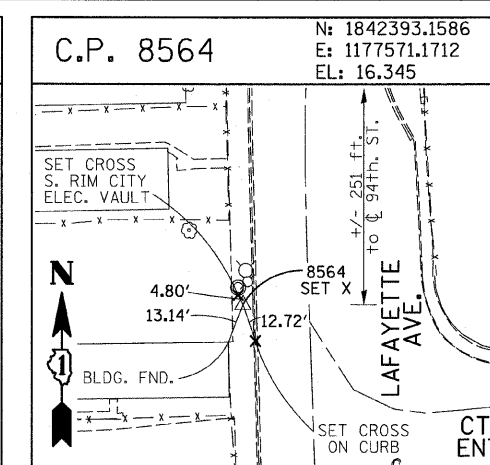
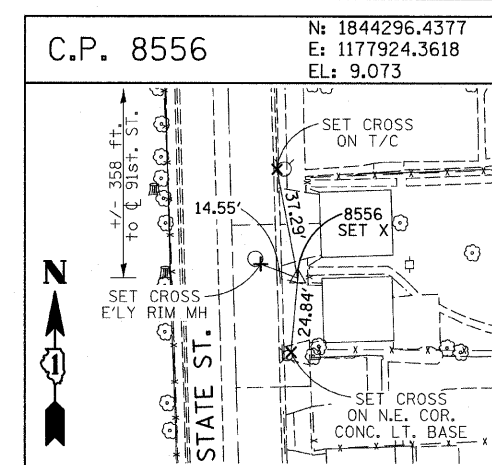
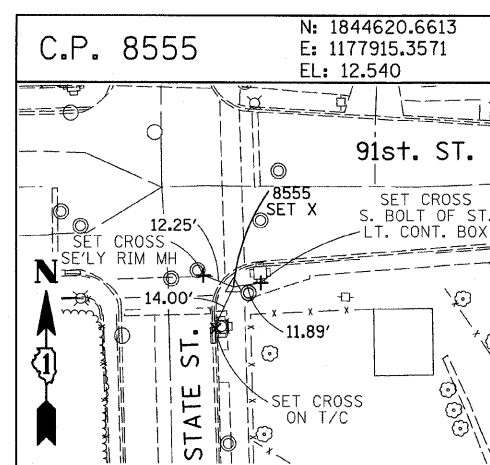
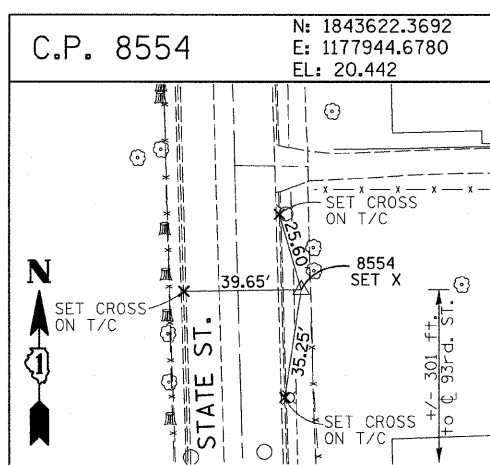
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 SURVEY TIES FOR CONTROL POINTS
 SHEET 6 OF 7
 SCALE: 1"=30'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: GSP
 CHECKED BY: MMW

3/19/2009 1:28:45 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	15
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62974



PROJECT BENCHMARKS

BM 101 ELEVATION= 24.89 FEET
SET SQUARE CUT ON SOUTHERLY CURB OF WEST 98TH PLACE. APPROXIMATELY 70 FEET EAST OF THE CENTERLINE OF GREEN STREET.

BM 102 ELEVATION= 27.36 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF WEST 99TH STREET AND GREEN STREET.

BM 8558 ELEVATION= 17.73 FEET
SET SQUARE CUT ON SOUTHEAST CORNER OF FOURTH LIGHT BASE SOUTH OF 95TH STREET, ON THE EAST SIDE OF STATE STREET.

BM 8559 ELEVATION= 17.10 FEET
SET SQUARE CUT ON SOUTHWEST CORNER OF CONCRETE SIGN BASE AT THE NORTHWEST CORNER OF THE MOBIL GAS STATION PROPERTY AT THE NORTHEAST CORNER OF 95TH STREET AND STATE STREET.

BM 8560 ELEVATION= 17.50 FEET
SET SQUARE CUT ON SOUTHEAST CORNER OF CONCRETE BUS SLAB ON THE EAST SIDE OF STATE STREET. APPROXIMATELY 50 FEET SOUTH OF THE CENTERLINE OF 94TH STREET.

BM 8561 ELEVATION= 19.77 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT SOUTH OF 93RD STREET, ON THE EAST SIDE OF STATE STREET.

BM 8562 ELEVATION= 22.29 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT NORTH OF 93RD STREET, ON THE EAST SIDE OF STATE STREET.

BM 8563 ELEVATION= 20.47 FEET
SET CROSS ON SOUTHEASTERLY FLANGE BOLT OF FIRST FIRE HYDRANT SOUTH OF 91ST STREET, ON THE EAST SIDE OF STATE STREET.

BM 8573 ELEVATION= 19.89 FEET
SET SQUARE CUT ON EAST SIDE OF SIDEWALK OPPOSITE TO THE SECOND FIRE HYDRANT SOUTH OF 91ST STREET, ON THE WEST SIDE OF LAFAYETTE AVENUE.

BM 8574 ELEVATION= 18.90 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT APPROXIMATELY AT 9224 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.

BM 8575 ELEVATION= 17.77 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT APPROXIMATELY AT 9326 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.

BM 8576 ELEVATION= 17.43 FEET
SET CROSS ON THE WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE VACANT LOT BETWEEN 9416 AND 9422 S. LAFAYETTE AVENUE, ON THE WEST SIDE OF LAFAYETTE AVENUE.

BM 8578 ELEVATION= 27.92 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND PEORIA STREET.

BM 8579 ELEVATION= 28.59 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND SANGAMON STREET.

BM 8580 ELEVATION= 29.24 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF WEST 98TH PLACE AND MORGAN STREET.

BM 8581 ELEVATION= 30.82 FEET
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF CARPENTER STREET AND WEST 98TH PLACE.

BM 8582 ELEVATION= 30.69 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF WEST 98TH PLACE, ON THE EAST SIDE OF ABERDEEN STREET.

BM 8583 ELEVATION= 33.14 FEET
SET SQUARE CUT ON CONCRETE BRIDGE WALL AT THE SOUTHEASTERLY CORNER OF GENOA AVENUE AND 99TH STREET.

BM 8584 ELEVATION= 32.36 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT WEST OF ABERDEEN STREET, ON THE SOUTHERLY SIDE OF 99TH STREET.

BM 8585 ELEVATION= 30.28 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRST FIRE HYDRANT WEST OF MORGAN STREET, ON THE SOUTH SIDE OF 99TH STREET.

BM 8586 ELEVATION= 28.75 FEET
SET CROSS ON NORTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF 99TH STREET AND SANGAMON STREET.

BM 8587 ELEVATION= 31.19 FEET
SET CROSS ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHWEST CORNER OF 99TH STREET AND CARPENTER STREET.

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

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

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

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

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

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

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

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

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

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

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

REVISIONS	
NAME	DATE

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

SURVEY TIES FOR CONTROL POINTS
SHEET 7 OF 7

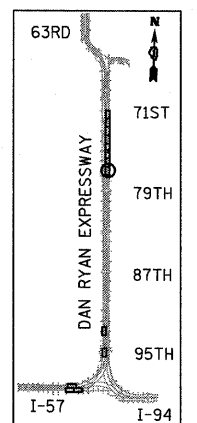
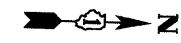
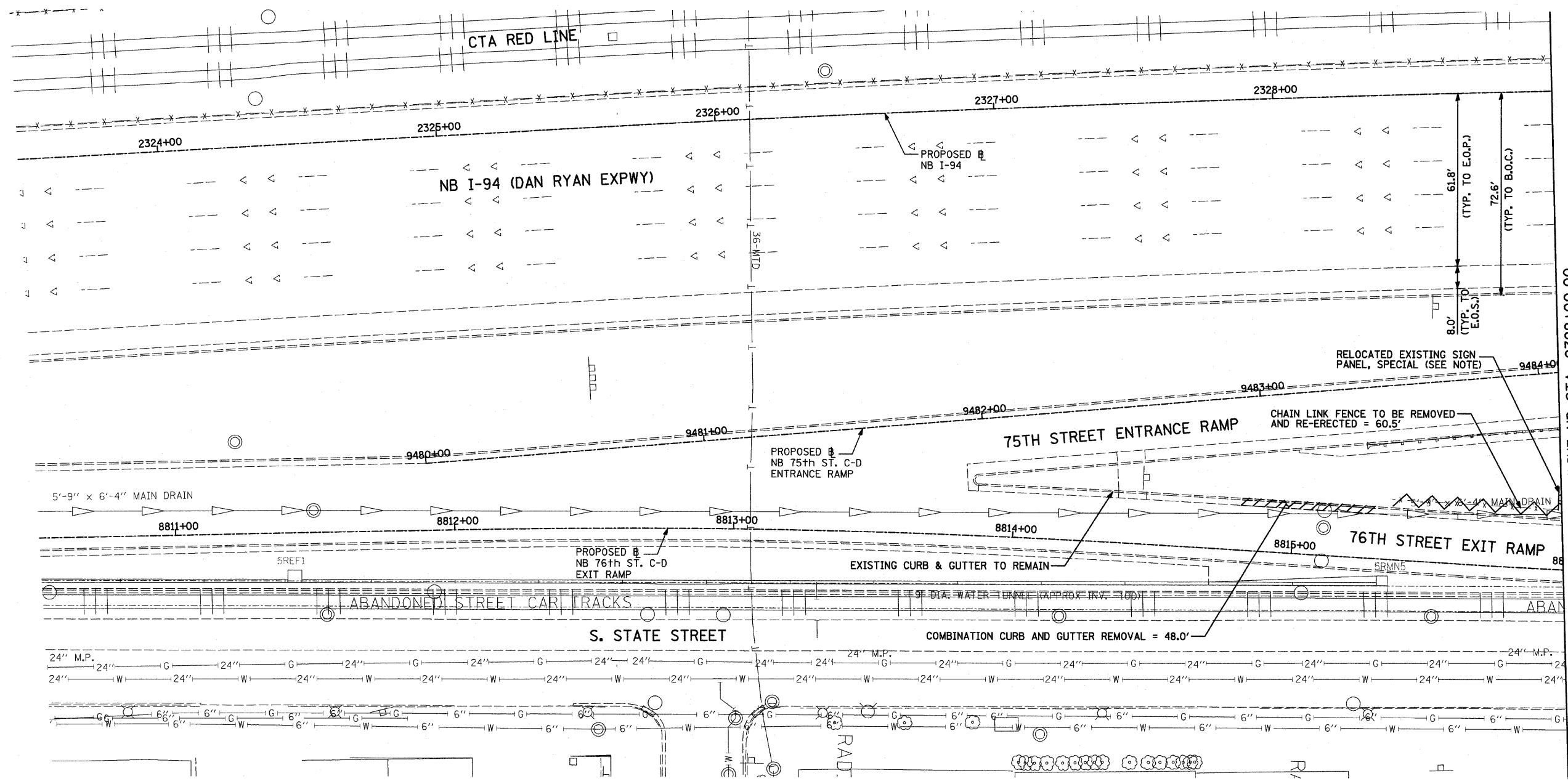
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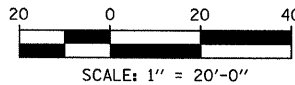
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	16
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62974



LOCATION MAP



E. 77th STREET

LEGEND:

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

NOTE:

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

TYLIN INTERNATIONAL

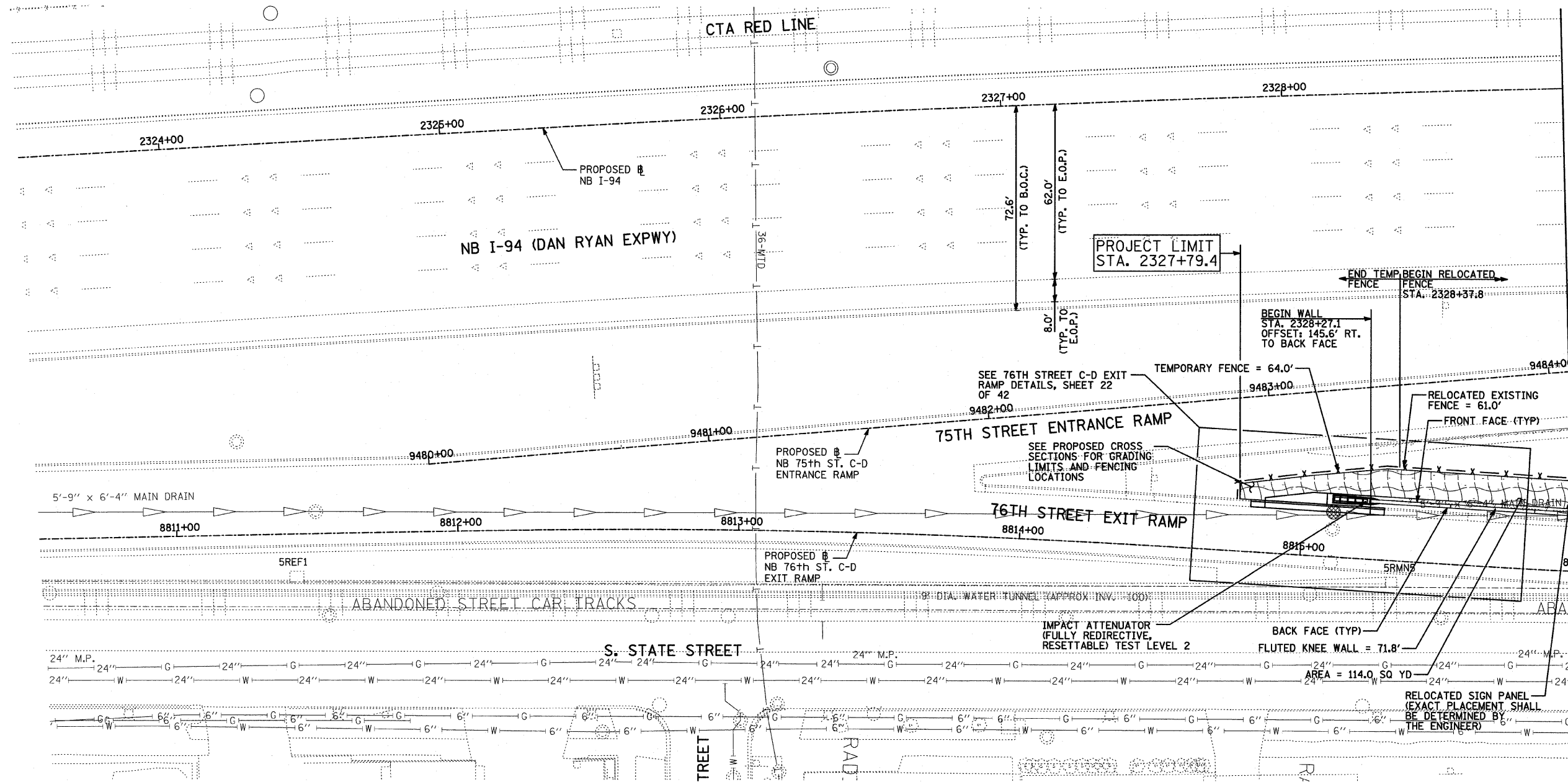
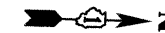
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2323+50.00 TO STA. 2329+00.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

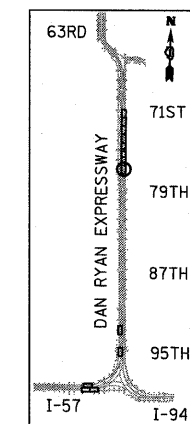
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	17
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

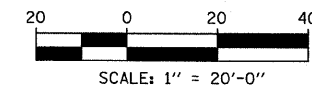
62974



MATCHLINE NB STA. 2329+00



LOCATION MAP



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"
- INLET FILTER
- CONSTRUCTION JOINT AT FLUTED KNEE WALL BEND
- EXPANSION JOINT

NOTES:

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

REVISIONS	
NAME	DATE

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

PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2323+50.00 TO 2329+00.00

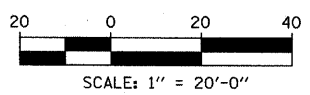
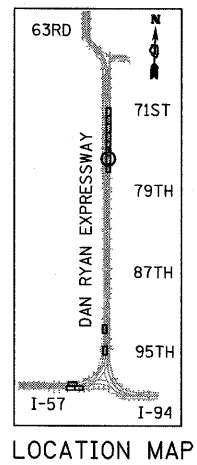
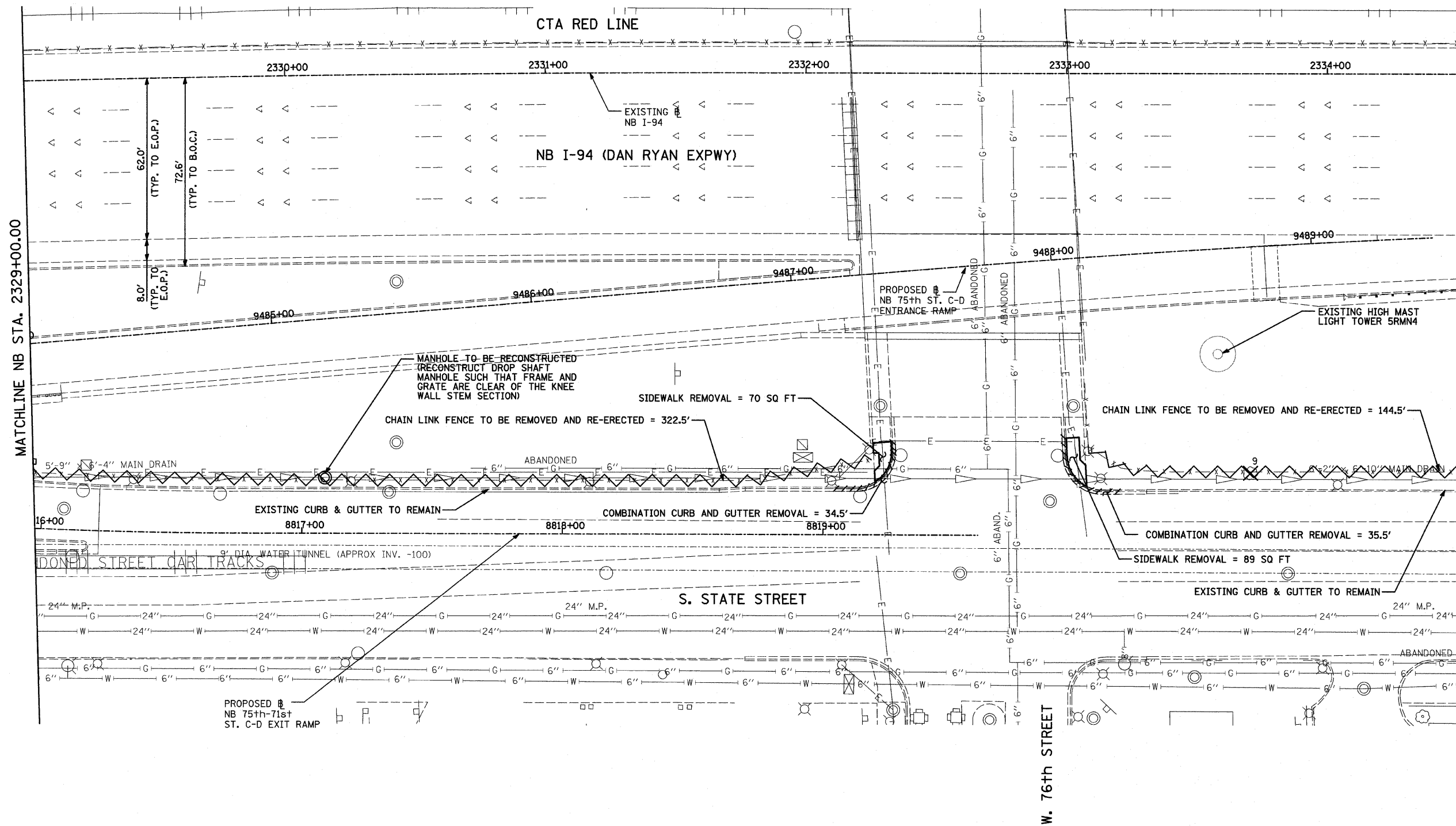
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DATE: FEBRUARY 13, 2009 CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	18
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62974



