

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)	151,866	60 MPH	55 MPH
NB 75TH STREET C-D ENTRANCE RAMP	11,300	45 MPH	40 MPH
NB 71ST STREET C-D EXIT RAMP	6,600	45 MPH	40 MPH

MAJOR CROSS STREETS AND FRONTAGE ROADS:

	ADT	POSTED SPEED
75TH STREET	17,700	30 MPH
71ST STREET	10,500	30 MPH
S. STATE STREET	15,100	30 MPH

DESCRIPTION OF PROJECT

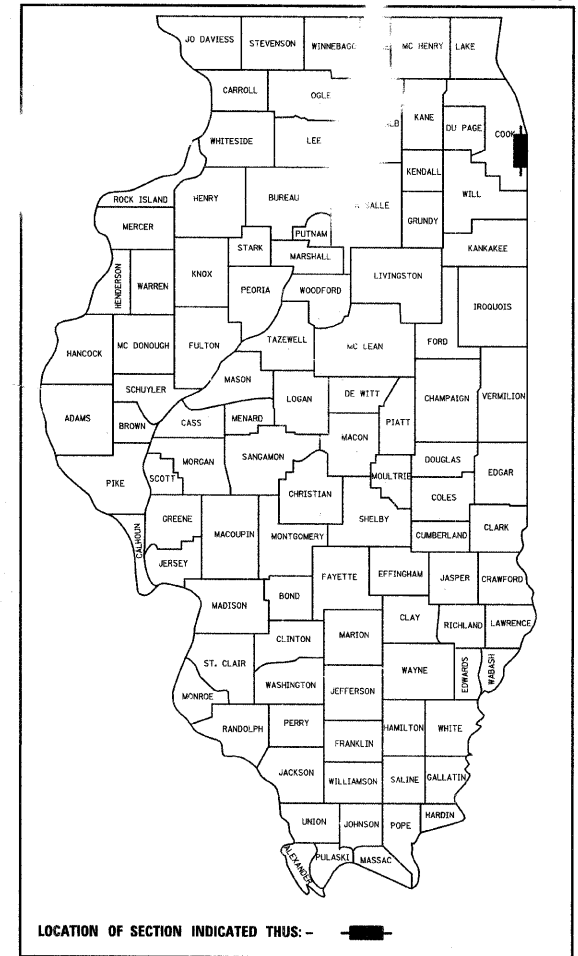
CONSTRUCTION OF FLUTED KNEE WALLS LOCATED WITHIN THE PROJECT LIMITS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

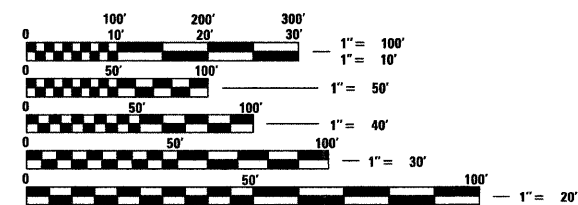
PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)
SECTION 1818 I-7
FLUTED KNEE WALL CONSTRUCTION
ALONG STATE STREET FROM 75TH STREET TO 71ST STREET
COOK COUNTY
C-91-233-05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	1
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
D-91-233-05			62975	



PROJECT LOCATED IN THE CITY OF CHICAGO

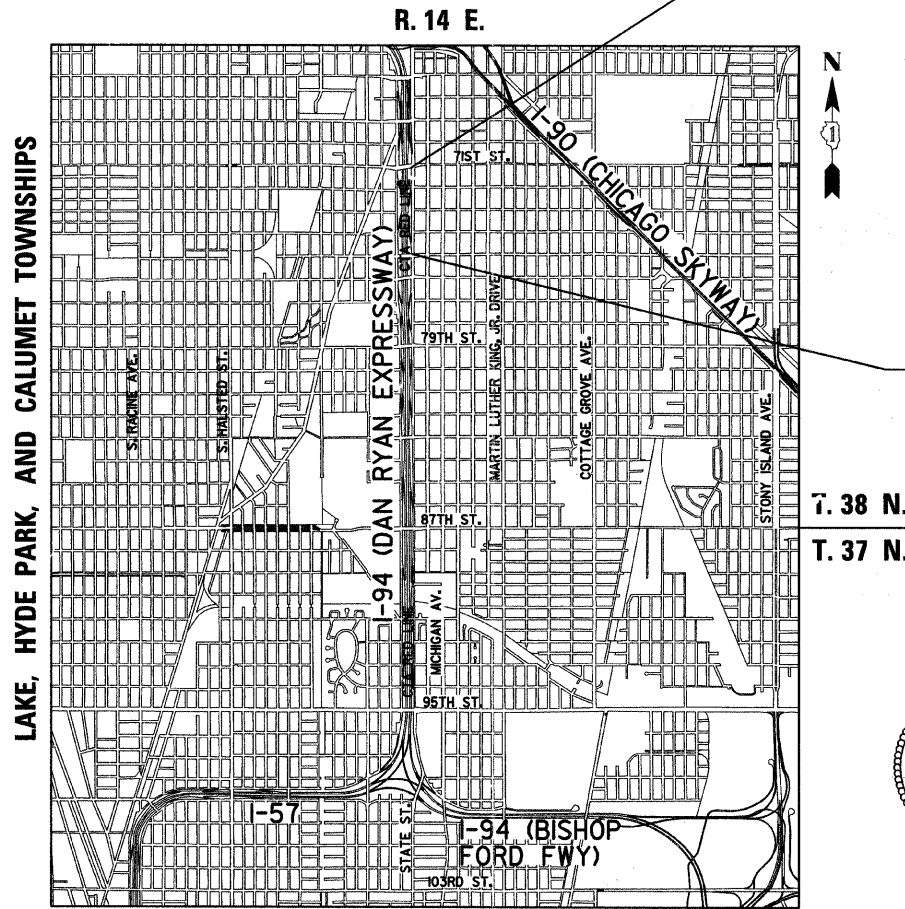


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES; REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED

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

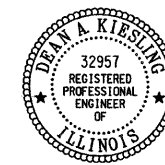
CTA CONTACT:
DAVID HEARD,
MANAGER, CONSTRUCTION
MANAGEMENT OVERSIGHT
(312) 681-3862

CONTRACT NO. 62975



LOCATION MAP

GROSS LENGTH OF PROJECT = 2556.31 FT. = 0.48 MI.
NET LENGTH OF PROJECT = 2556.31 FT. = 0.48 MI.
MAP SCALE: 1" = 1/2 MILE



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 11, 2009

Diane 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 25F

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	2
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62975

INDEX OF SHEETS

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001006	DECIMAL OF AN INCH AND OF A FOOT
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
664001-02	CHAIN LINK FENCE
701456	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
701601-06	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES

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 ADJUTING 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.
- KNEE WALL CONTRACTS *62974 (25E) AND *62982 (26F) AND FENCING CONTRACTS *60A01 (33), *60A02 (34), AND *60A07 (39) SHALL BE ALLOWED ACCESS TO USE THE FIELD OFFICE PROVIDED FOR IN THIS CONTRACT.
- THE CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL DEVICES NEEDED TO COMPLETE THE WORK. THIS WORK SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL NOT MAINTAIN A PERMANENT PARTIAL RAMP OR SHOULDER CLOSURE ALONG THE MAINLINE I-94 (DAN RYAN) FOR THE DURATION OF THIS PROJECT. ONLY TEMPORARY PARTIAL RAMP CLOSURES SHALL BE PERMITTED.
- ALL CATCH BASINS IN THE CITY OF CHICAGO SHALL MEET THE CHICAGO DEPARTMENT OF WATER MANAGEMENT'S STANDARDS.
- PERMITS FROM THE DEPARTMENT OF WATER MANAGEMENT ARE REQUIRED FOR ALL UNDERGROUND STORM, SANITARY AND COMBINED SEWER SYSTEM CONSTRUCTION, AND FOR ALL WORK INVOLVING ADJUSTMENT OF SEWER STRUCTURES. THE DEPARTMENT OF WATER MANAGEMENT'S PERMIT SHALL BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/ SUBCONTRACTOR SHALL SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUANCE OF THE SEWER PERMIT TO BUREAU OF ENGINEERING SERVICES-SEWER SECTION, JARDINE PURIFICATION PLANT, EL+51, ROOM 313, 1000 E. OHIO ST., CHICAGO, IL 60611. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
- THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE CITY'S EXISTING SEWER FACILITIES IN THE LIMITS OF THE REFERENCED PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENT. ANY CONFLICT SHALL BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO START OF CONSTRUCTION.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 744-0409 OR (312) 744-0408.
- PERFORATED LIDS SHALL BE PLACED ON ALL SEWER MANHOLES AND CATCH BASINS.
- NIGHT OPERATIONS SHALL NOT BE ALLOWED
- LOCATION OF THE ELECTRICAL EQUIPMENT, INSTALLED BY CONTRACT *62583, IS APPROXIMATE. THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD VERIFY THE EXACT LOCATION OF ALL ELECTRICAL ITEMS WITHIN THE PROJECT LIMITS WITH THE IDOT ELECTRICAL REPRESENTATIVE PRIOR TO THE START OF CONSTRUCTION. THE COST SHALL BE INCLUDED IN THE COST OF MOBILIZATION.