LEGEND:

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

NOTE:
SIGNS SHALL BE RELOCATED AT A MINIMUM OF 3 FEET FROM THE FRONT FACE OF THE PROPOSED KNEE WALL OR MOUNTED TO THE FRONT FACE OF THE RECONSTRUCTED PARAPET. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER, PAID FOR AS "RELOCATED 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. 2329+00.00 TO STA. 2334+50.00

SCALE: 1"=20'
DATE: FEBRUARY 13, 2009

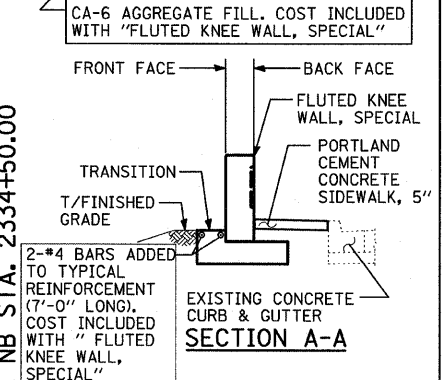
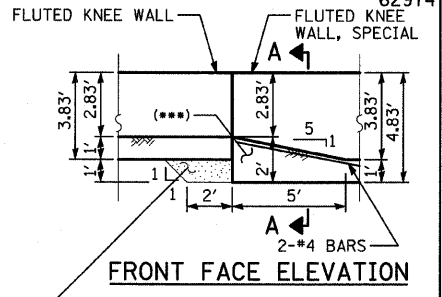
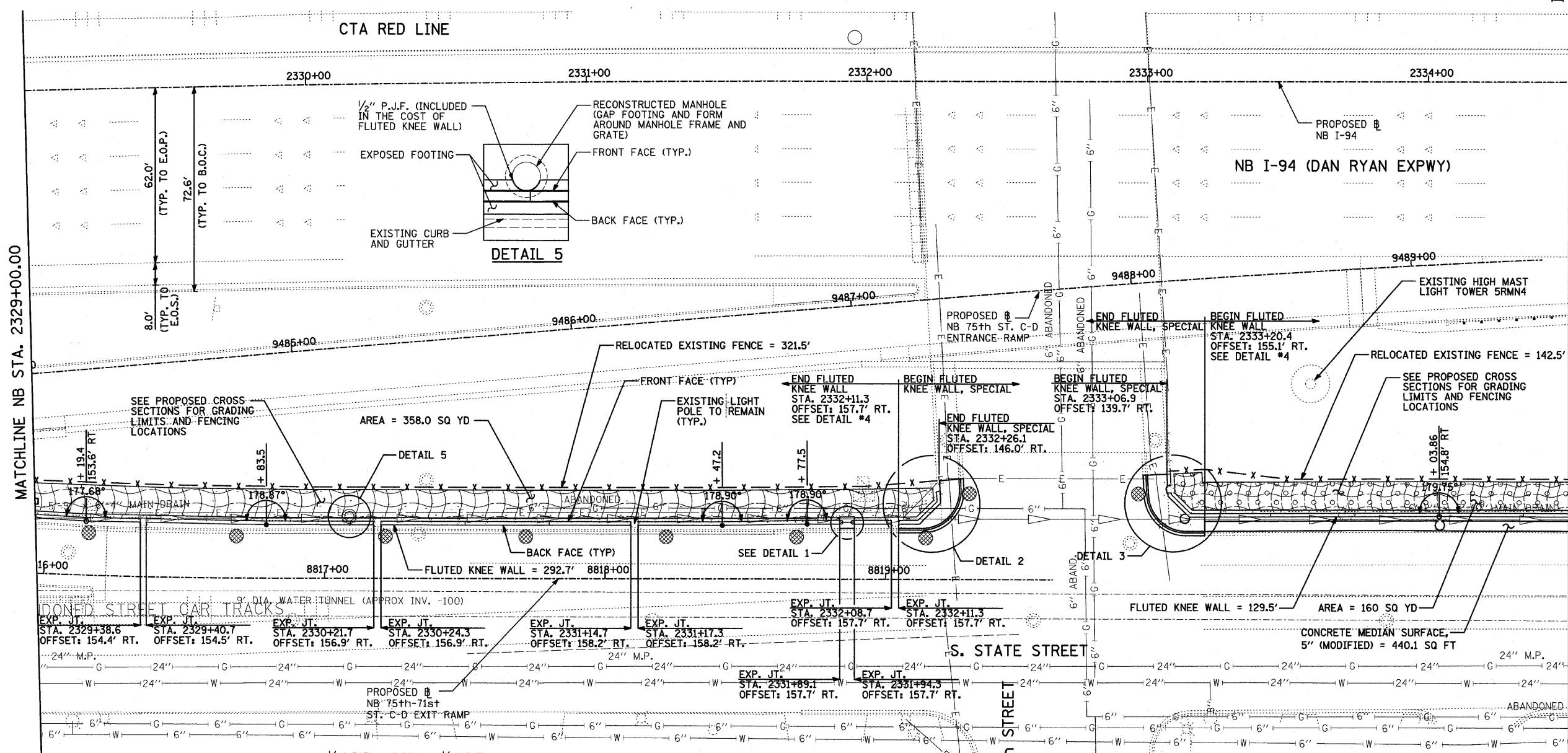
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CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

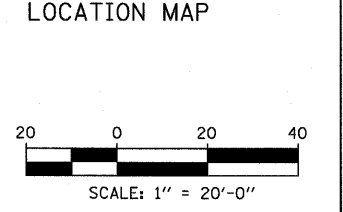
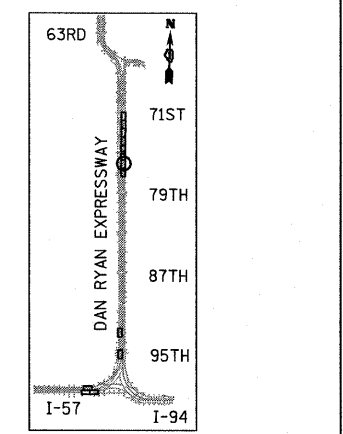
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	

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



FOOTING TRANSITION-DETAIL 4

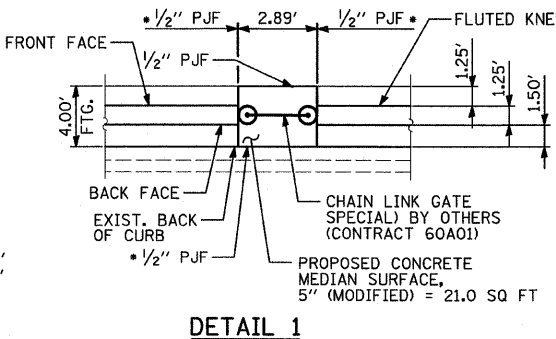


- NOTES:**
- STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE BACK FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
 - THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC OR PRIVATE UTILITY FACILITIES.
 - ANY ADDITIONAL CONCRETE REQUIRED TO ADJUST THE STRUCTURE SHALL BE INCLUDED IN THE COST OF "CATCH BASINS TO BE ADJUSTED".

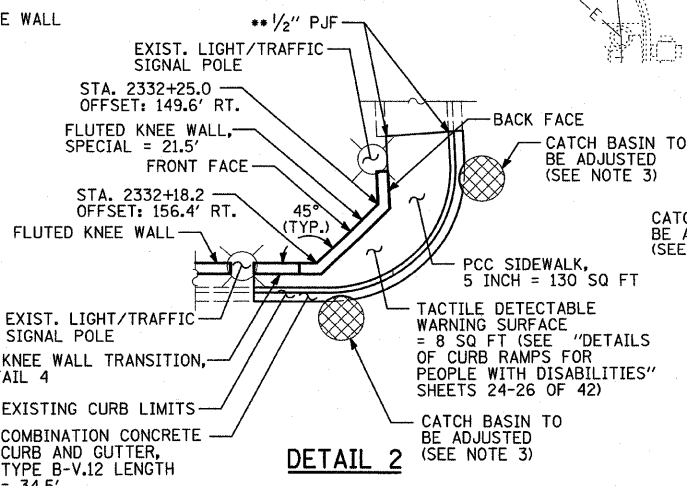
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
 NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2329+00.00 TO 2334+50.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

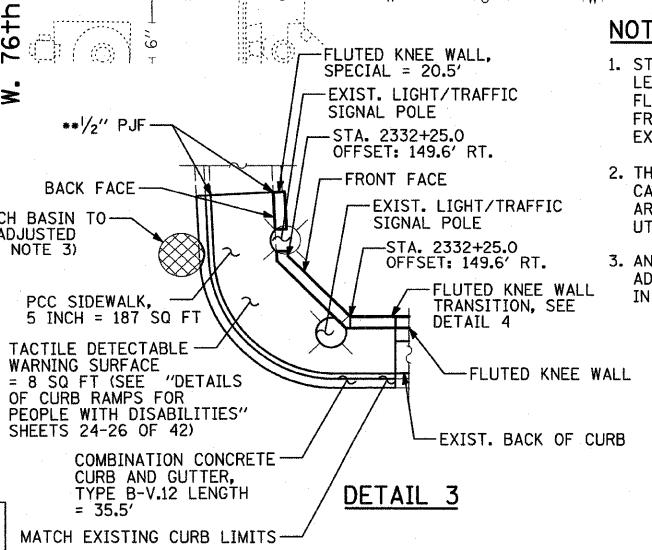
- LEGEND:**
- EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 4"
 - EROSION CONTROL BLANKET, SEEDING, CLASS 2A, NITROGEN, PHOSPHORUS, AND POTASSIUM FERTILIZER NUTRIENTS, TOPSOIL FURNISH AND PLACE, 12"
 - INLET FILTER
 - CONSTRUCTION JOINT AT FLUTED KNEE WALL BEND
 - EXPANSION JOINT



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



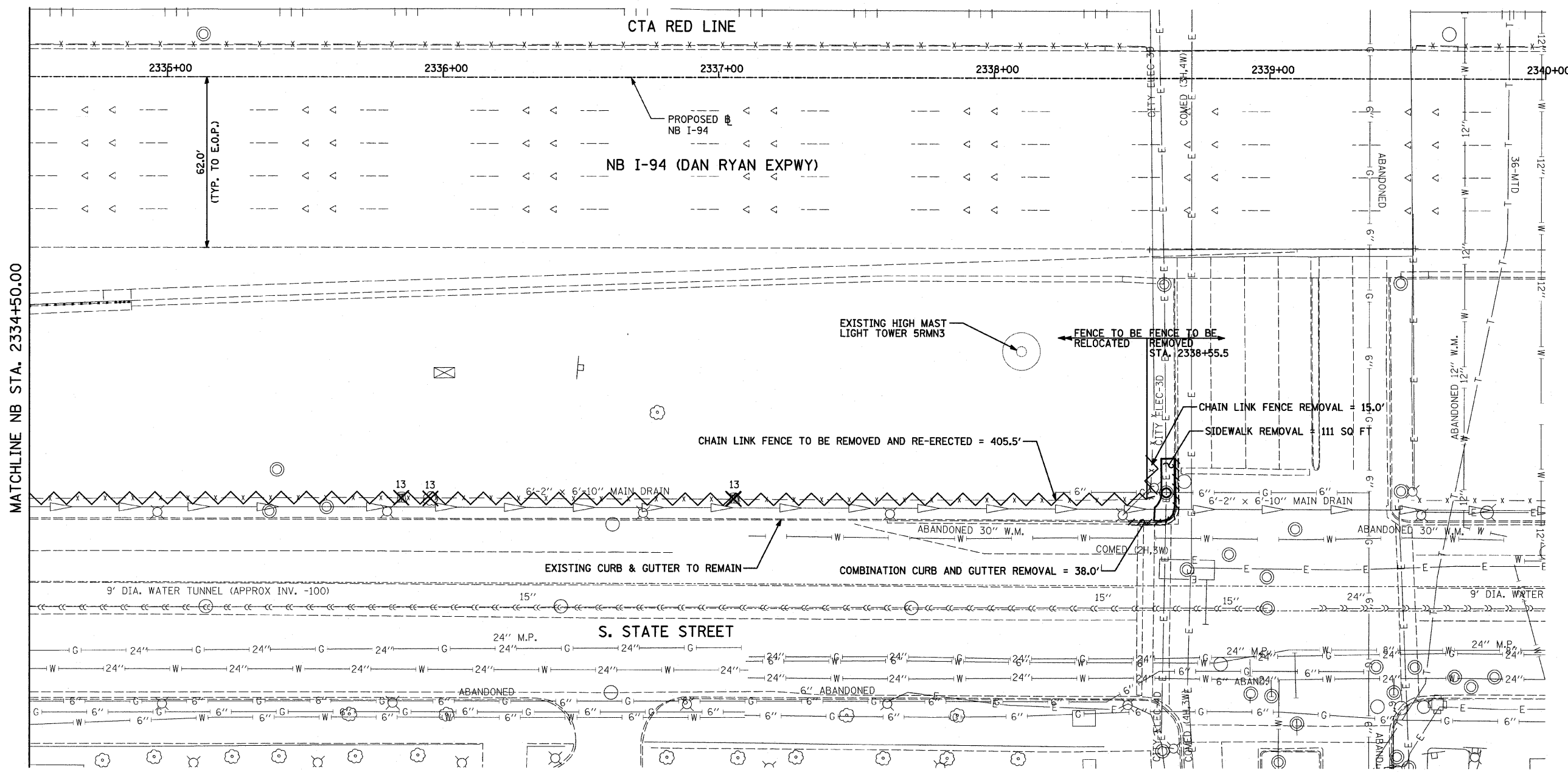
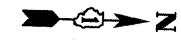
COST INCLUDED WITH "PCC SIDEWALK, 5 INCH"



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

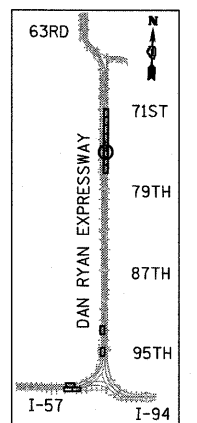
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	20
STA. 2327+79.39 TO STA. 2338+67.22		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		62974		

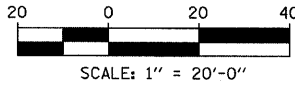


MATCHLINE NB STA. 2334+50.00

W. 75th STREET



LOCATION MAP



LEGEND:

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

NOTE:

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

TYLIN INTERNATIONAL

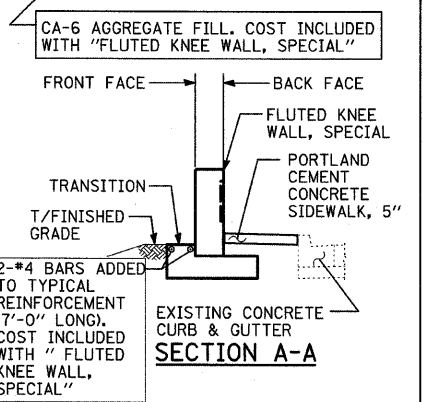
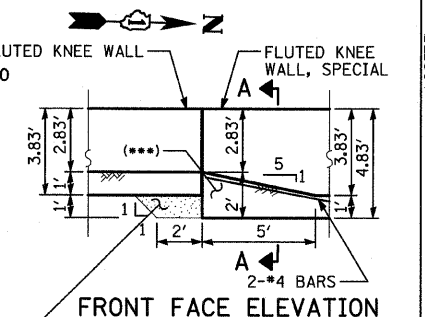
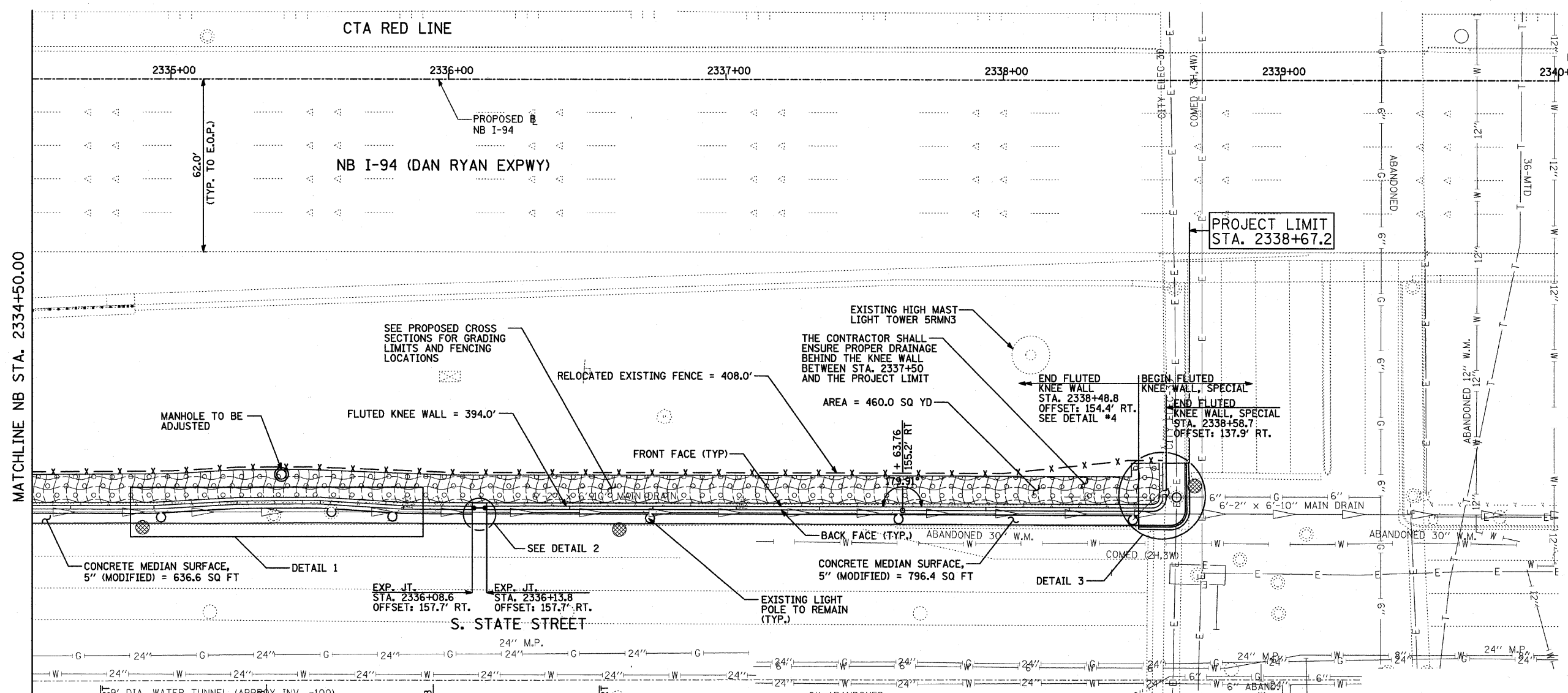
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2334+50.00 TO STA. 2340+00.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF
 CHECKED BY: TGB, MI