GENERAL NOTES (CONT.):

- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT PRIOR WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.
- IN LOCATIONS WHERE THE MAIN SEWER IS NOT BEING REPLACED AND THE EXISTING DRAINAGE FACILITIES ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- IT IS CALLED TO THE CONTRACTOR'S ATTENTION THAT HE/SHE SHALL BE REQUIRED TO OBTAIN AND PAY FOR ANY INSPECTION OR PERMIT FEES TO THE VARIOUS DEPARTMENTS OF THE CITY OF CHICAGO AND THE STATE OF ILLINOIS. THE COST FOR THESE FEES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF MOBILIZATION. PERMIT FEES SHALL BE PAID PRIOR TO COMMENCING CONSTRUCTION.
- A PERMIT SHALL BE SECURED FROM THE BUREAU OF TRAFFIC PERMIT DIVISION, ROOM 804, CITY HALL AND BE INCLUDED IN THE COST OF MOBILIZATION. ADDITIONALLY, SEVEN (7) DAYS NOTICE SHALL BE GIVEN TO THE BUREAU OF TRAFFIC (312-744-0330) PRIOR TO STARTING ANY WORK OR MAKING ANY CHANGES IN THE TRAFFIC PATTERNS. ANY LANE OR ROADWAY CLOSURE INCLUDING DETOUR SHALL BE REVIEWED AND APPROVED BY THE BUREAU OF TRAFFIC.
- A "BOXED" NOTE INDICATES AN ITEM OF WORK THAT IS NOT PAID FOR SEPARATELY, BUT IS PAID FOR AS PART OF ANOTHER ITEM LISTED IN THE SUMMARY OF QUANTITIES.
- THE REMOVED AND RE-ERECTED CHAIN LINK FENCE SHALL REMAIN IN ITS RELOCATED POSITION, AS SHOWN ON PLANS, AT THE END OF THIS CONTRACT. FUTURE CONTRACT *60A07 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 ASSUMPTION:

FOR FLUTED KNEE WALL AND FLUTED KNEE WALL, SPECIAL CONSTRUCTION, ACCESS IS ASSUMED TO BE FROM THE FRONTAGE ROAD.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

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

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

PA-02-373 Roadway 257 1/2 5/10/09 3:44:09 PM 3/19/2009 2:04:42 PM

PROJECT: KNEE WALLS ALONG STATE STREET
FROM 75TH TO 71ST STREET
COOK COUNTY / CITY OF CHICAGO

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	3
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62975

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN QUANTITY	100% STATE SFTY-4A
20200100	EARTH EXCAVATION	CU YD	245	245
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	470	470
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	557	557
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	901	901
21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	901	901
25000210	SEEDING, CLASS 2A	ACRE	0.50	0.50
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23	23
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23	23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23	23
25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.25	0.25
25100630	EROSION CONTROL BLANKET	SQ YD	1458	1458
25200200	SUPPLEMENTAL WATERING	UNIT	25	25
28000510	INLET FILTERS	EACH	16	16
42001300	PROTECTIVE COAT	SQ YD	767	767
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	204	204
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	63	63
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	87	87
44000600	SIDEWALK REMOVAL	SQ FT	127	127
44003100	MEDIAN REMOVAL	SQ FT	110	110
44004250	PAVED SHOULDER REMOVAL	SQ YD	16	16
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4
60608521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24	FOOT	48.0	48.0
60618324	CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)	SQ FT	60	60
63200310	GUARDRAIL REMOVAL	FOOT	52	52
66410300	CHAIN LINK FENCE REMOVAL	FOOT	473	473
66410400	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	1714	1714
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3
67100100	MOBILIZATION	L SUM	1	1
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	127	127

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN QUANTITY	100% STATE SFTY-4A
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	42	42
70400100	TEMPORARY CONCRETE BARRIER	FOOT	510	510
X0326143	FLUTED KNEE WALL (SPECIAL)	FOOT	606	606
X0326311	RELOCATE EXISTING SIGN PANEL (SPECIAL)	EACH	3	3
X0326144	TACTILE/DETECTABLE WARNING SURFACE	SQ FT	8	8
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	30	30
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
X0324640	FLUTED KNEE WALL	FOOT	1499	1499
X0325891	IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE), TEST LEVEL 2	EACH	1	1
X2500322	SEEDING, CLASS 5A (MODIFIED)	ACRE	0.25	0.25
X6065740	CONCRETE MEDIAN SURFACE, 5" (MODIFIED)	SQ FT	6377	6377
X6640210	TEMPORARY CHAIN LINK FENCE (PORTABLE)	FOOT	522	522
XX104800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12	FOOT	39.0	39.0
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1

• SPECIALTY ITEM

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION (CU YD)	REM. & DISP. UNSUITABLE (CU YD)
ALIGNMENT	STATION	TO STATION		
NB I-94 (DAN RYAN EXPY)	2339+51.2	2351+51.2	145.0	290.0
NB I-94 (DAN RYAN EXPY)	2356+11.2	2364+99.1	100.0	180.0
TOTAL			245.0	470.0

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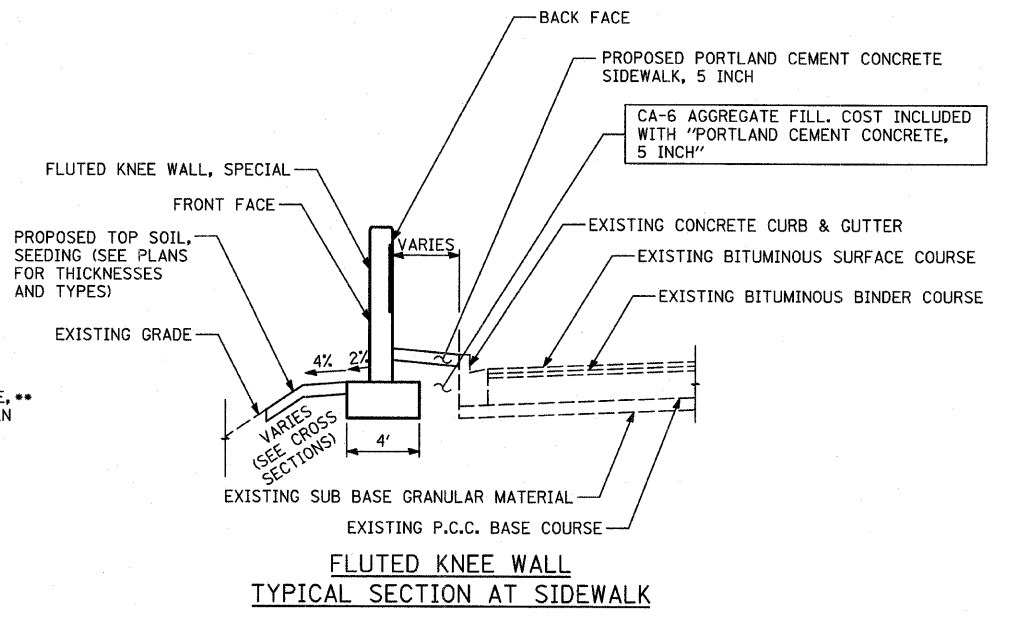
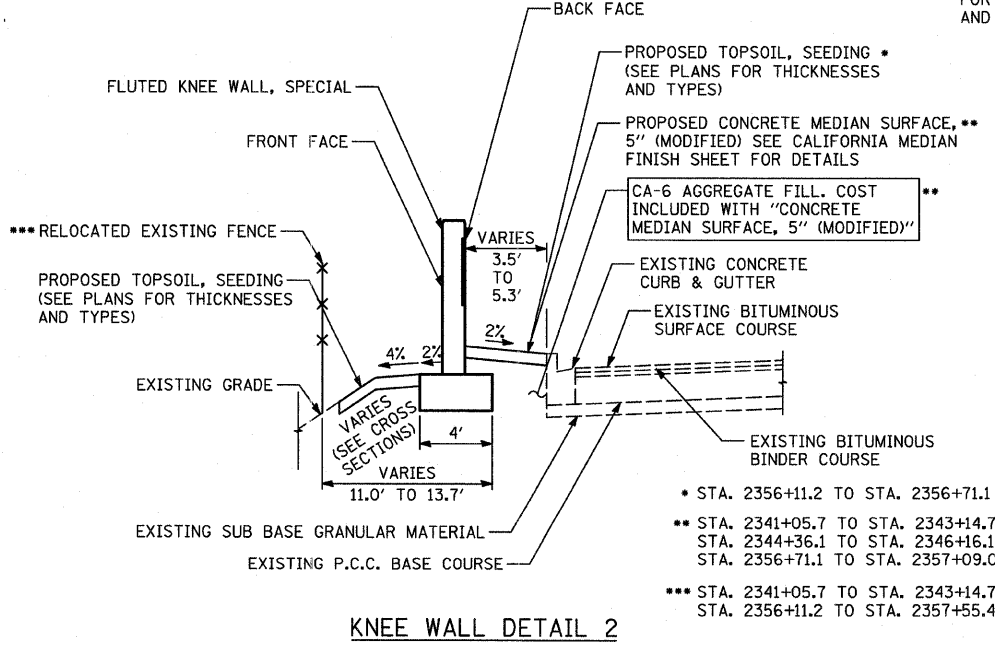
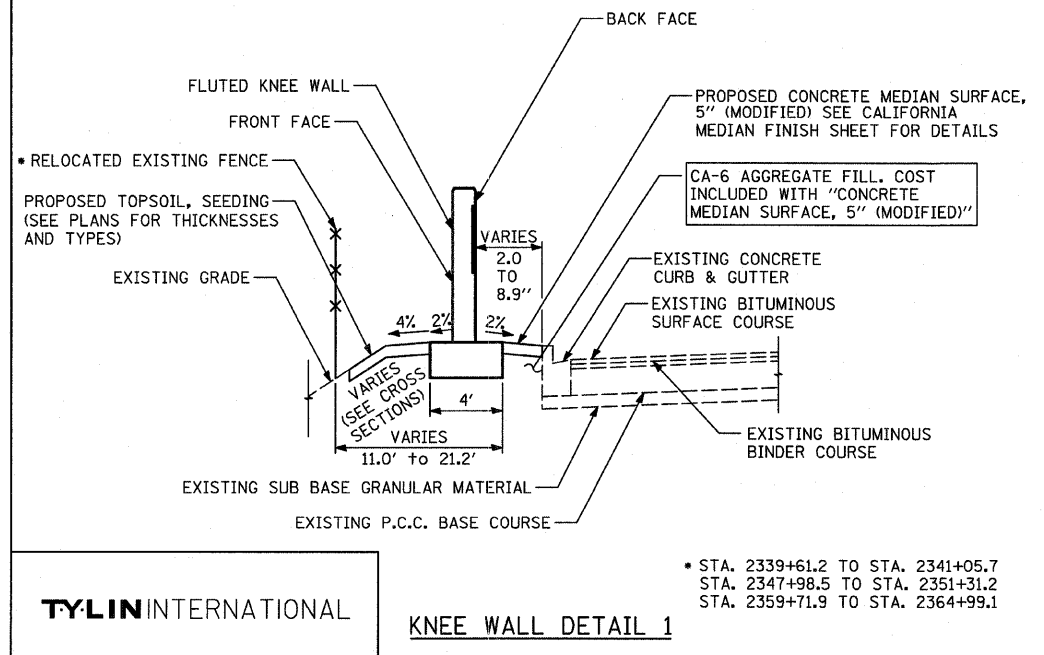
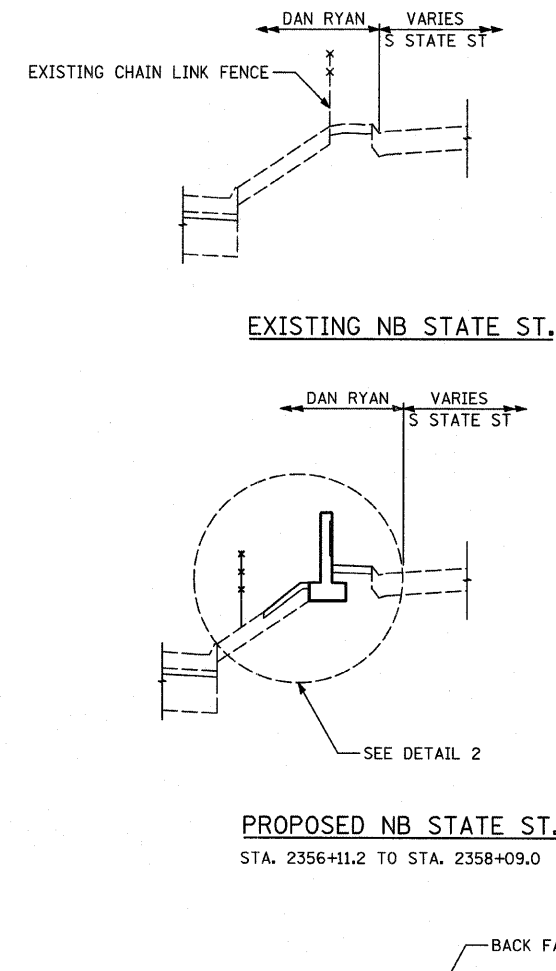
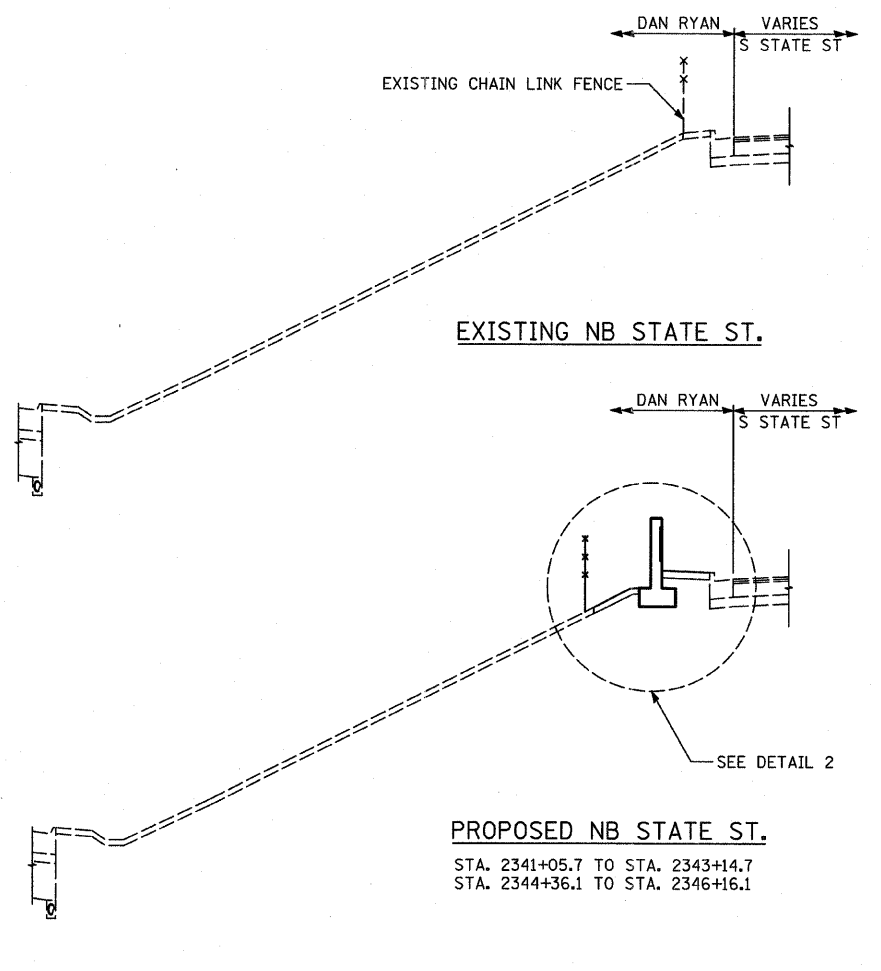
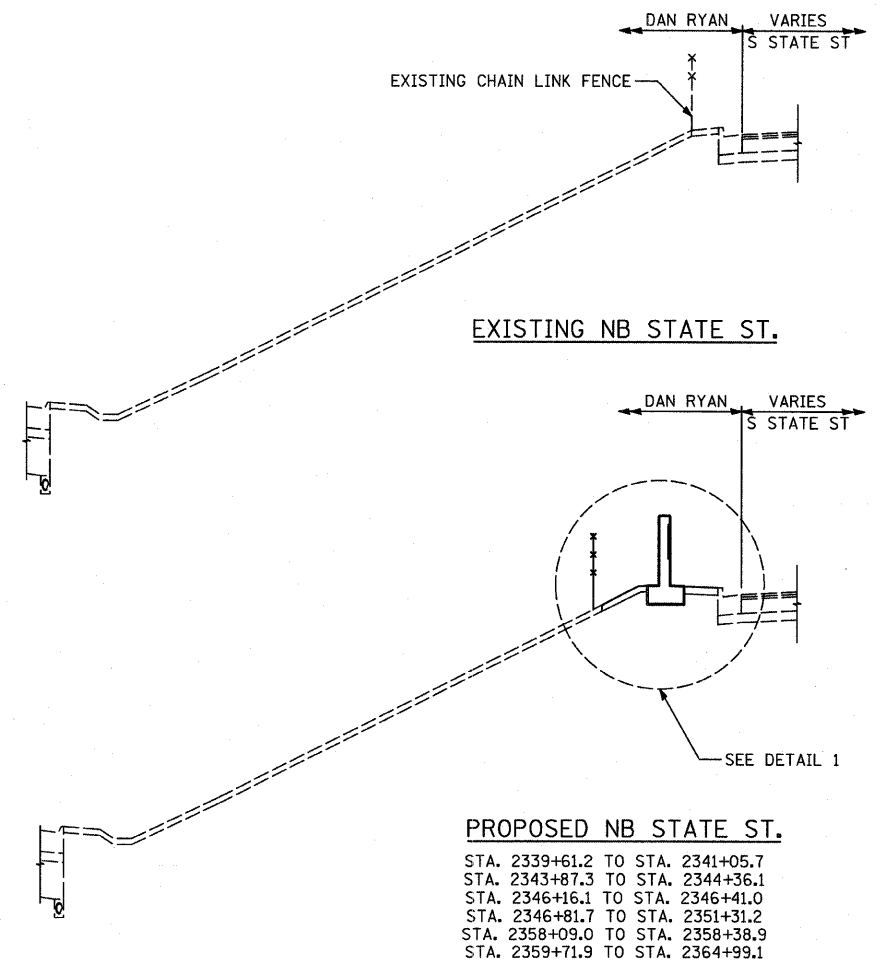
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
SUMMARY OF QUANTITIES AND
SCHEDULE OF QUANTITIES