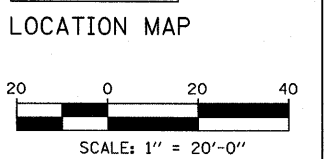
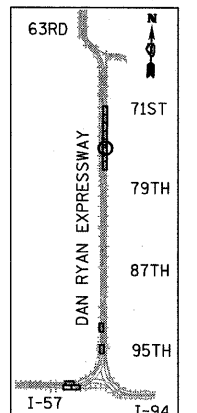
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 1-6	COOK	42	21
STA. 2327+79.39 TO STA. 2338+67.22		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.		62974		

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

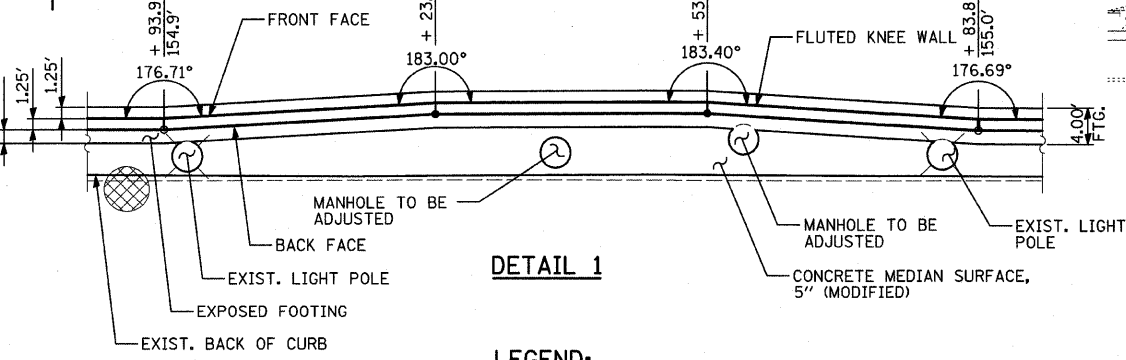


FOOTING TRANSITION-DETAIL 4 (FROM FLUTED KNEE WALL, SPECIAL TO FLUTED KNEE WALL)

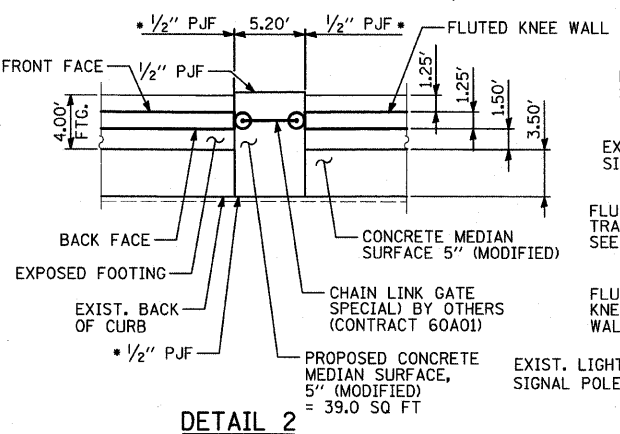


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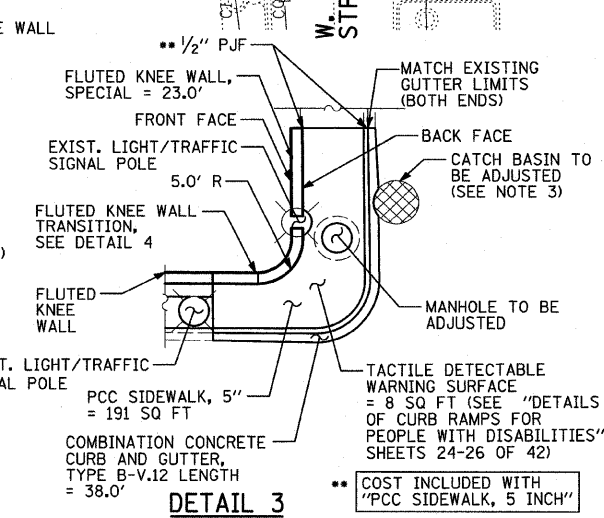
1. STATION AND OFFSET CALLOUTS ALONG THE LENGTH OF EITHER FLUTED KNEE WALL OR FLUTED KNEE WALL, SPECIAL ARE TAKEN FROM THE BACK FACE SIDE AT PROPOSED EXPANSION JOINT LOCATIONS.
2. THE CONTRACTOR SHALL PROTECT AND USE CAUTION DURING CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC OR PRIVATE UTILITY FACILITIES.
3. ANY ADDITIONAL CONCRETE REQUIRED TO ADJUST THE STRUCTURE SHALL BE INCLUDED IN THE COST OF "CATCH BASINS TO BE ADJUSTED".



DETAIL 1



DETAIL 2



DETAIL 3

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"
- INLET FILTER
- CONSTRUCTION JOINT AT FLUTED KNEE WALL BEND
- EXPANSION JOINT

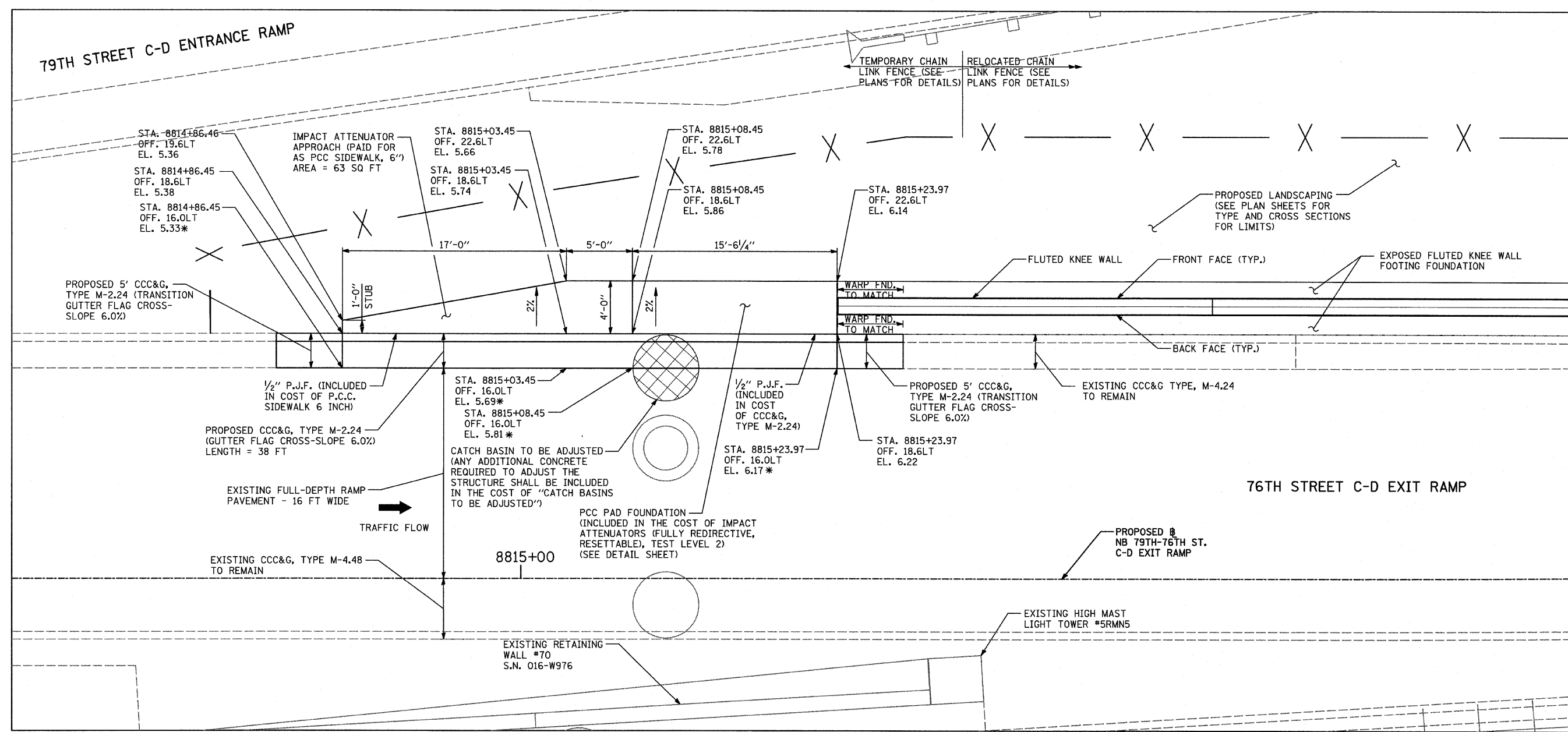
COST INCLUDED WITH "CONCRETE MEDIAN SURFACE, 5" MODIFIED"

COST INCLUDED WITH "PCC SIDEWALK, 5 INCH"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2334+50.00 TO 2340+00.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

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76TH STREET C-D EXIT RAMP TERMINAL DETAILS

* - ELEVATIONS ARE AS PROPOSED IN CONTRACT 62694. THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24 SHALL MATCH THE TOP OF THE EXISTING FULL-DEPTH RAMP PAVEMENT.

TYLIN INTERNATIONAL

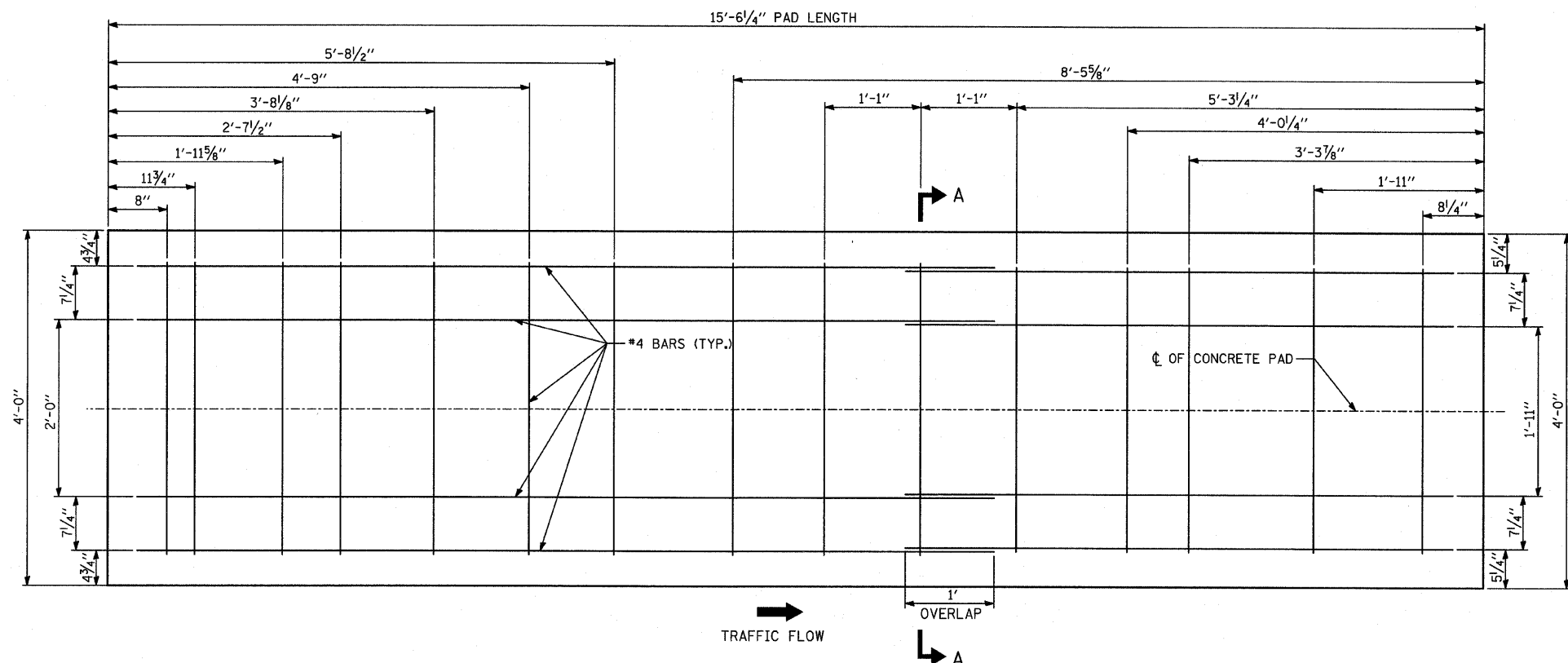
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
**76TH STREET C-D EXIT RAMP
 TERMINAL DETAILS**

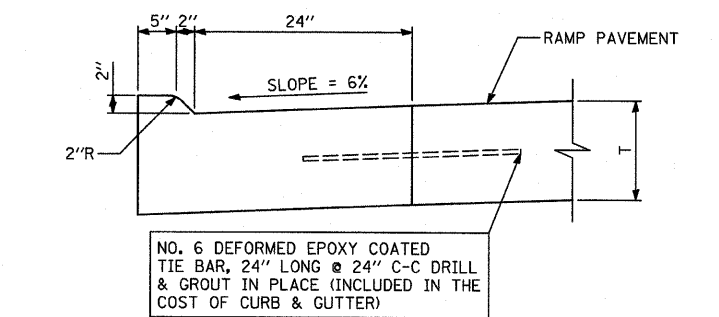
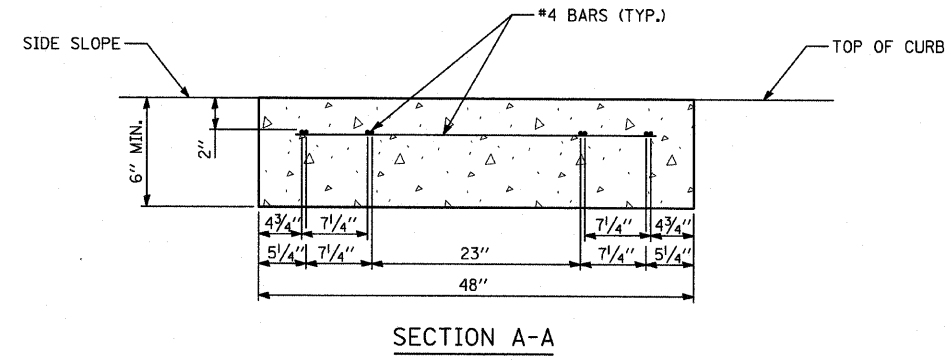
SCALE: NONE
 DATE: FEBRUARY 13, 2009

DRAWN BY: JDF
 CHECKED BY: JPM

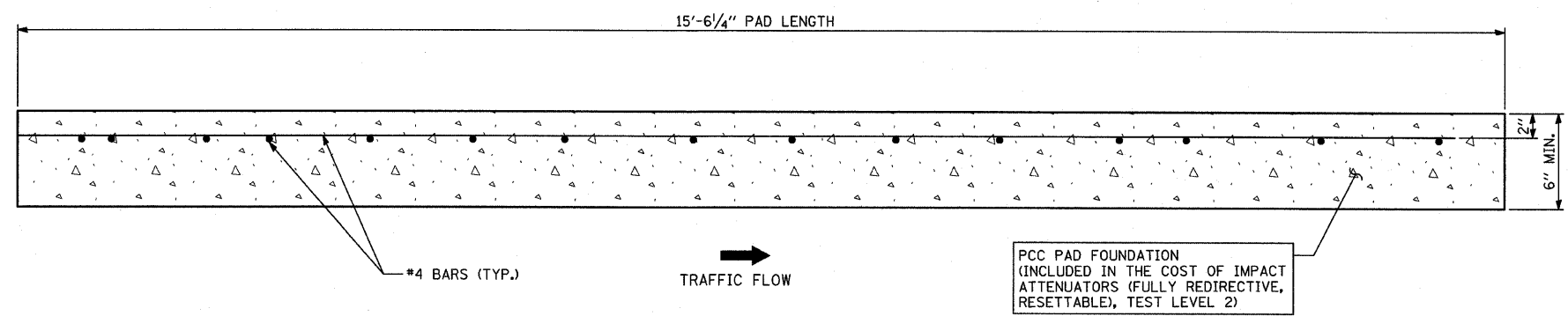
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TYPICAL CONCRETE PAD PLAN VIEW



COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.24



TYPICAL CONCRETE PAD ELEVATION VIEW

NOTE: CONCRETE PAD DRAWING INCLUDED FOR INFORMATIONAL PURPOSES ONLY. THE PAD FOR A SMART CUSHION INNOVATIONS TOCM SYSTEM IS DEPICTED. EXACT DIMENSIONS SHALL COMPLY WITH THE MANUFACTURER'S REQUIREMENTS FOR SPECIFIED PAY ITEM: IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 2

PCC PAD FOUNDATION (INCLUDED IN THE COST OF IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 2)

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 DETAIL OF CONCRETE PAD
 FOR IMPACT ATTENUATOR (FULLY
 REDIRECTIVE, RESETTABLE), TEST LEVEL 2

SCALE: NONE
 DATE: FEBRUARY 13, 2009
 DRAWN BY: JDF
 CHECKED BY: JPM

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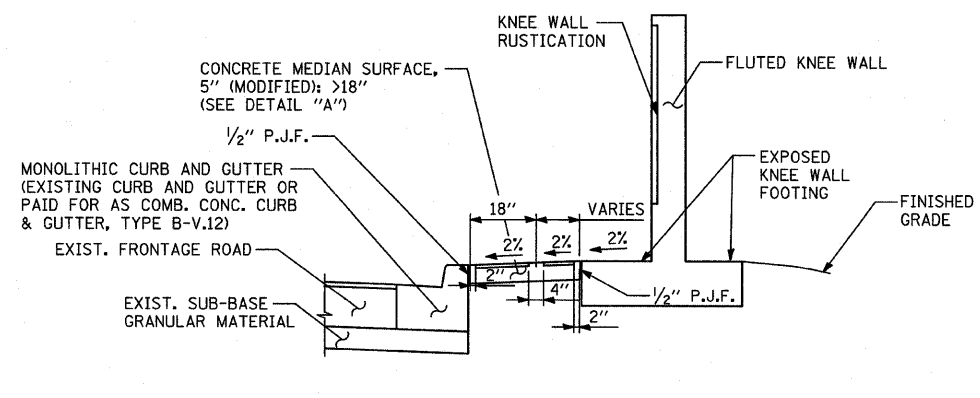
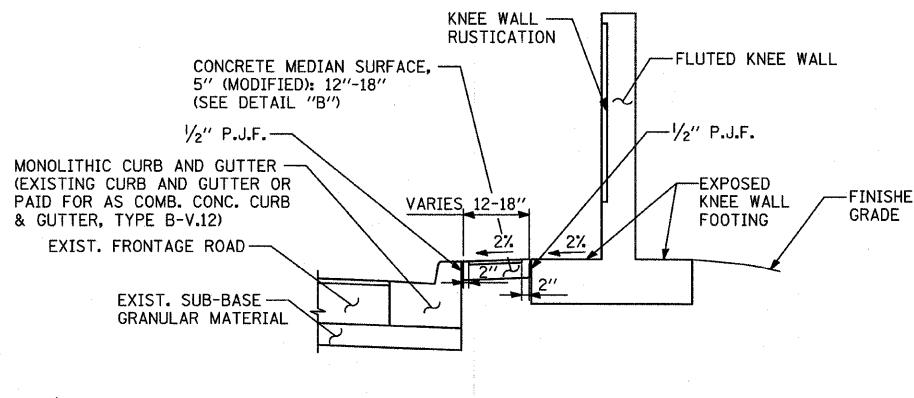
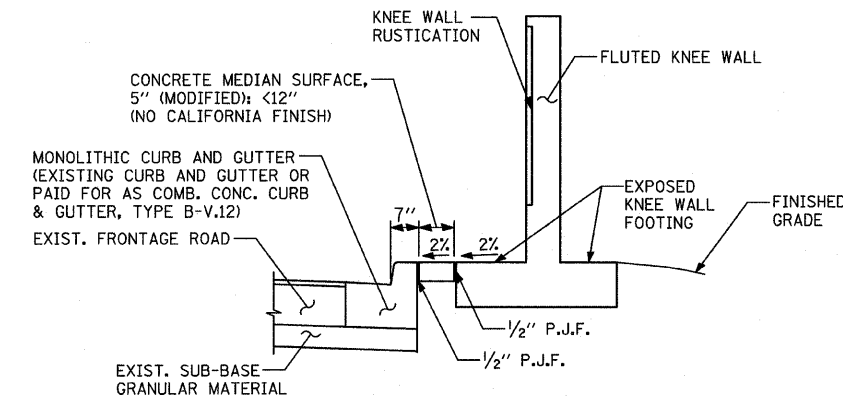
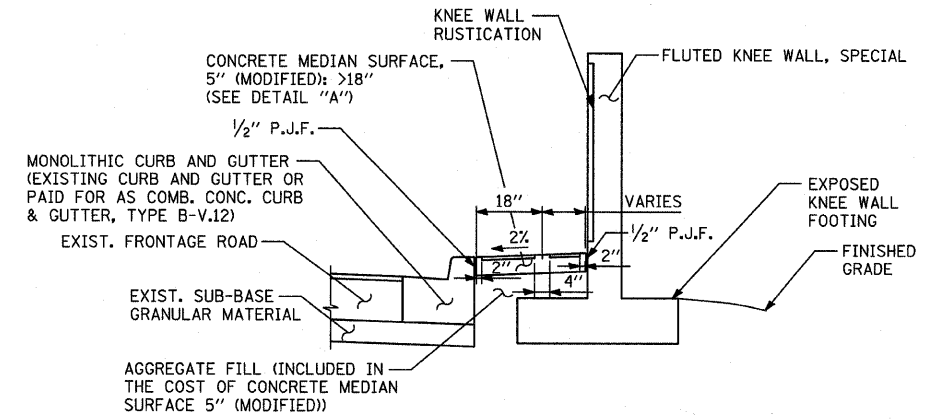
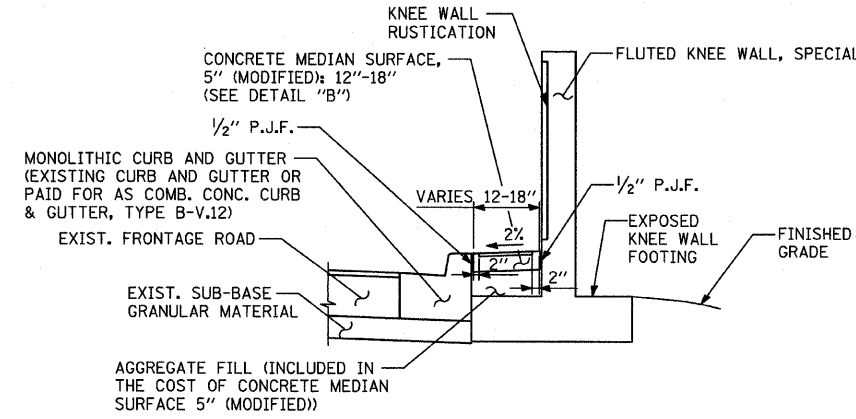
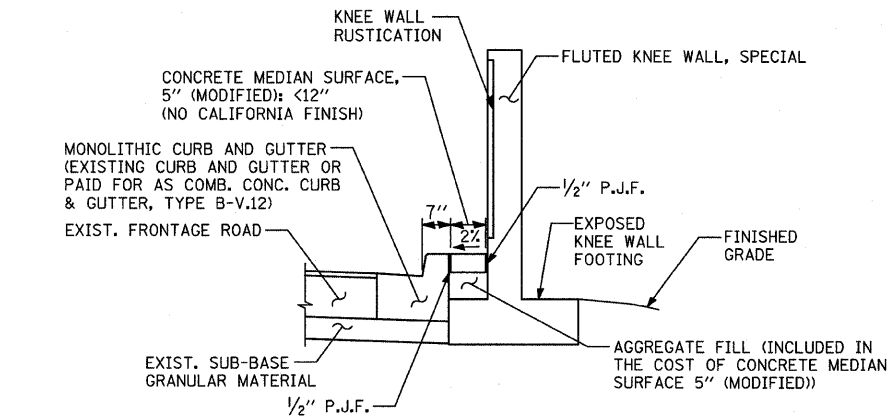
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	24
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62974	

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

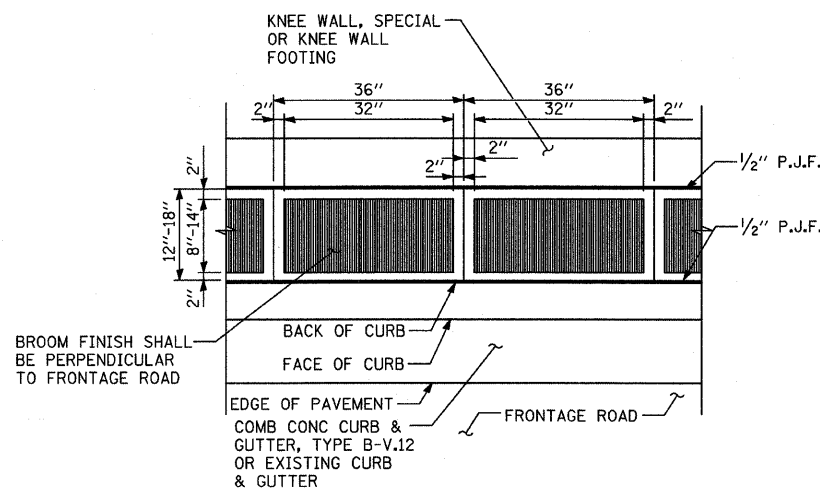
VARIES PANEL:
• IF THE WIDTH IS $\geq 4"$ THEN APPLY BROOM FINISH FLUSH TO THE KNEE WALL WITH 4" CALIFORNIA JOINT
• IF THE WIDTH IS $< 4"$ THEN SURFACE TO BE HARD TROWELLED (SEE DETAIL A)



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

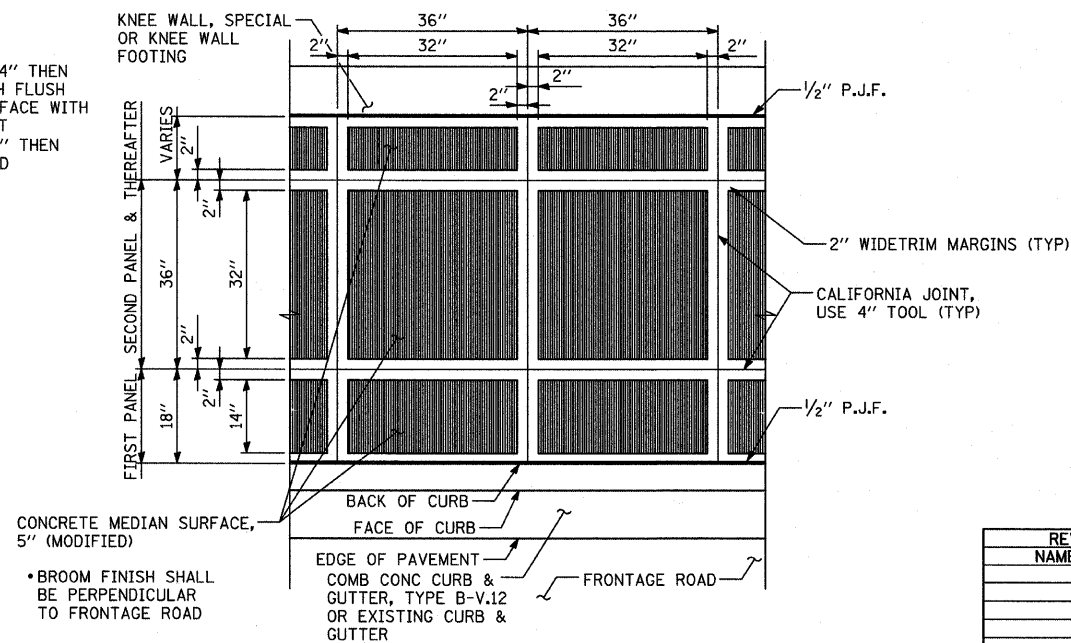
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "B"
AREA 12"-18" WIDE

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



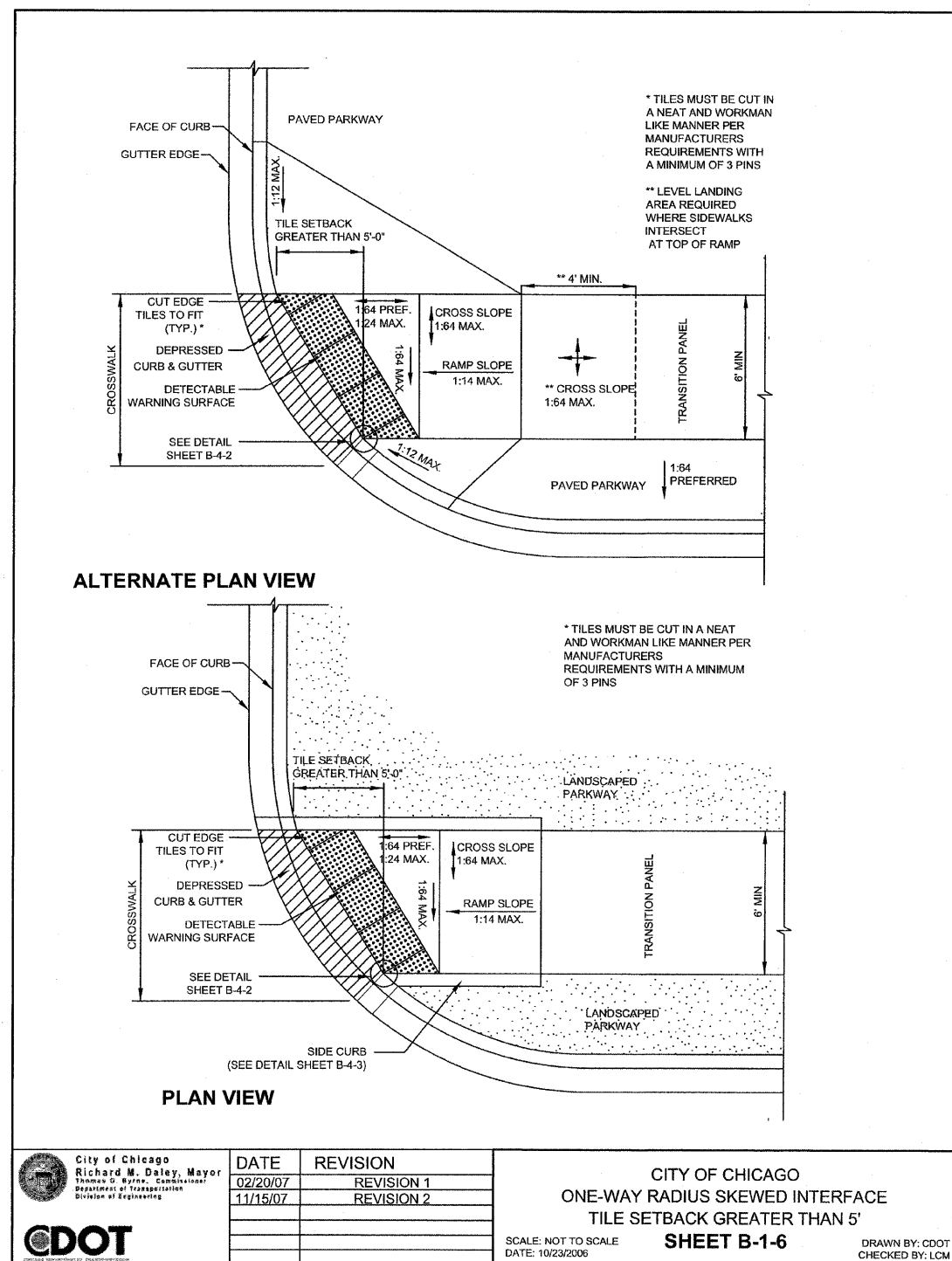
DETAIL "A": COORDINATE WITH CONC. MED. SURFACE, 5" (MODIFIED) "C"
CALIFORNIA FINISH

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
S.N. DESIGNED BY:
SCALE: NONE DRAWN BY: JDF
DATE: FEBRUARY 13, 2009 CHECKED BY: JPM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-6	COOK	42	25
STA. 2327+79.39		TO STA. 2338+67.22		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62974	



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
GENERAL NOTES
SHEET B-3-2

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

DRAWN BY: CDOT
CHECKED BY: LCM

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

TYLIN INTERNATIONAL

REVISIONS		NAME	DATE
NO.	DESCRIPTION		

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 1 OF 3

S.N. DESIGNED BY:
SCALE: NONE DRAWN BY: CDOT
DATE: FEBRUARY 13, 2009 CHECKED BY:

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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 ABUT 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 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.

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

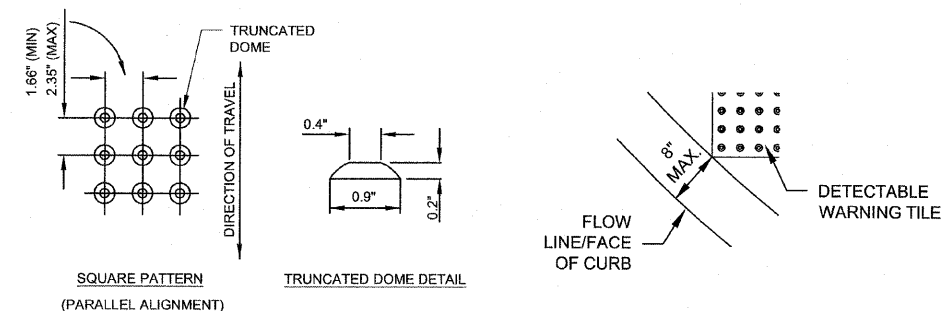
CURB RAMP REPLACEMENTS:
SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY TO 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

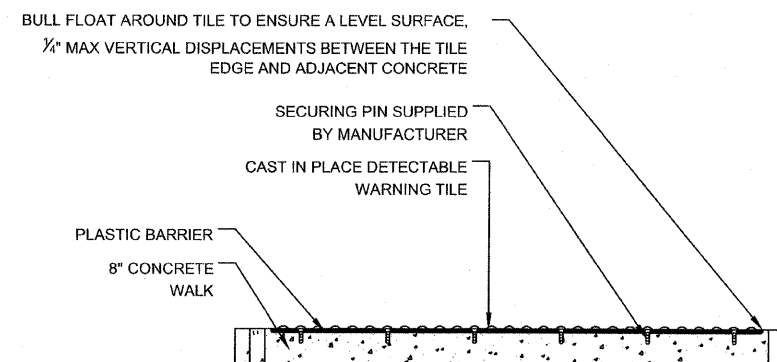
 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-3-3 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07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

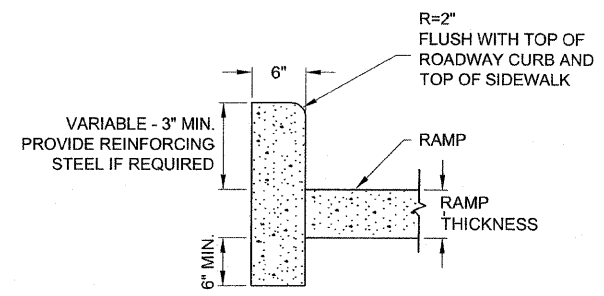
 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO DETECTABLE WARNING TILE DETAILS SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-4-2 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION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

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

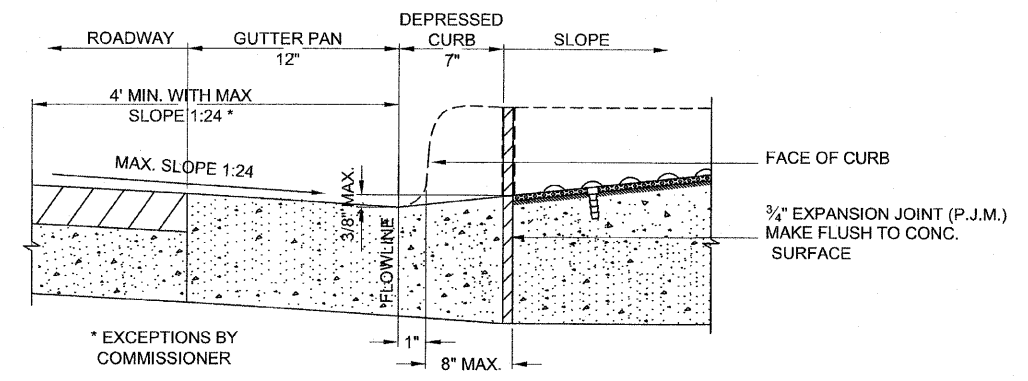
TYLIN INTERNATIONAL

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
 S.N. DESIGNED BY:
 SCALE: NONE DRAWN BY: CDOT
 DATE: FEBRUARY 13, 2009 CHECKED BY:



SIDE CURB - SECTION



DEPRESSED CURB & GUTTER AT BOTTOM OF CURB RAMP

<p>City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering</p>	DATE	REVISION	<p>CITY OF CHICAGO CURB AND GUTTER DETAILS</p> <p>SCALE: NOT TO SCALE DATE: 10/23/2006</p> <p>SHEET B-4-3</p> <p>DRAWN BY: CDOT CHECKED BY: LCM</p>
	02/20/07	REVISION 1	
	11/15/07	REVISION 2	

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

TYLININTERNATIONAL

REVISIONS		S.N.	DESIGNED BY:
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: FEBRUARY 13, 2009

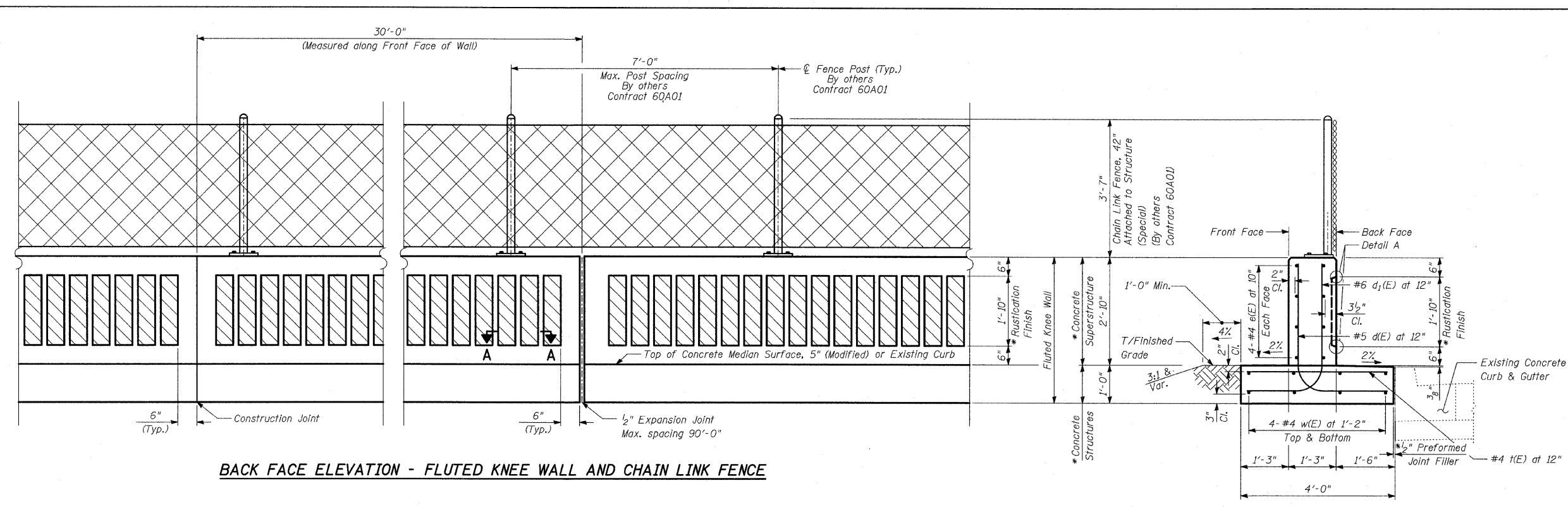
DRAWN BY: CDOT
CHECKED BY:

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NOTES:

- Reinforcement Bar Shall Conform to the Requirements of AASHTO M-31 or M-322 Grade 60
- Concrete: f'c = 3500 psi
- Fluted Knee Wall shall be paid for per foot as "Fluted Knee Wall." Included in the cost of "Fluted Knee Wall" shall be "Concrete Superstructure" stem, "Concrete Structures" foundation, reinforcement bars (epoxy coated), rustication finish, protective coat, expansion joint filler and sealing compound.
- 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" P.J.F. Shall be Installed where Fluted Knee Wall Footing abuts curb and gutter. The cost shall be included in "Fluted Knee Wall".
- Quantities shown in "BILL OF MATERIAL" are for one (1) foot of "Fluted Knee Wall".
- 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.
- 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"
- All concrete edges shall be chamfered 3/4" except as noted.
- All Expansion Joints shall be at Maximum spacing of 90' with construction joints at 30'.
- All construction joints shall be bonded.
- The top of the footing shall be broom finished.