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

3/19/2009 2:04:43 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	4
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62975	



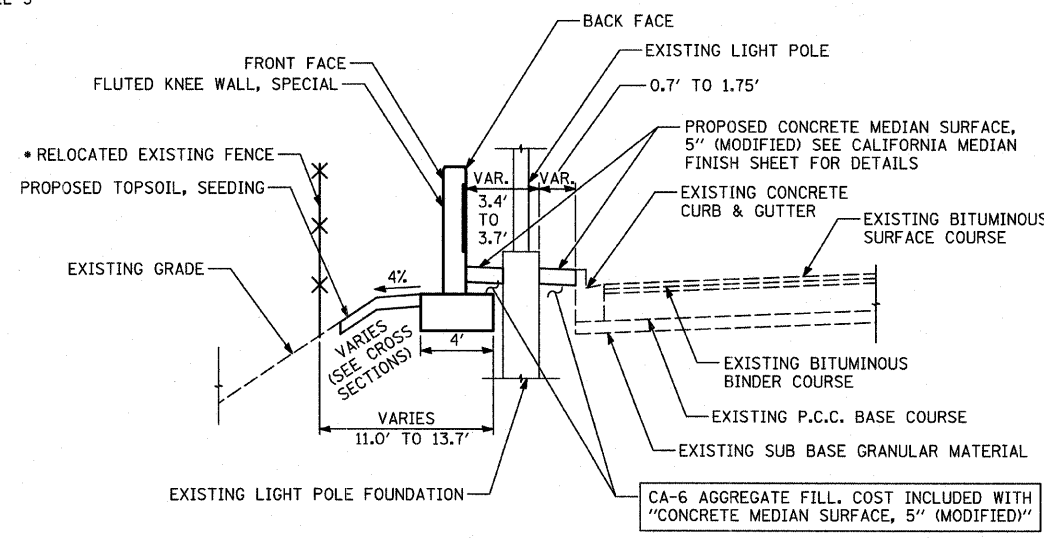
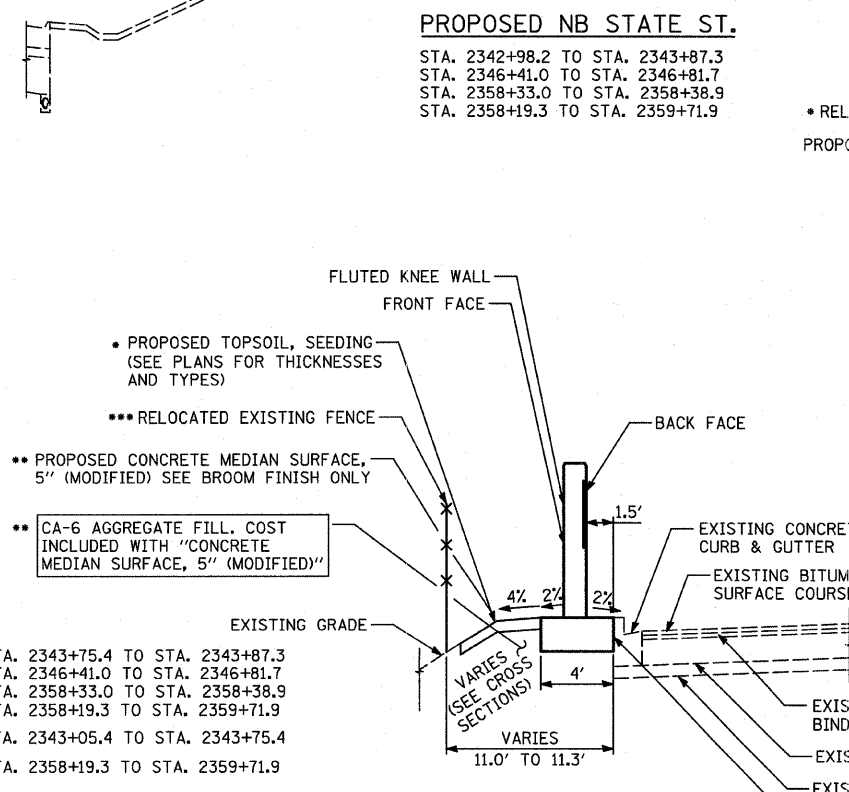
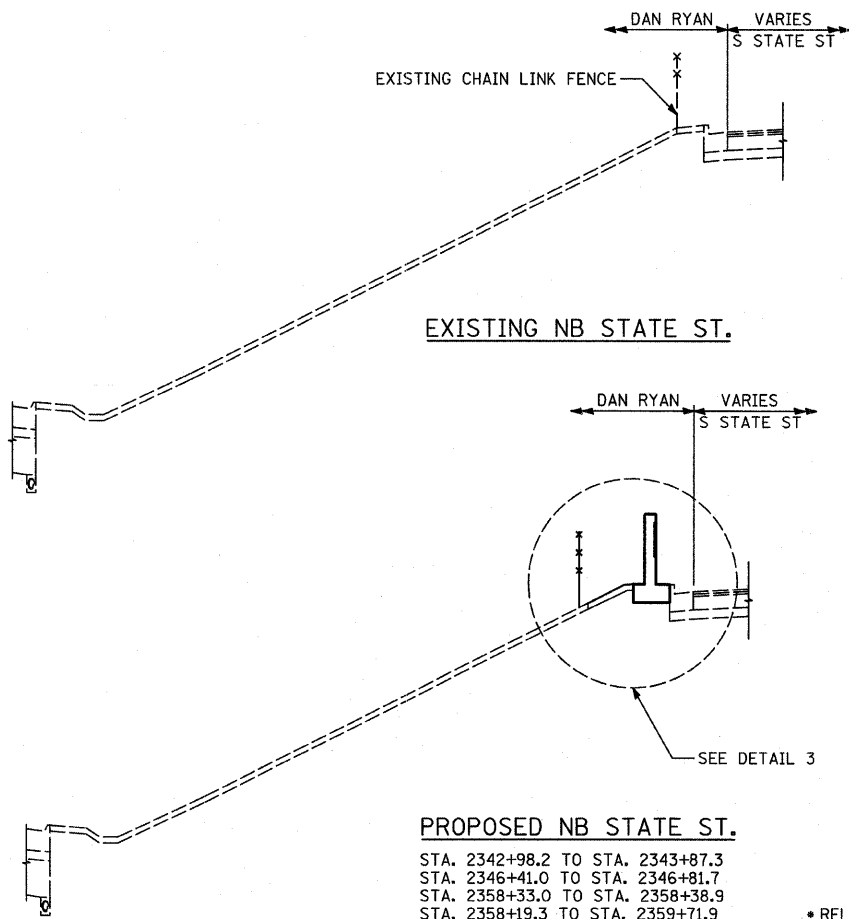
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 EXISTING AND PROPOSED TYPICAL SECTIONS
 NB STATE ST.
 SHEET 1 OF 2