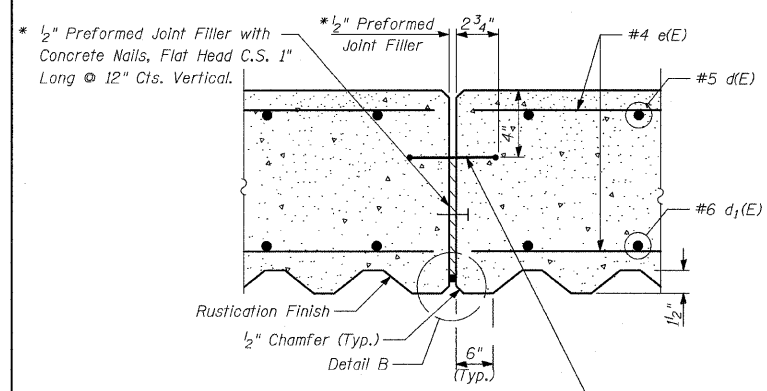
* Cost included with "Fluted Knee Wall."



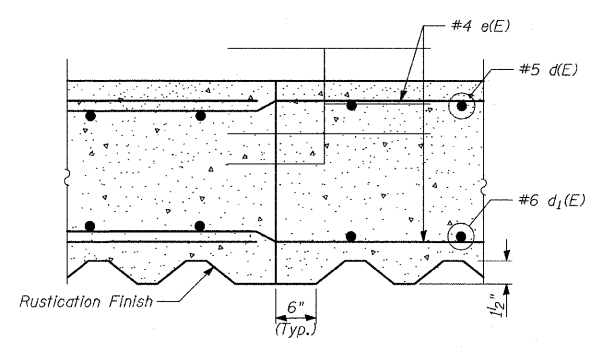
BACK FACE ELEVATION - FLUTED KNEE WALL AND CHAIN LINK FENCE

TYPICAL SECTION FLUTED KNEE WALL

Sta. 2328+27.1 to Sta. 2332+08.7



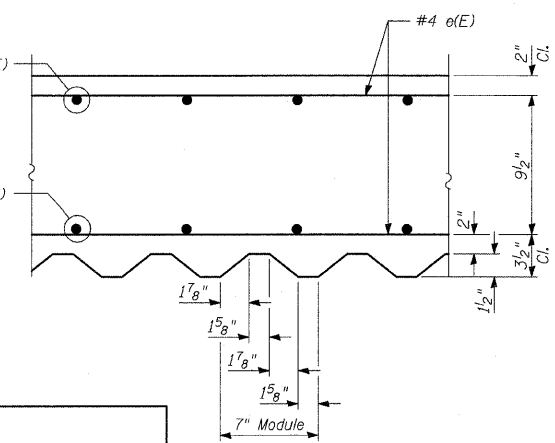
EXPANSION JOINT DETAILS



CONSTRUCTION JOINT DETAILS

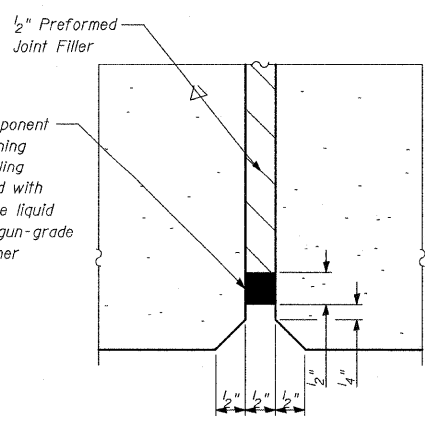
LAP SPLICES

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

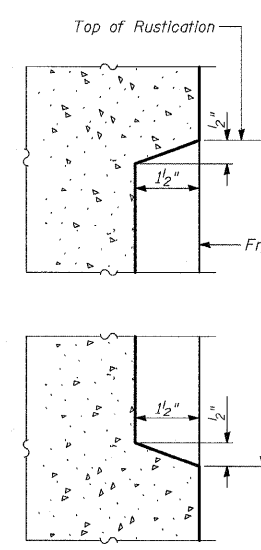


SECTION A-A

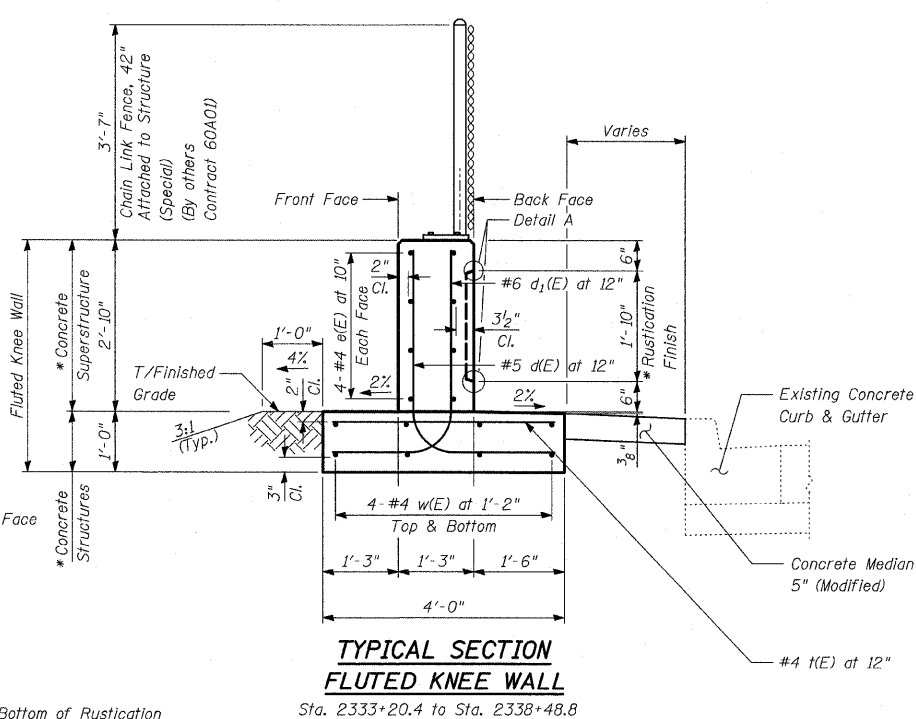
* Two component non-staining gray sealing compound with polysulfite liquid polymer gun-grade with primer



DETAIL B



DETAIL A



TYPICAL SECTION FLUTED KNEE WALL

Sta. 2333+20.4 to Sta. 2338+48.8

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

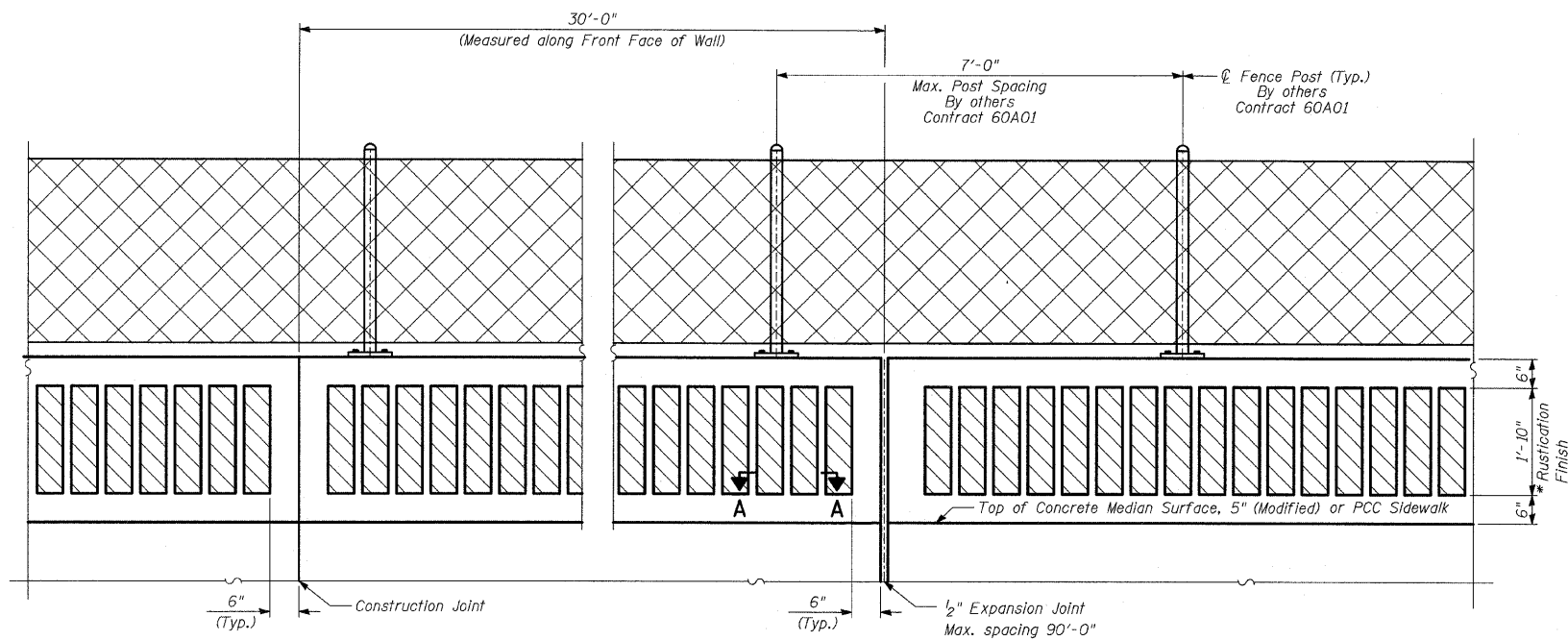
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**F.A.I. 94 (DAN RYAN EXPRESSWAY)
 FLUTED KNEE WALL ALONG STATE STREET
 N. OF 77TH ST. TO S. OF 75TH ST.
 FLUTED KNEE WALL STANDARD DETAILS**

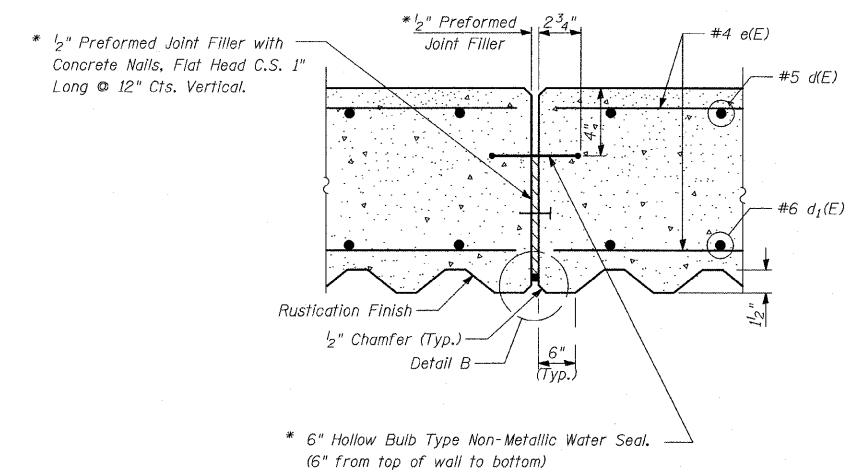
S.N. DESIGNED BY: MAF
 SCALE: N.T.S. DRAWN BY: MAF, TB
 DATE: FEBRUARY 13, 2009 CHECKED BY: MI

TYLIN INTERNATIONAL

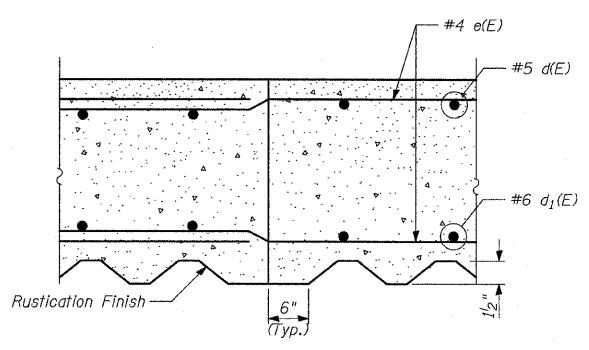
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BACK FACE ELEVATION - FLUTED KNEE WALL, SPECIAL AND CHAIN LINK FENCE



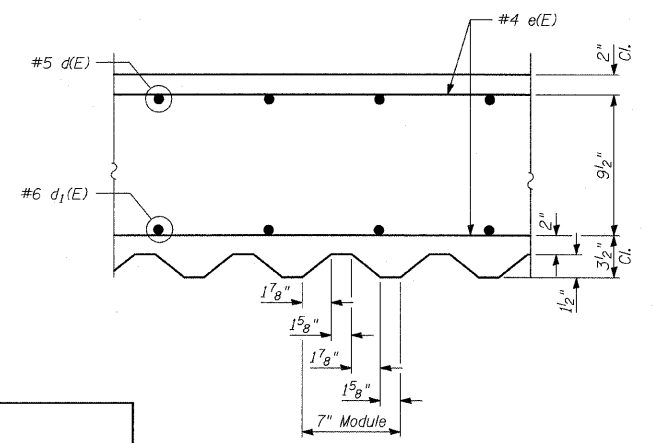
EXPANSION JOINT DETAILS



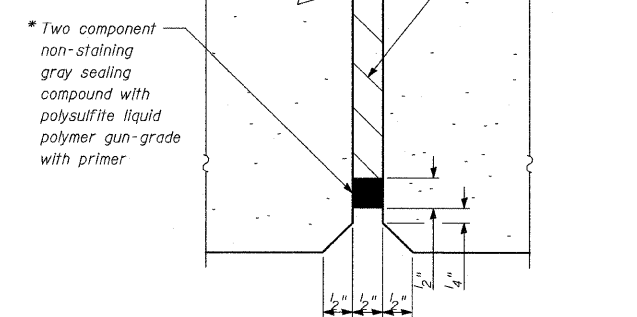
CONSTRUCTION JOINT DETAILS

LAP SPLICES

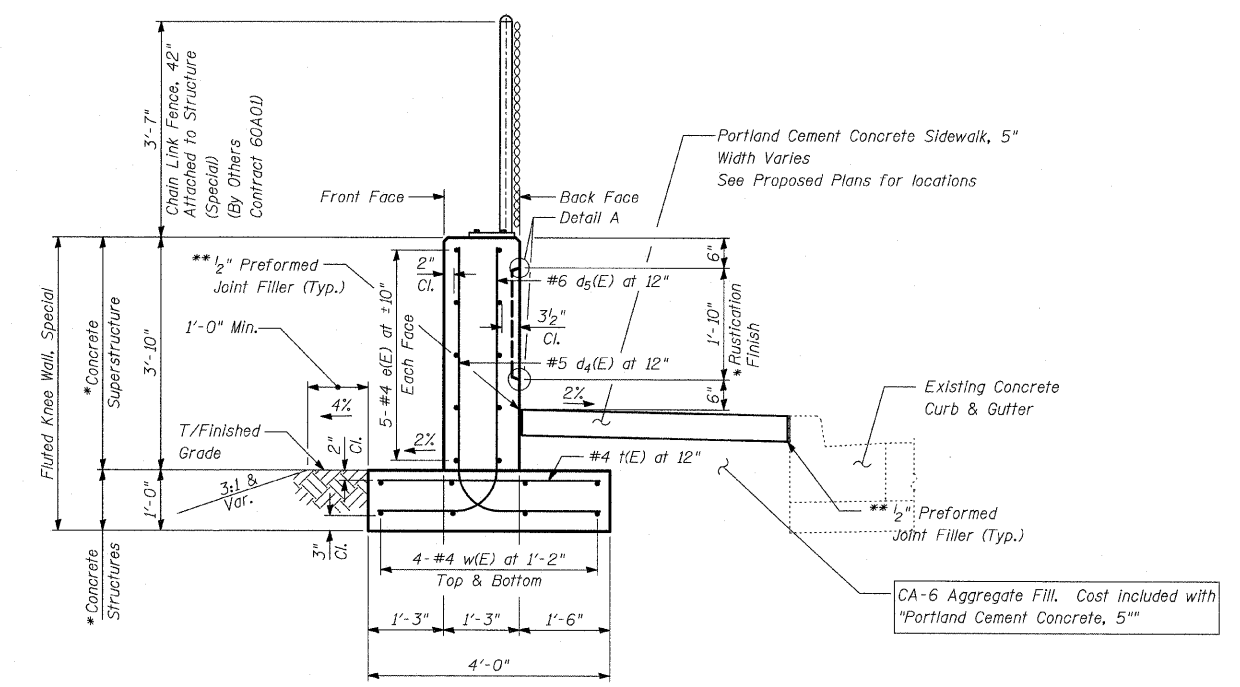
Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"



SECTION A-A



DETAIL B



TYPICAL SECTION FLUTED KNEE WALL, SPECIAL

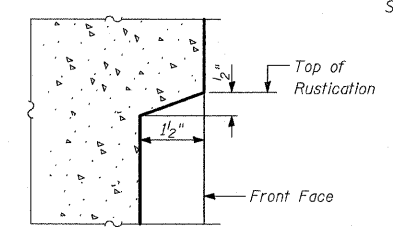
Sta. 2332+11.3 to Sta. 2332+26.1
Sta. 2333+06.9 to Sta. 2333+20.4
Sta. 2338+48.8 to Sta. 2338+58.7

NOTES:

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

BILL OF MATERIAL

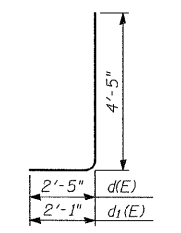
QUANTITIES PER FOOT OF FLUTED KNEE WALL, SPECIAL		
ITEM	UNIT	TOTAL
Concrete Structures	CU YD	0.15
Concrete Superstructure	CU YD	0.18
Protective Coat	SQ YD	1.01
Rustication Finish	SQ FT	1.84
Reinforcement Bars, Epoxy Coated	POUND	31.8



DETAIL A

* Cost included with "Fluted Knee Wall, Special."