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

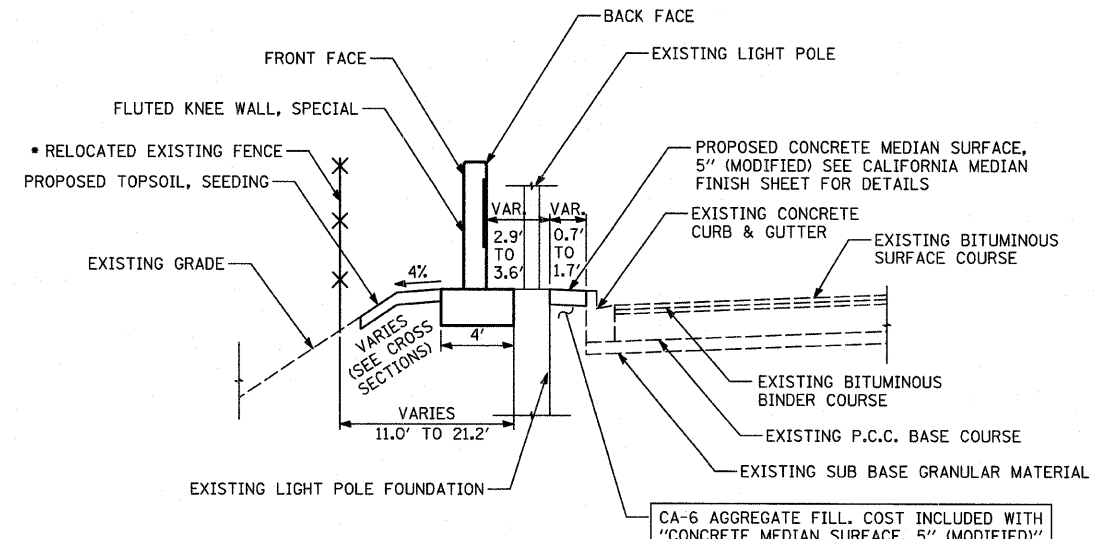
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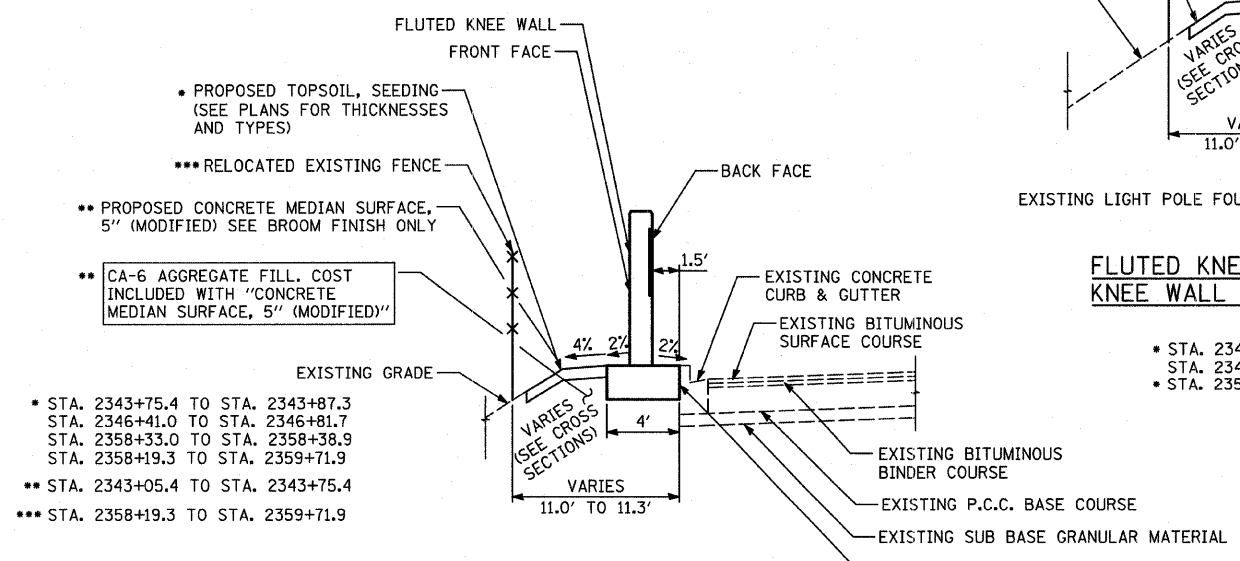
FLUTED KNEE WALL, SPECIAL DETAIL
KNEE WALL ADJACENT TO EXISTING LIGHT POLE

- STA. 2341+05.7 TO STA. 2343+14.7
- STA. 2344+36.2 TO STA. 2346+16.1
- STA. 2356+71.1 TO STA. 2357+09.0



FLUTED KNEE WALL DETAIL
KNEE WALL ADJACENT TO EXISTING LIGHT POLE

- STA. 2339+61.2 TO STA. 2341+05.7
- STA. 2346+16.1 TO STA. 2346+41.0
- STA. 2346+81.7 TO STA. 2347+98.5
- STA. 2347+98.5 TO STA. 2351+31.2
- STA. 2359+71.9 TO STA. 2364+99.1



KNEE WALL DETAIL 3

1/2" PERFORMED JOINT FILLER (INCLUDED IN THE COST OF FLUTED KNEE WALL)

TYLIN INTERNATIONAL

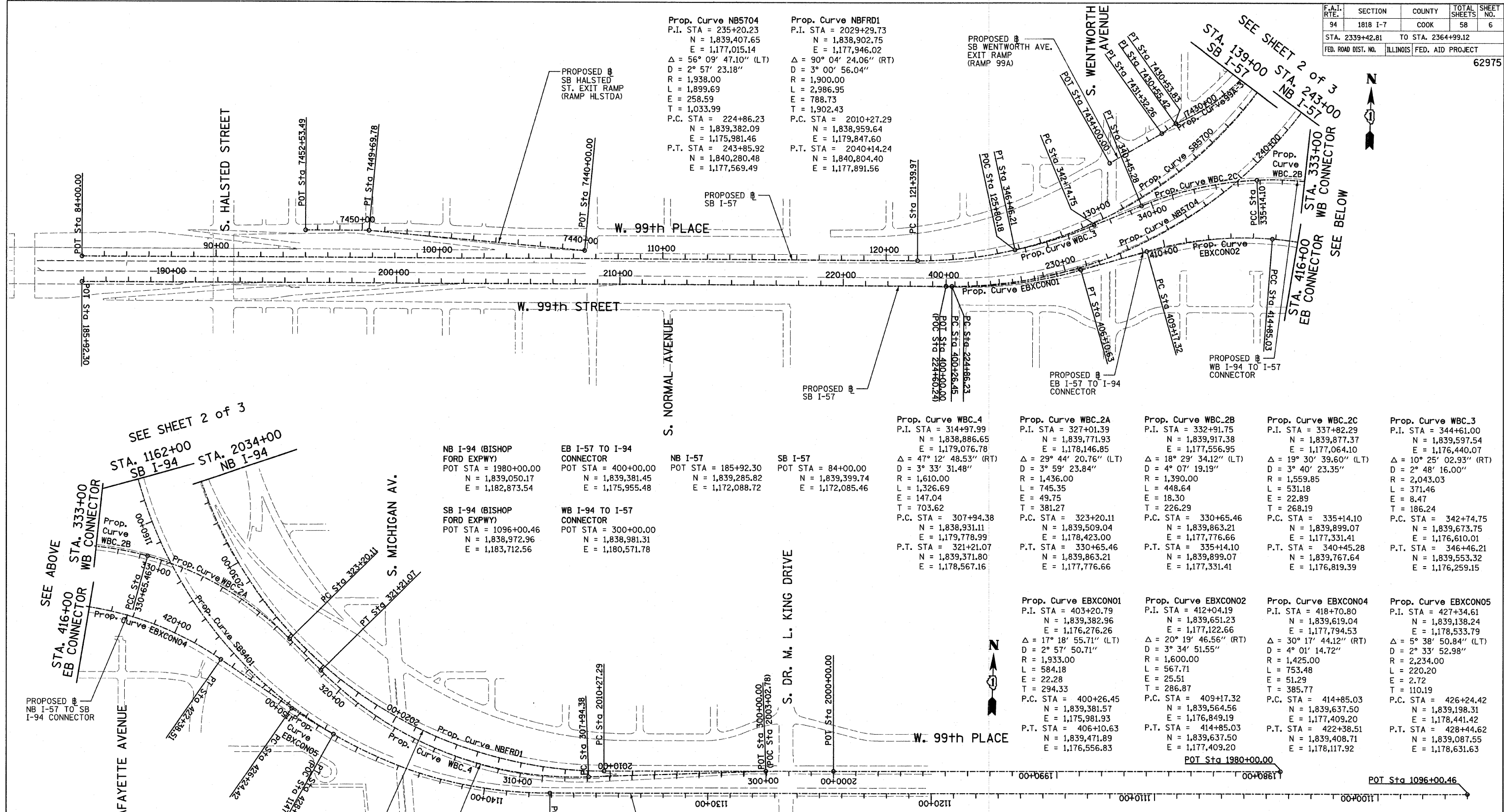
REVISIONS	
NAME	DATE

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

EXISTING AND PROPOSED TYPICAL SECTIONS
NB STATE ST.
SHEET 2 OF 2

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

3/19/2009 2:42:27 PM P:\02373\road\2551\62975\62975.dwg



Prop. Curve NB5704
 P.I. STA = 235+20.23
 N = 1,839,407.65
 E = 1,177,015.14
 $\Delta = 56^\circ 09' 47.10''$ (LT)
 D = 2° 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 NBRD1
 P.I. STA = 2029+29.73
 N = 1,838,902.75
 E = 1,177,946.02
 $\Delta = 90^\circ 04' 24.06''$ (RT)
 D = 3° 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
 $\Delta = 47^\circ 12' 48.53''$ (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
 $\Delta = 29^\circ 44' 20.76''$ (LT)
 D = 3° 59' 23.84"
 R = 1,436.00
 L = 1,458.35
 E = 49.75
 T = 381.27
 P.C. STA = 323+20.11
 N = 1,839,509.04
 E = 1,178,423.00
 P.T. STA = 330+65.46
 N = 1,839,863.21
 E = 1,177,776.66

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

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

Prop. Curve WBC.3
 P.I. STA = 344+61.00
 N = 1,839,597.54
 E = 1,176,440.07
 $\Delta = 10^\circ 25' 02.93''$ (RT)
 D = 2° 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 = 1,839,382.96
 E = 1,176,276.26
 $\Delta = 17^\circ 18' 55.71''$ (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
 $\Delta = 20^\circ 19' 46.56''$ (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
 $\Delta = 30^\circ 17' 44.12''$ (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

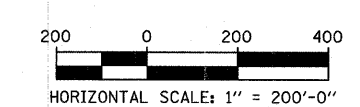
Prop. Curve EBXCNO5
 P.I. STA = 427+34.61
 N = 1,839,138.24
 E = 1,178,533.79
 $\Delta = 5^\circ 38' 50.84''$ (LT)
 D = 2° 33' 52.98"
 R = 2,234.00
 L = 220.20
 E = 2.72
 T = 110.19
 P.C. STA = 426+24.42
 N = 1,839,198.31
 E = 1,178,441.42
 P.T. STA = 428+44.62
 N = 1,839,087.55
 E = 1,178,631.63

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

TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

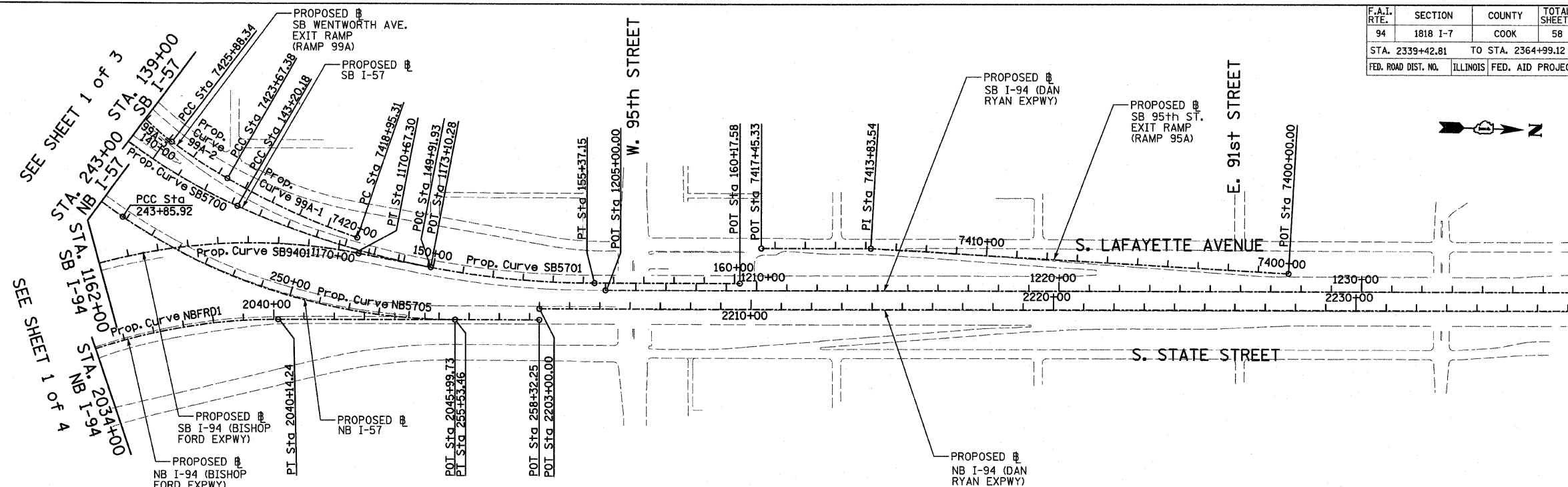
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 ALIGNMENT PLAN
 SHEET 1 OF 4

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

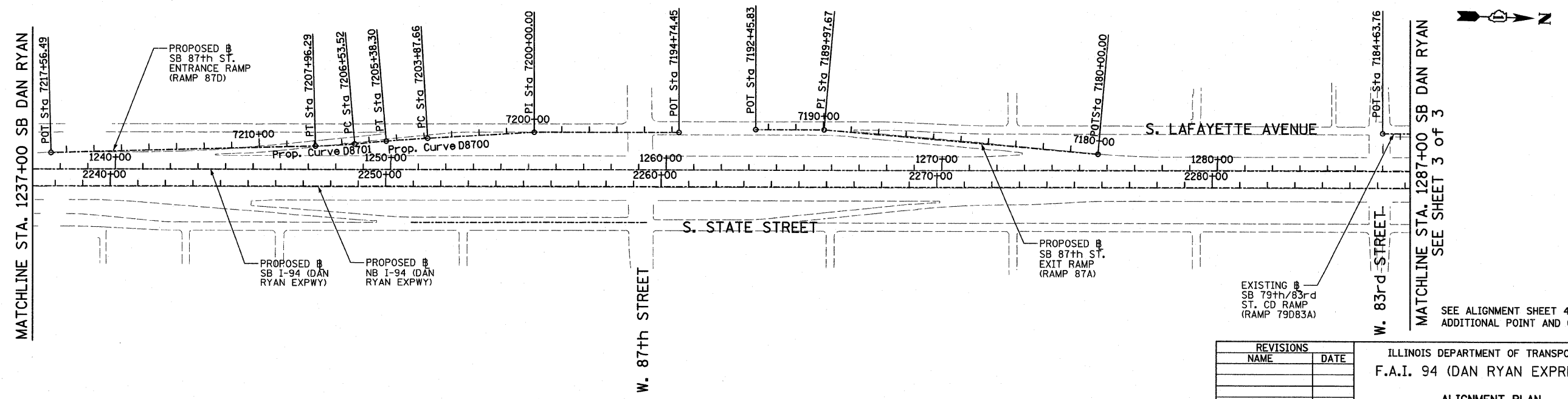
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 CHECKED BY: DAK