** Cost included with "PCC Sidewalk, 5"



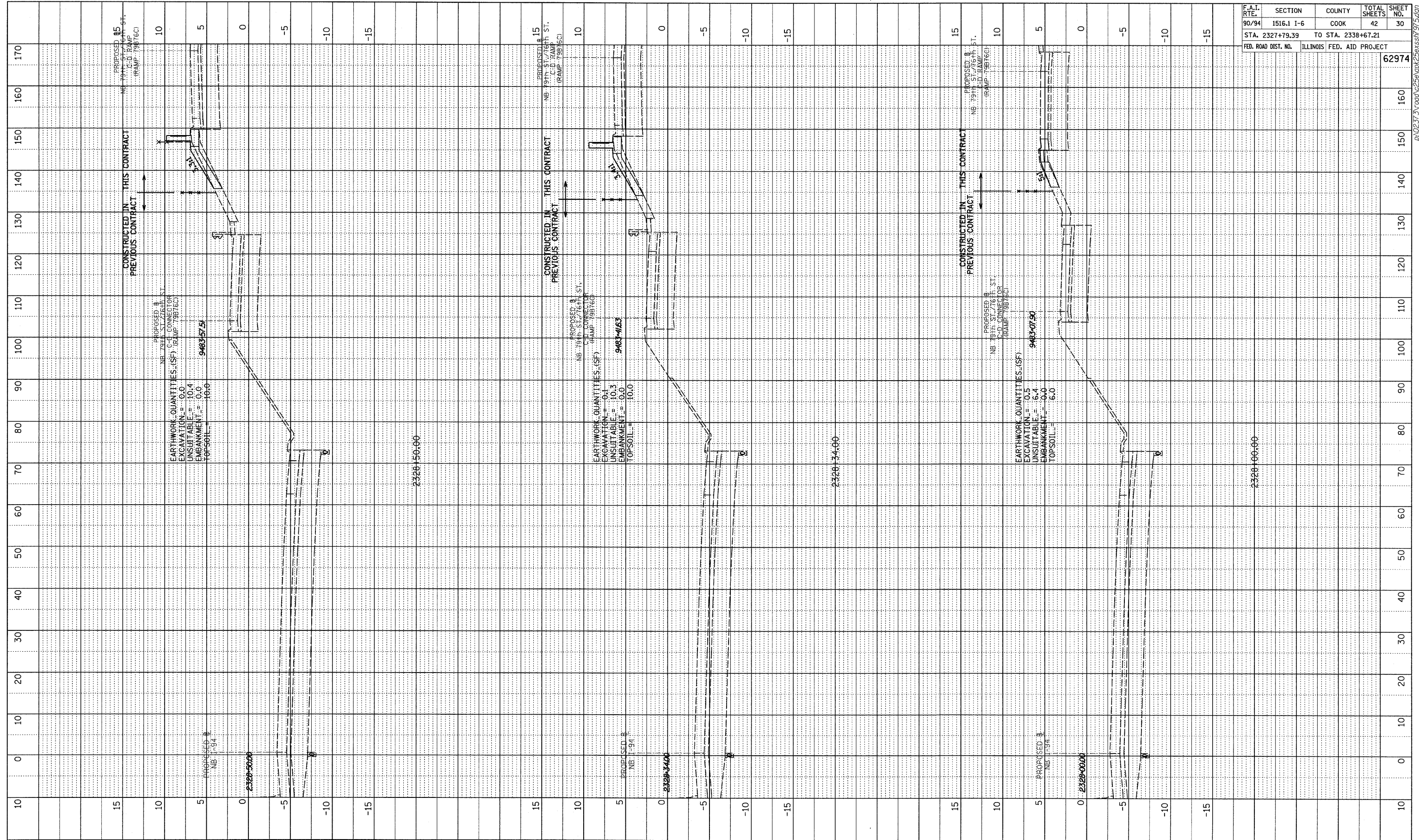
BARS d4(E) & d5(E)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
FLUTED KNEE WALL ALONG STATE STREET
N. OF 77TH ST. TO S. OF 75TH ST.
FLUTED KNEE WALL, SPECIAL
STANDARD DETAILS

S.N. DESIGNED BY: MAF
SCALE: N.T.S. DRAWN BY: MAF, TB
DATE: FEBRUARY 13, 2009 CHECKED BY: MI

PROFILE SURVEYED BY DATE
 GRADES CHECKED
 ELEV. NOTED
 NO. STRUCTURE NOTATIONS CHECKED



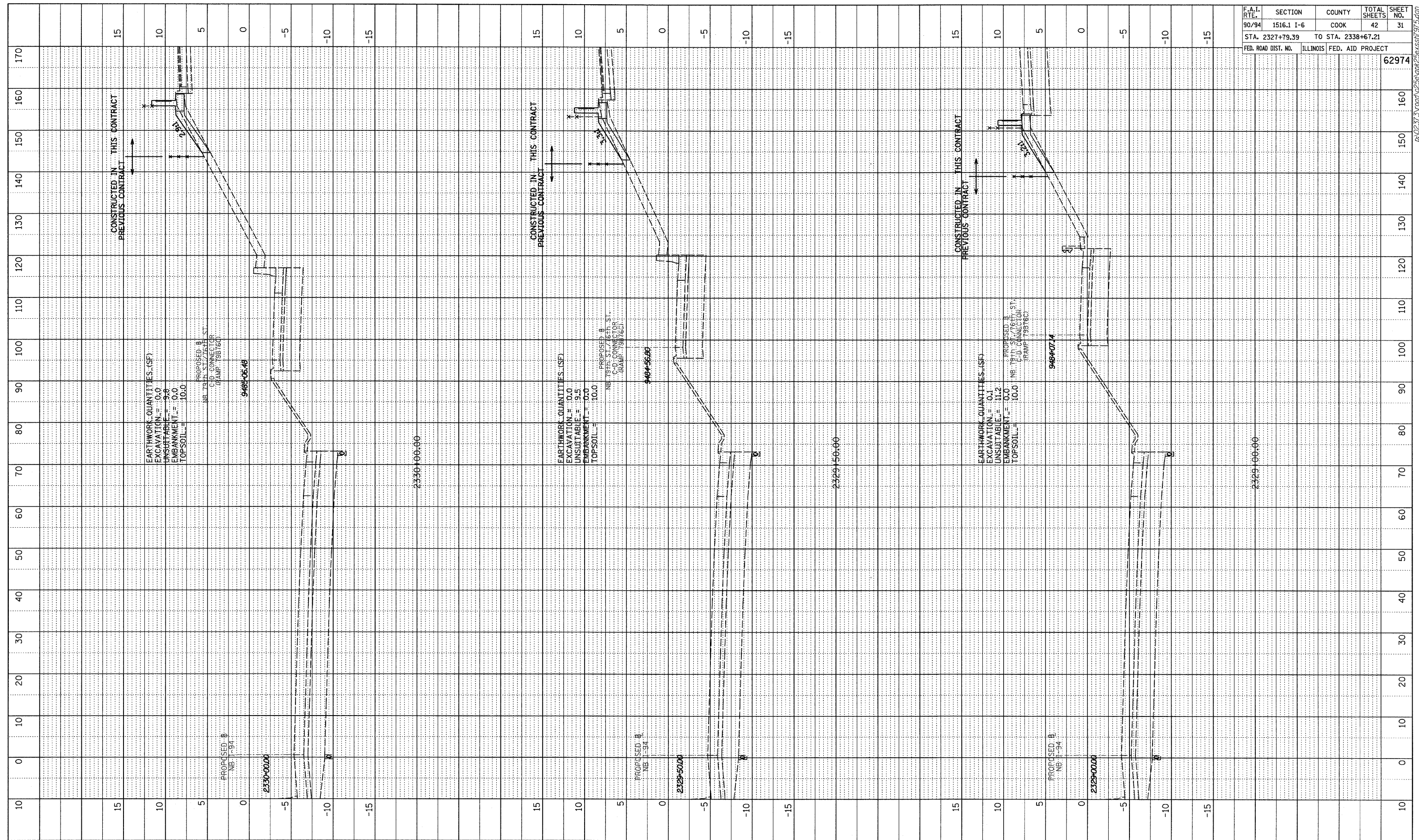
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90/94	1516.1 I-6	COOK	42	30
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62974

TYLIN INTERNATIONAL



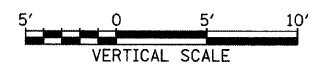
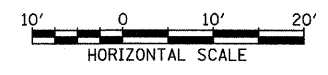
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2328+00 TO STA. 2328+50

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



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1516.1 I-6	COOK	42	31
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62974

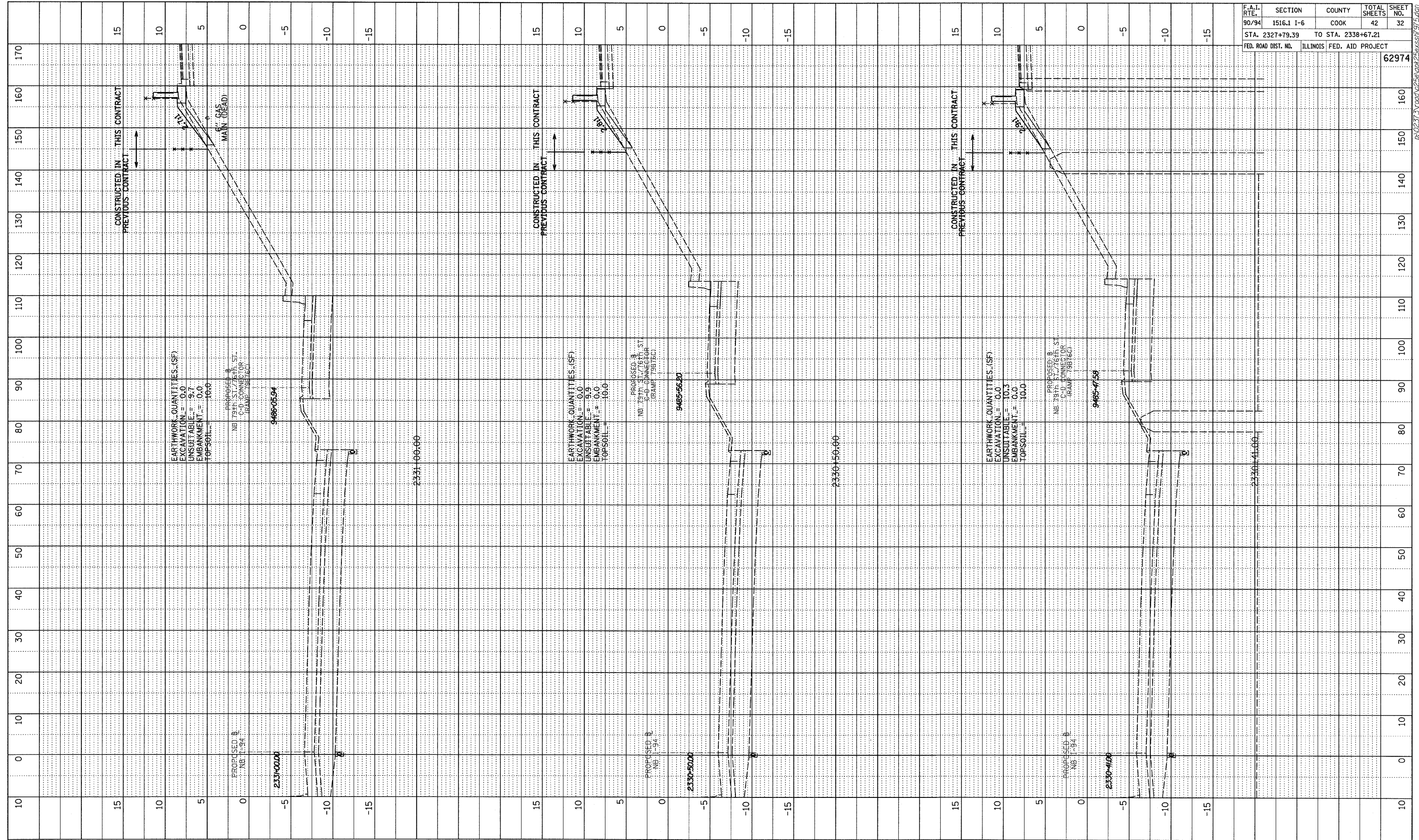
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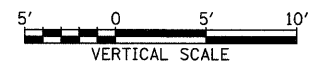
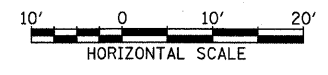
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2329+00 TO STA. 2330+00

PROFILE SURVEYED BY DATE
 GRADES CHECKED
 ELEV. NOTED
 NO. STRUCTURE NOTATION CHFD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1516.1 I-6	COOK	42	32
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	



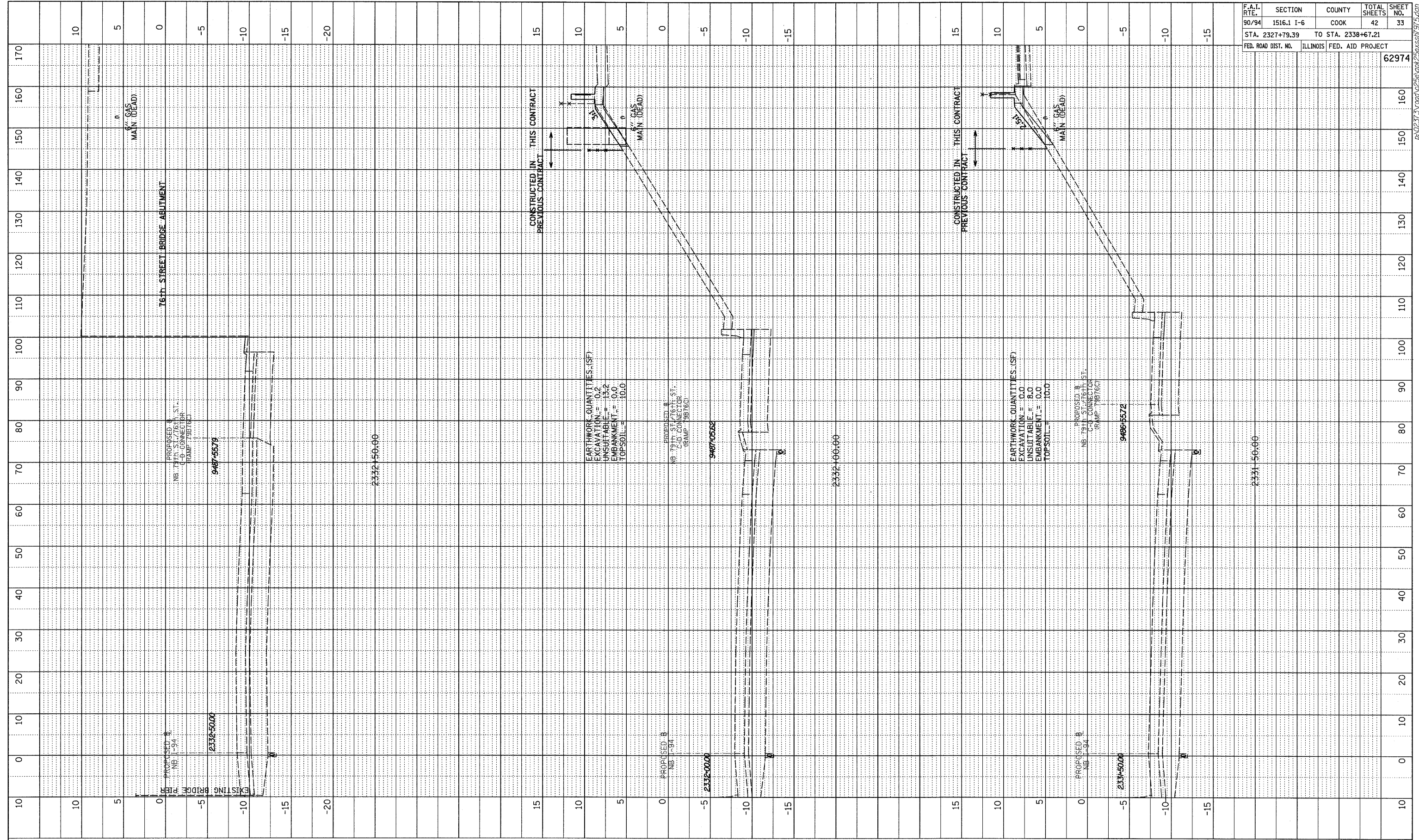
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2330+41 TO STA. 2331+00

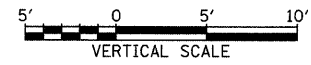
PROFILE SURVEYED
 GRADES CHECKED
 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS CIPFD

BY _____ DATE _____



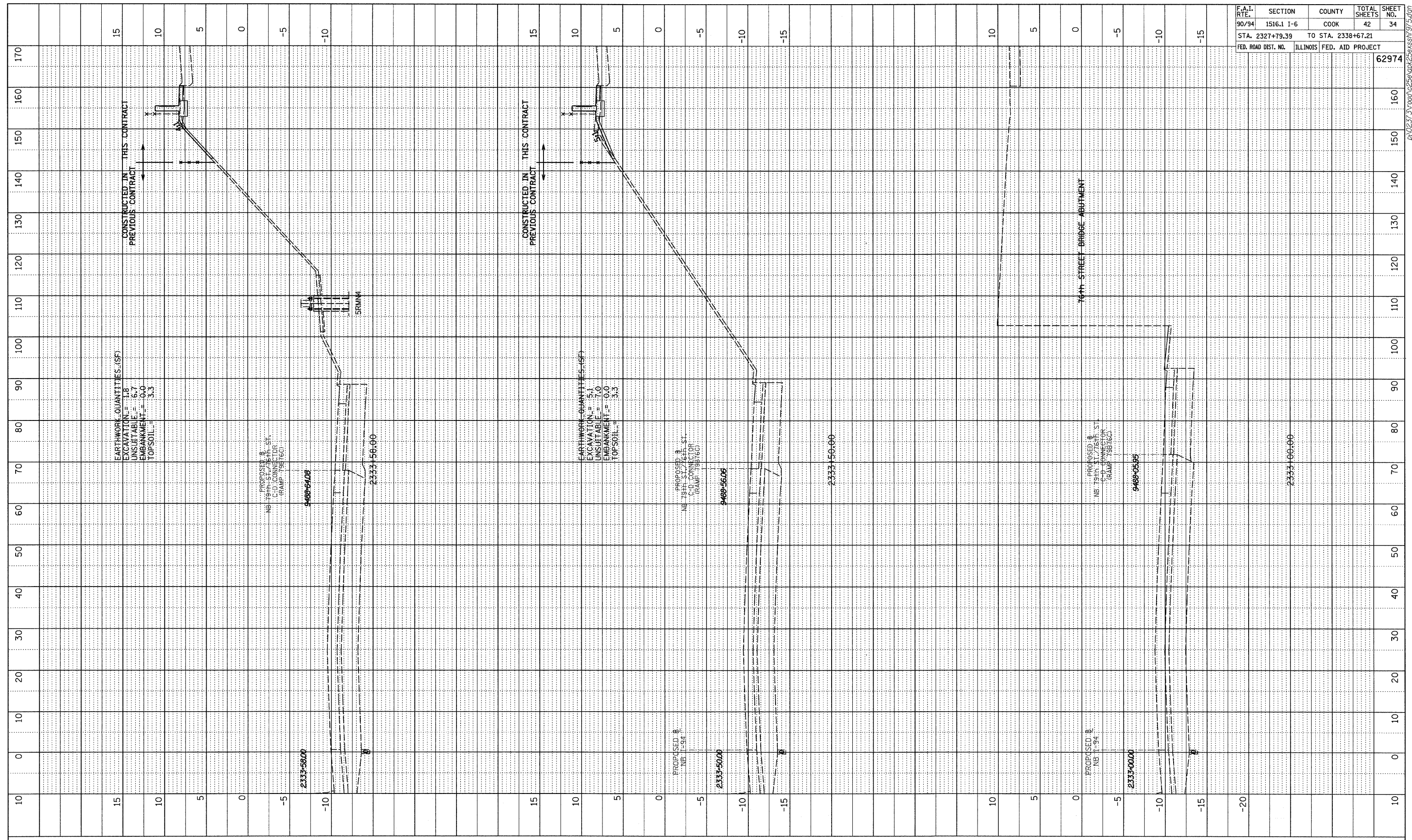
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1516.1 I-6	COOK	42	33
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			62974	

TYLIN INTERNATIONAL



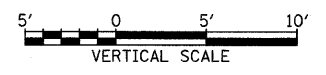
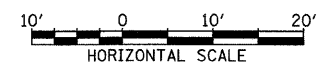
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2331+50 TO STA. 2332+50

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	BLM. NOTED		
	STRUCTURE NOTATIONS C/P/D		



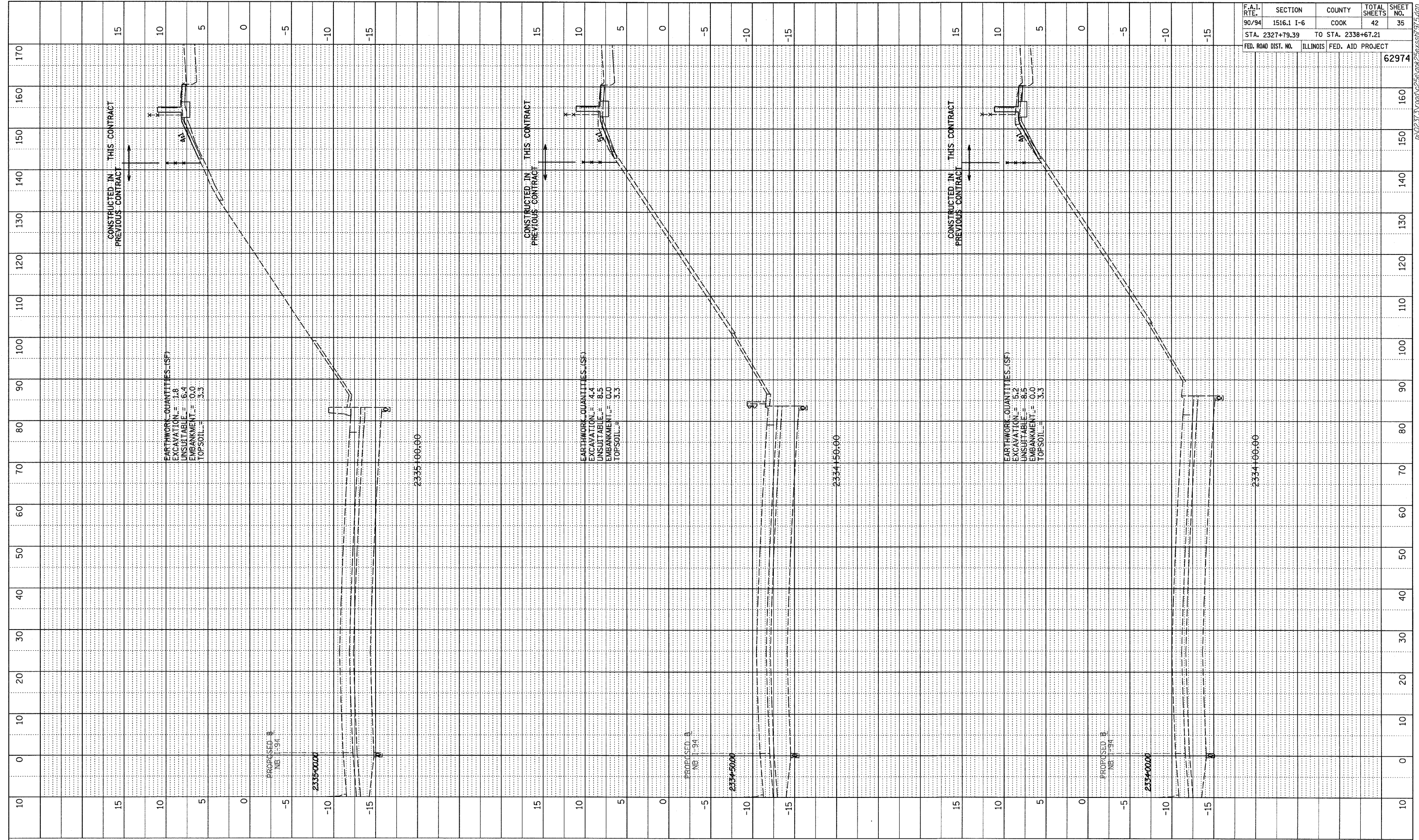
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90/94	1516.1 I-6	COOK	42	34
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	

TYLIN INTERNATIONAL



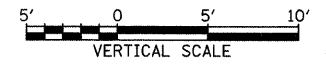
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2333+00 TO STA. 2333+67.21

PROFILE SURVEYED BY DATE
 PROJECT NO. CHECKED BY
 NOTE BOOK NO. NOTED BY
 NO. STRUCTURE NOTATIONS CHKD.



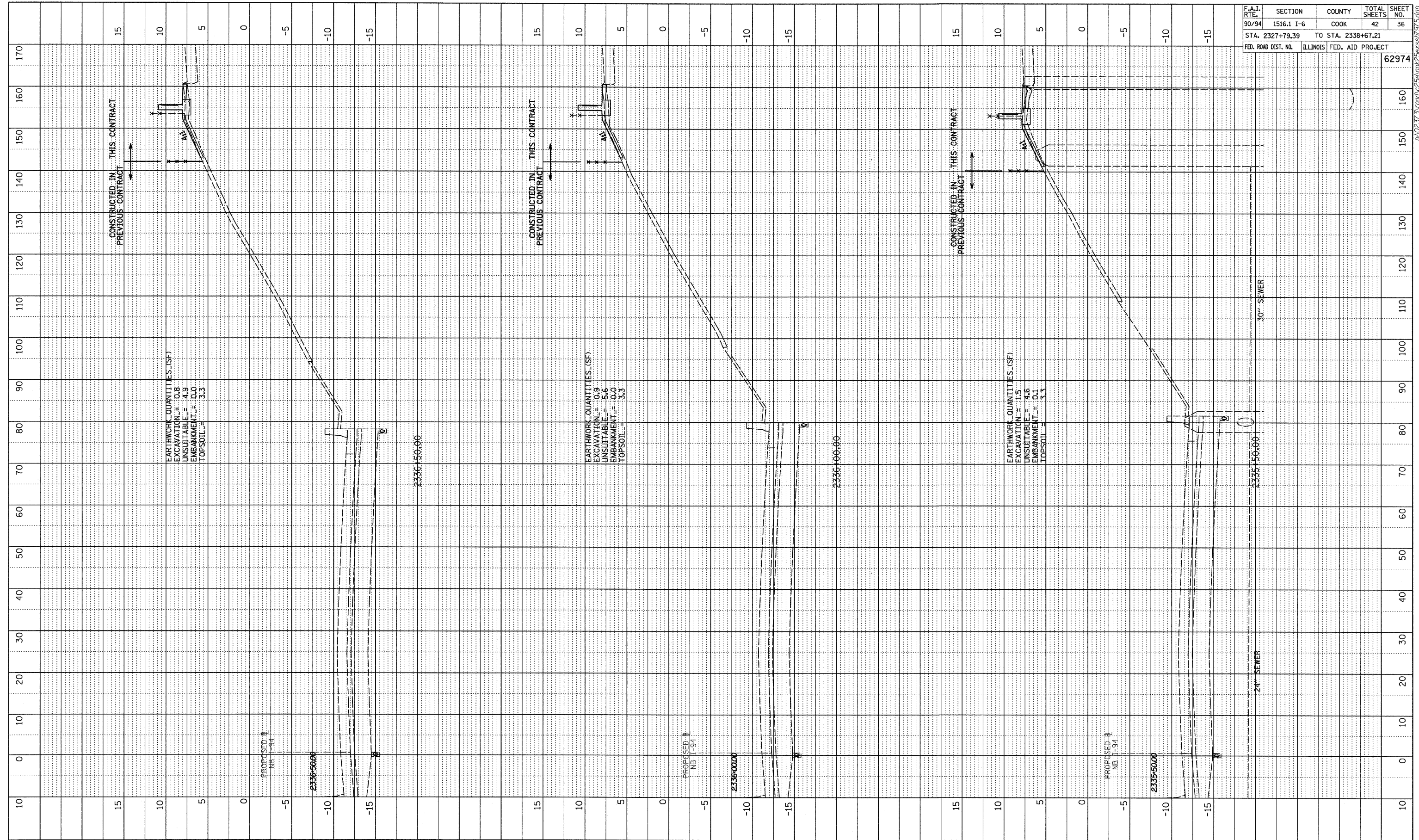
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90/94	1516.1 I-6	COOK	42	35
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	

TYLIN INTERNATIONAL



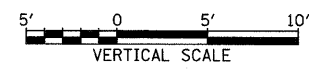
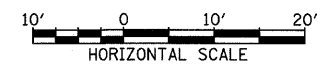
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2334+00 TO STA. 2335+00

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 STRUCTURE NOTATION: _____



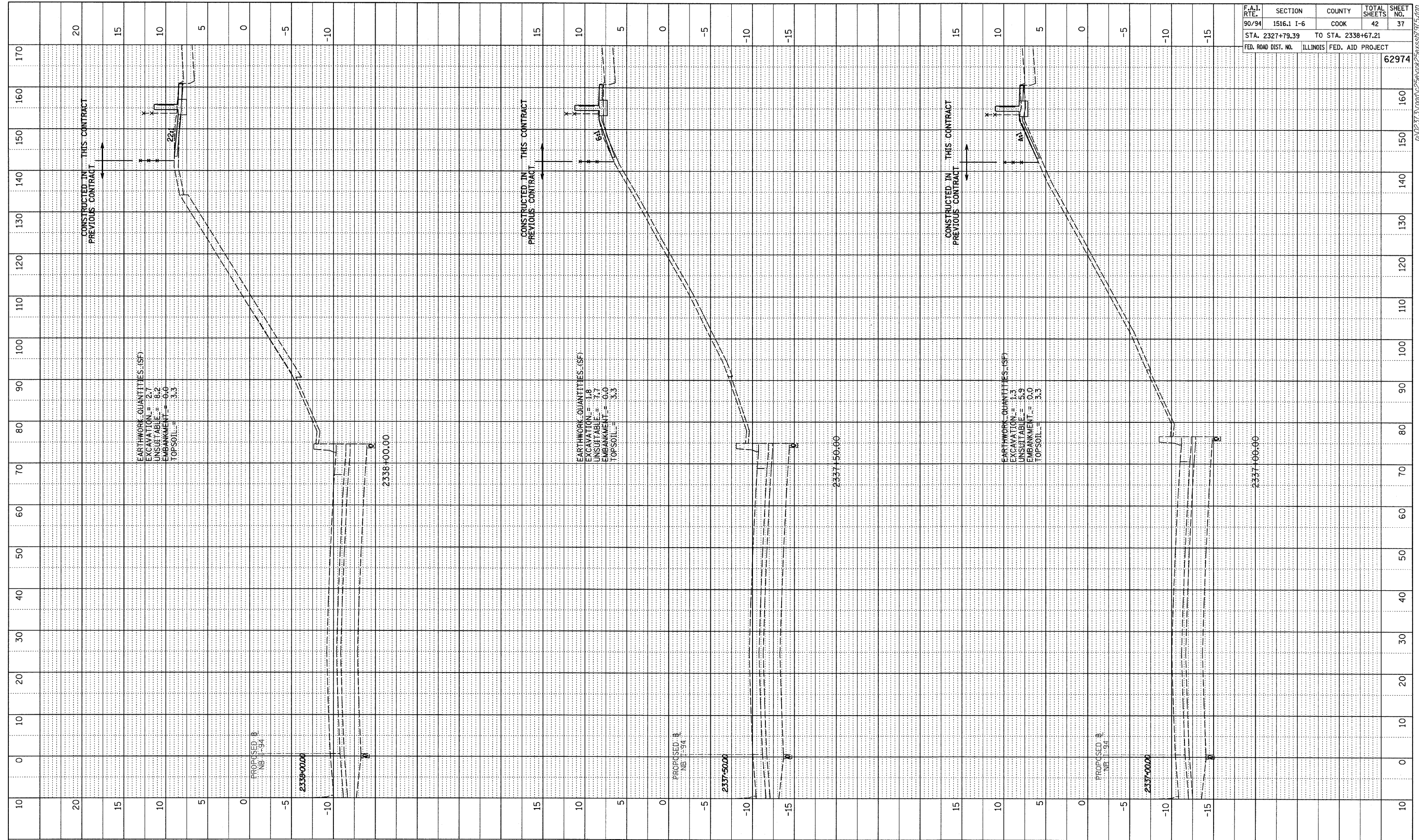
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90/94	1516.1 I-6	COOK	42	36
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FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62974

TYLIN INTERNATIONAL



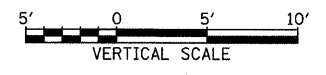
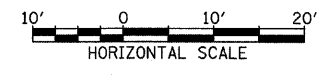
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 STA. 2335+50 TO STA. 2336+50

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 NOTE BOOK _____
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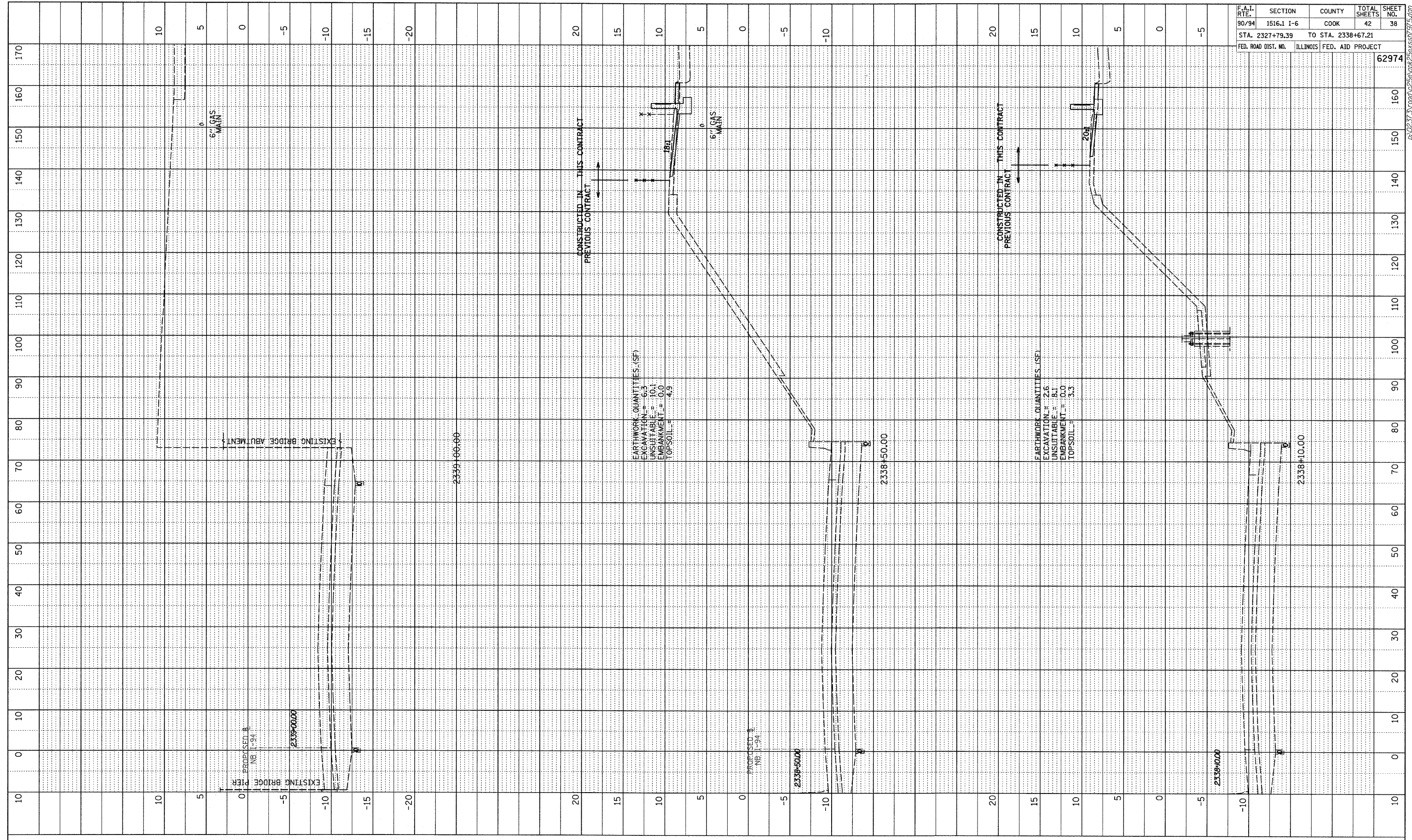
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90/94	1516.1 I-6	COOK	42	37
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62974

TYLIN INTERNATIONAL



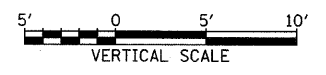
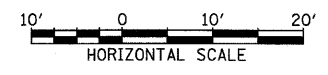
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2337+00 TO STA. 2338+00

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	BY		
	STRUCTURE	NOTATIONS	CHK'D