3/19/2009 2:46:28 PM

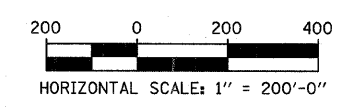
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	7
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62975



<p>Prop. Curve SB5700 P.I. STA = 133+70.06 N = 1,839,521.70 E = 1,177,054.03 Δ = 66° 11' 55.15" (LT) D = 3° 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</p>	<p>Prop. Curve SB5701 P.I. STA = 149+37.75 N = 1,841,230.00 E = 1,177,757.97 Δ = 24° 02' 07.49" (LT) D = 1° 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 = 1,175,824.31 P.T. STA = 155+37.15 N = 1,841,847.31 E = 1,177,740.29</p>	<p>Prop. Curve NB5705 P.I. STA = 249+87.51 N = 1,840,788.31 E = 1,177,892.02 Δ = 34° 03' 37.98" (LT) D = 2° 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</p>	<p>Prop. Curve SB9401 P.I. STA = 1160+15.97 N = 1,838,783.95 E = 1,177,299.83 Δ = 100° 48' 58.07" (RT) D = 2° 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</p>	<p>SB I-94 (DAN RYAN EXPWY) POT STA = 1205+00.00 N = 1,841,884.04 E = 1,177,763.25</p>	<p>SB I-57 POT STA = 160+17.58 N = 1,842,327.55 E = 1,177,726.54</p>	<p>SB I-94 (BISHOP FORD EXPWY) POT STA = 1173+10.28 N = 1,841,304.06 E = 1,177,704.74</p>	<p>NB I-57 POT STA = 258+32.25 N = 1,841,668.33 E = 1,177,866.82</p>	<p>NB I-94 (BISHOP FORD EXPWY) POT STA = 2045+99.73 N = 1,841,389.65 E = 1,177,874.80</p>	<p>NB I-94 (DAN RYAN EXPWY) POT STA = 2203+00.00 N = 1,841,667.31 E = 1,177,830.83</p>
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TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

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

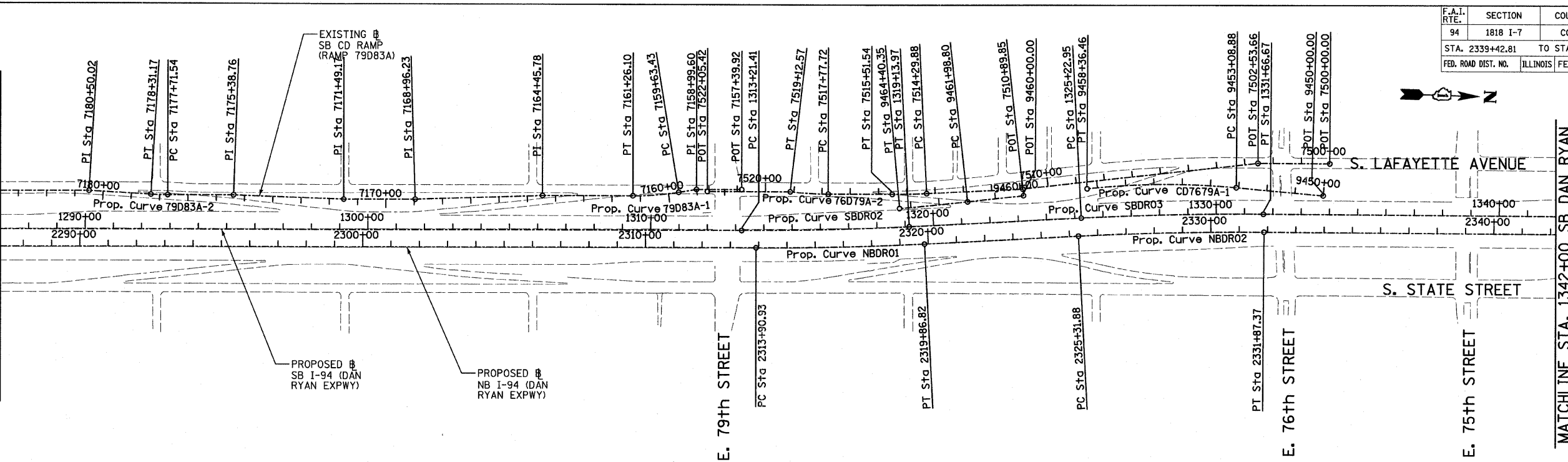
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	8
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62975

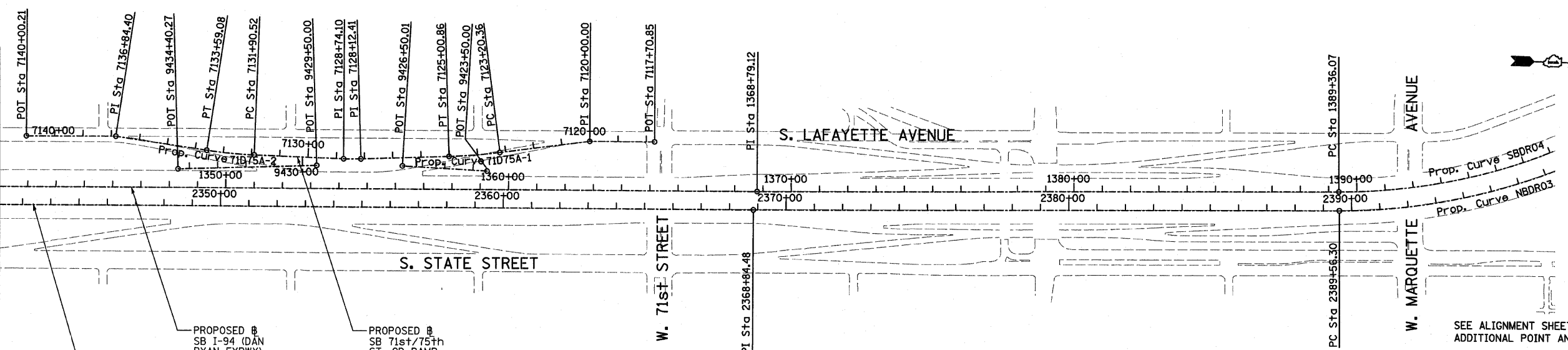
SEE SHEET 2 of 3

MATCHLINE STA. 1287+00 SB DAN RYAN



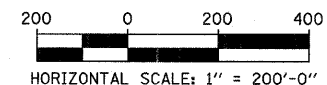
Prop. Curve NBDR01 P.I. STA = 2316+88.94 N = 1,853,051.58 E = 1,177,504.84 $\Delta = 2^\circ 58' 38.60''$ (LT) D = $0^\circ 29' 58.77''$ R = 11,467.00 L = 595.89 E = 3.87 T = 298.01 P.C. STA = 2313+90.93 N = 1,852,753.69 E = 1,177,513.37 P.T. STA = 2319+86.82 N = 1,853,348.62 E = 1,177,480.85	Prop. Curve NBDR02 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 NBDR03 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



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

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

3/19/2009 2:44:29 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	9
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	62975

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

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 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