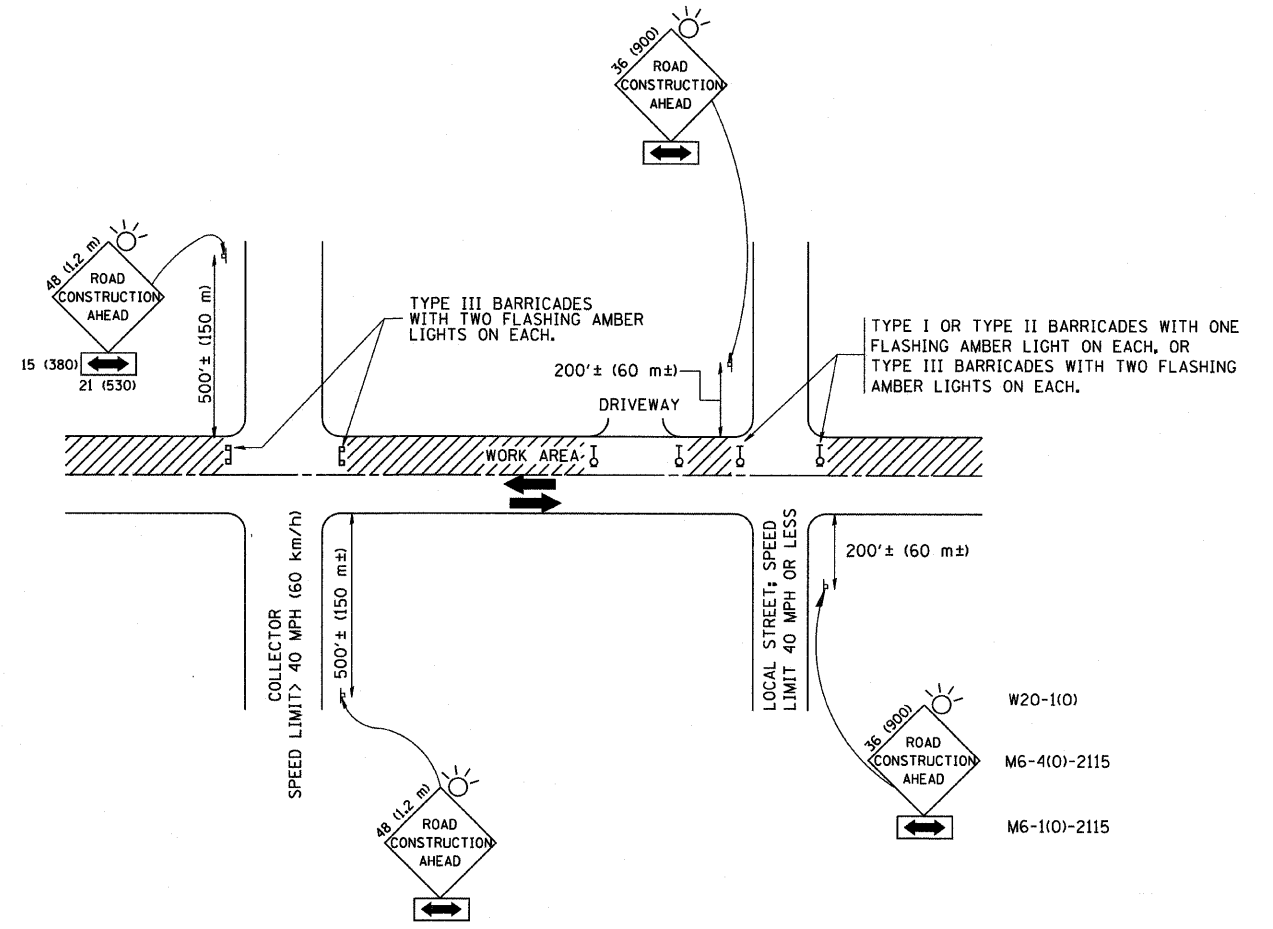


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1516.1 I-6	COOK	42	38
STA. 2327+79.39		TO STA. 2338+67.21		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62974	

TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2338+10 TO STA. 2339+00



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 = M:\dststd\22x34\tc10.dgn	USER NAME = goglienobt	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

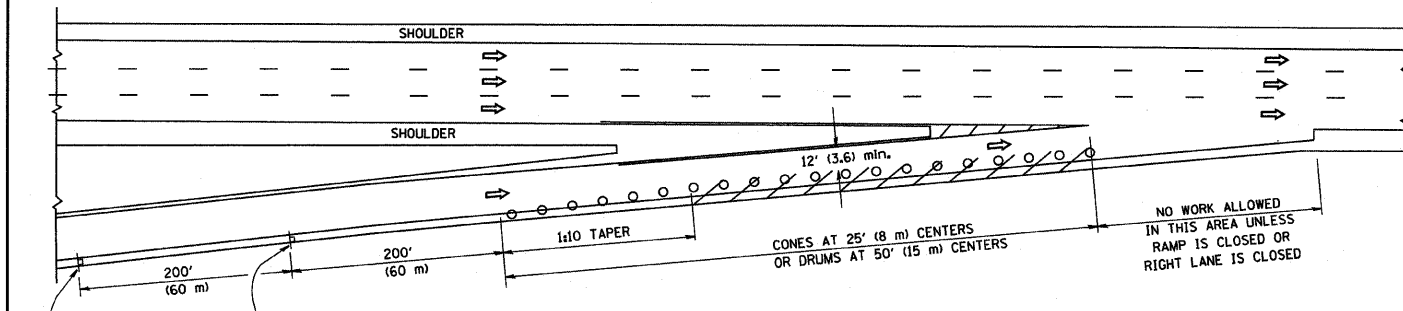
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

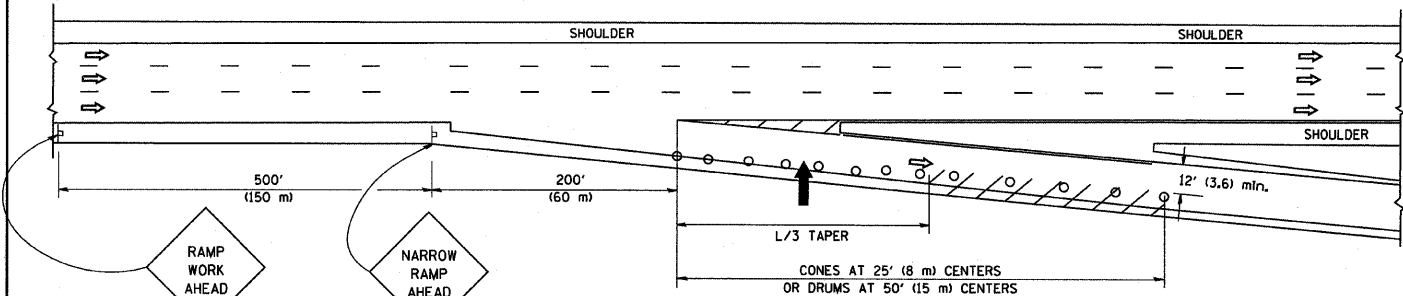
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99	1818 I-6	COOK	42	39
TC-10			CONTRACT NO. 62974	
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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

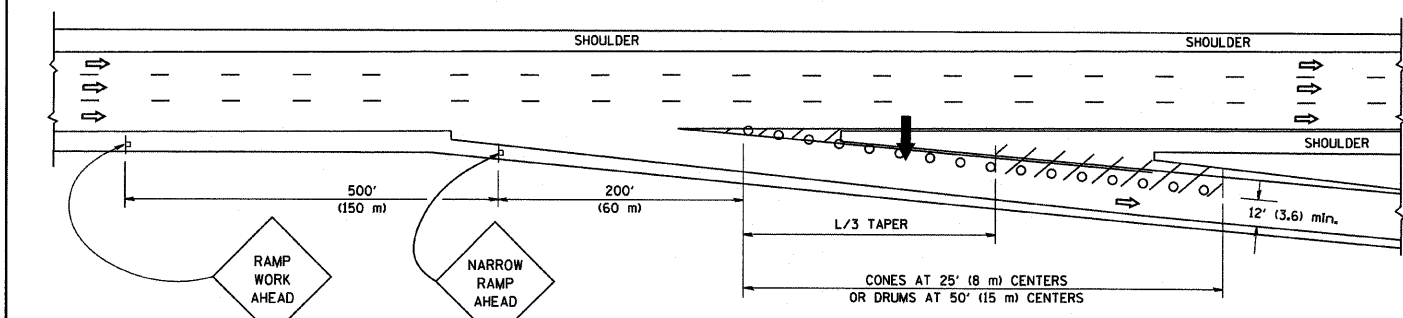
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

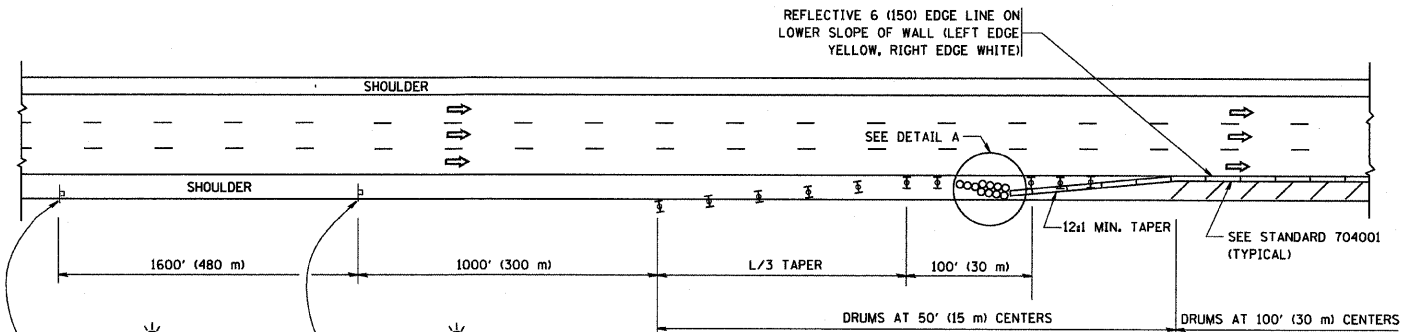
- ➔ ARROWBOARD
- ▨ WORK AREA
- ┌ SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- ⊕ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

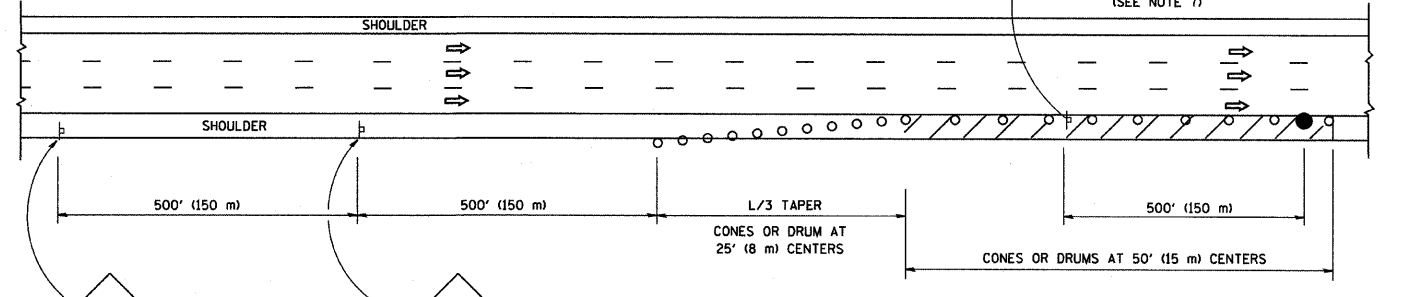
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(WKS) L=(WKS)
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 ENCROACH 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.

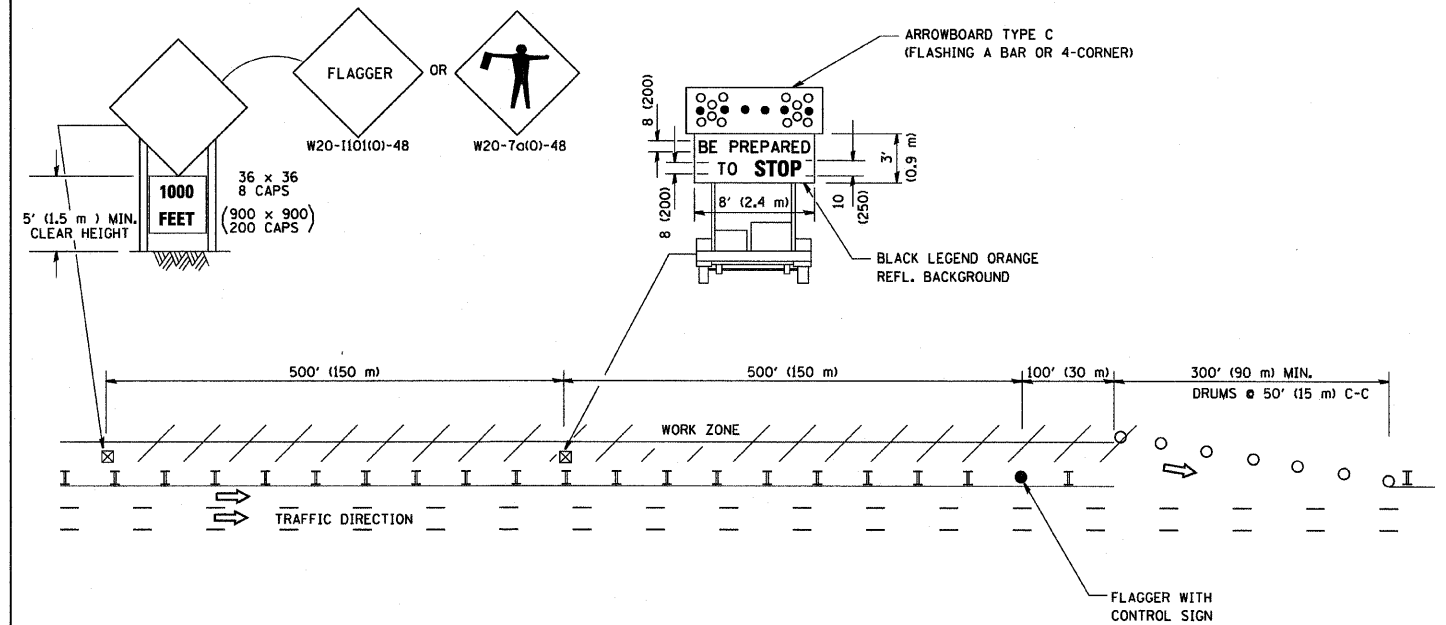
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		DRAWN - D.W.S.	REVISED - 04-03
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - J.A.F. 12-06
	PLOT DATE = 1/4/2008	DATE - 11-96	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

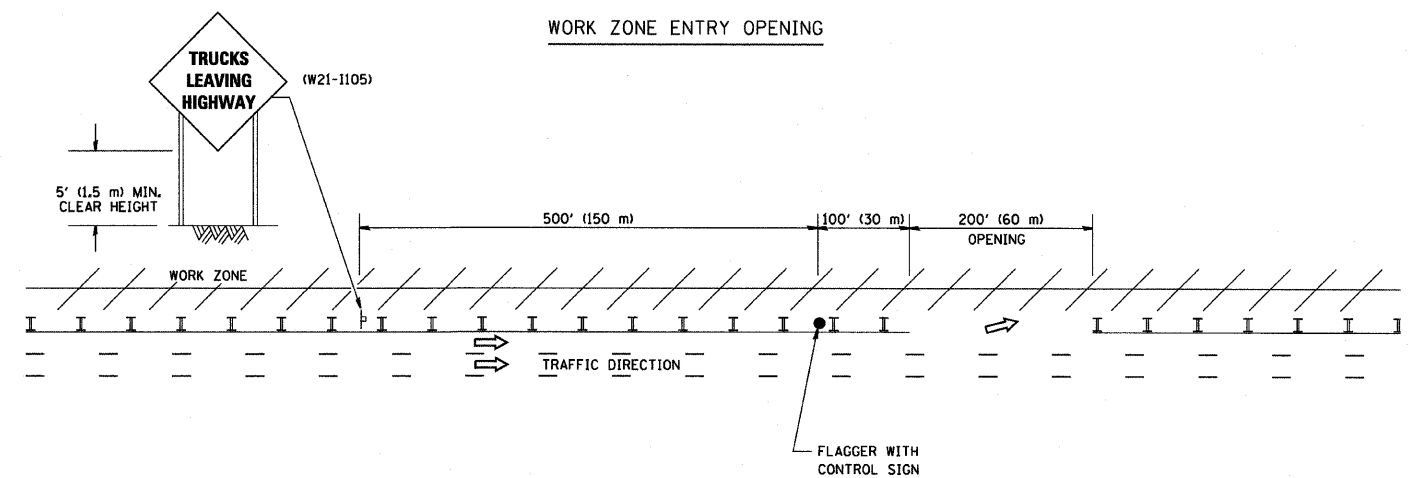
TRAFFIC CONTROL DETAILS FOR FREEWAY				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES				94	1818 I-6	COOK	42	40
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.				TC-17		CONTRACT NO. 02974		
				FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

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

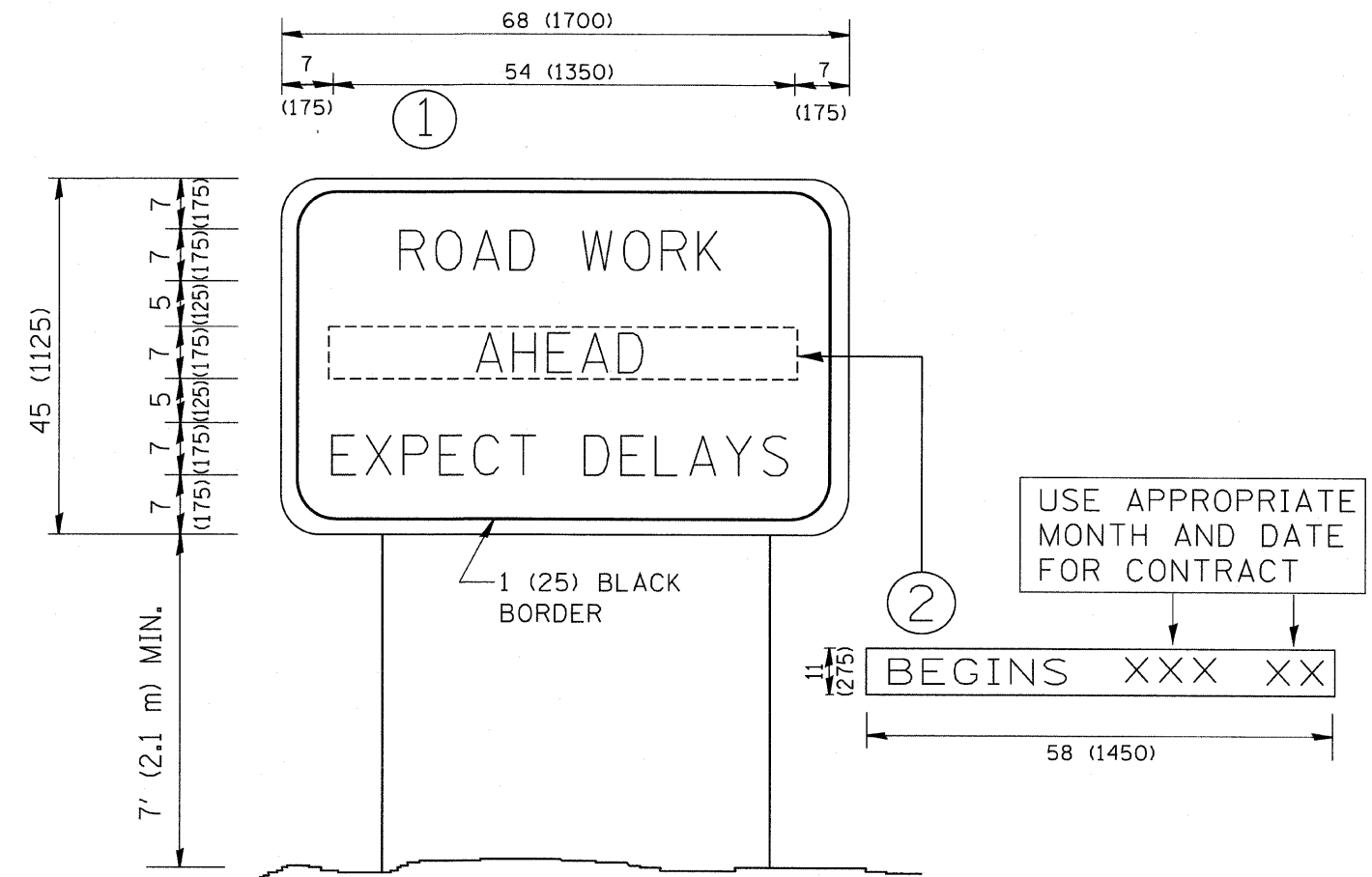
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		DRAWN -	REVISED - J.A.F. 04-03
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - J.A.F. 02-06
	PLOT DATE = 1/4/2008	DATE -	REVISED - S.P.B. 01-07

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. 99	SECTION 1818 E-6	COUNTY COOK	TOTAL SHEETS 42	SHEET NO. 41
TC-18		CONTRACT NO. 62974		
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:\diststd\22x34\to22.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 "/ IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1816 I-6	COOK	42	42
TC-22			CONTRACT NO. 62974	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				