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

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

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

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

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

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

SB 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

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

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

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

REVISIONS	
NAME	DATE

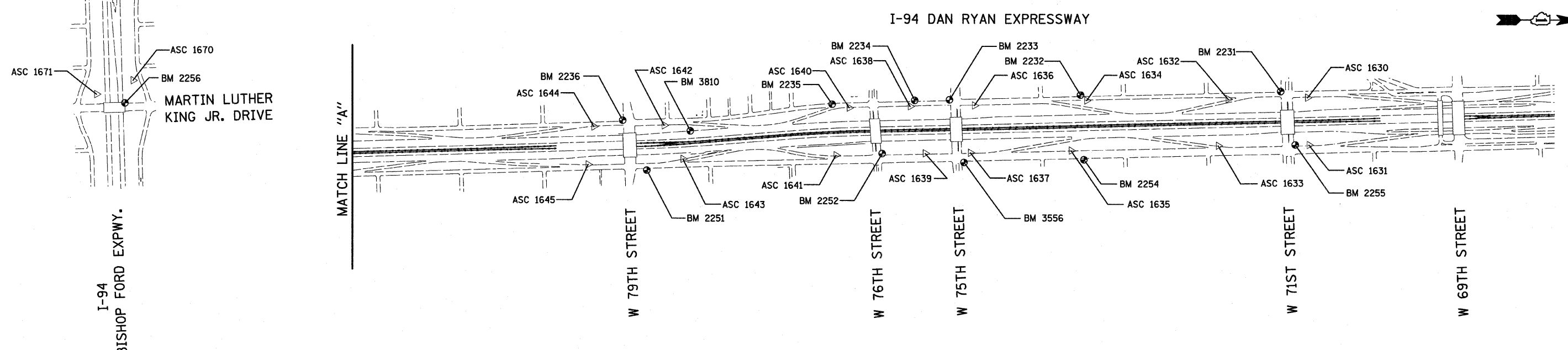
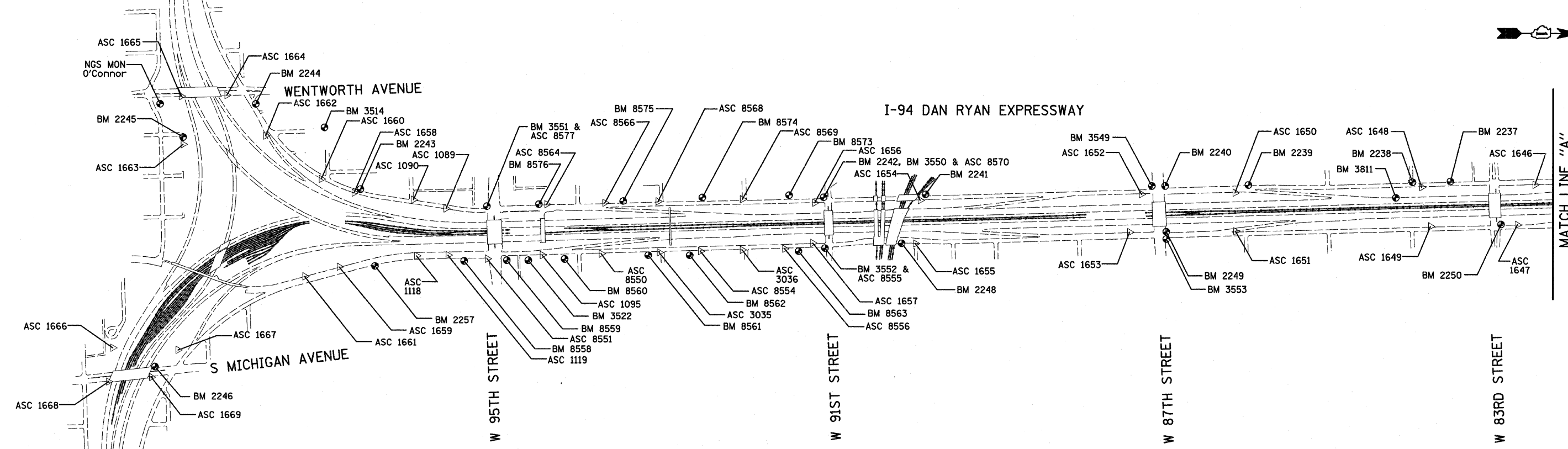
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
ALIGNMENT PLAN
SHEET 4 OF 4
 SCALE: NO SCALE DRAWN BY: JPA
 DATE: FEBRUARY 13, 2009 CHECKED BY: JPM



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	10
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62975				

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



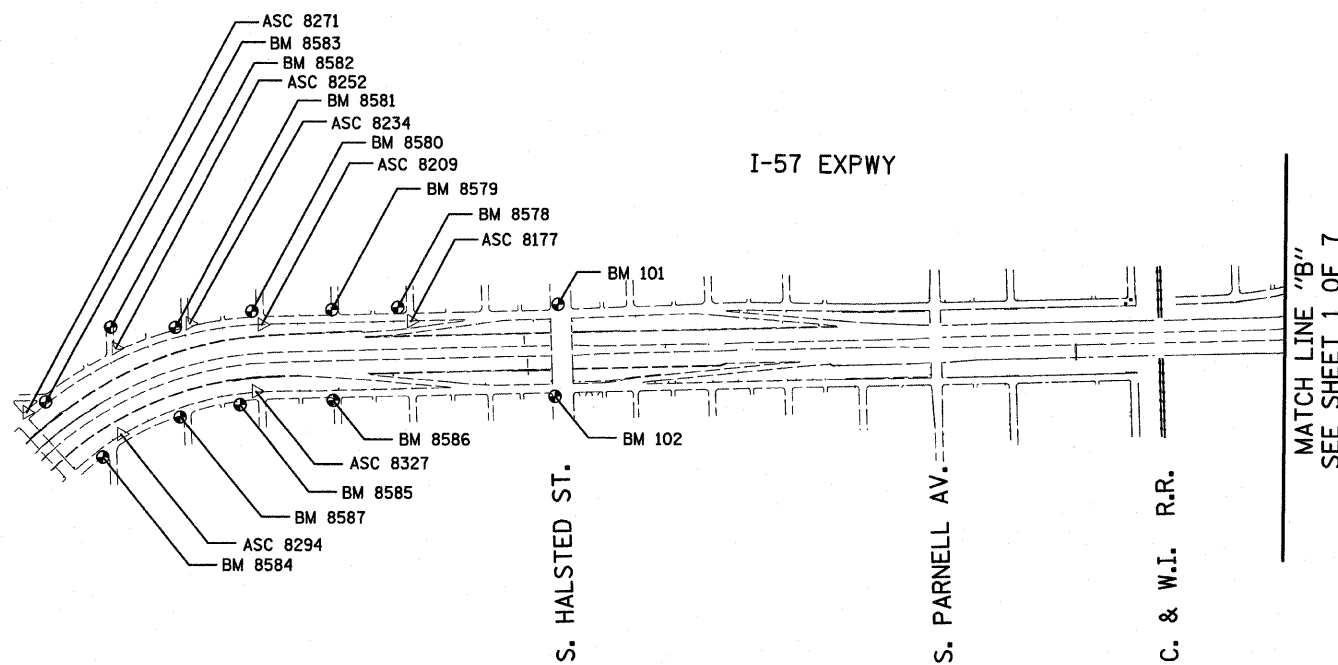
American Surveying Consultants, P.C.
1877 Plover Rd., Skokie, IL 60076
630.584.1100

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

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	11
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		62975



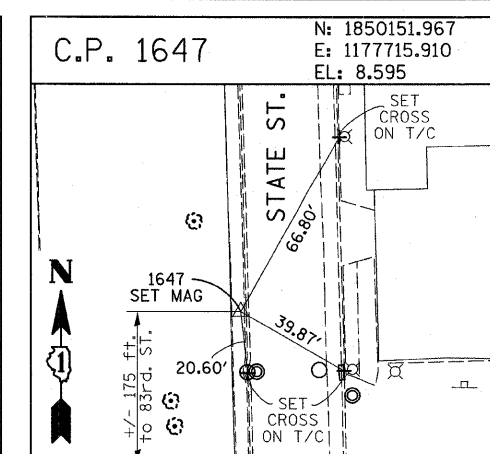
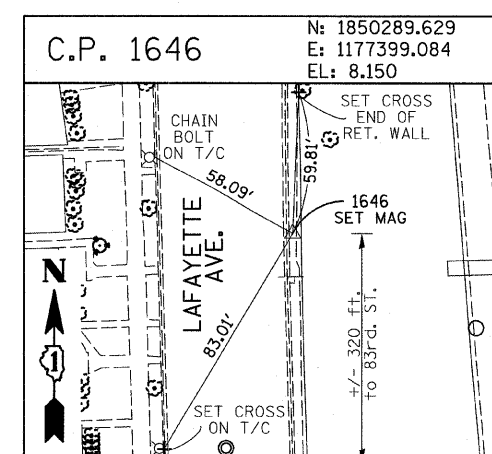
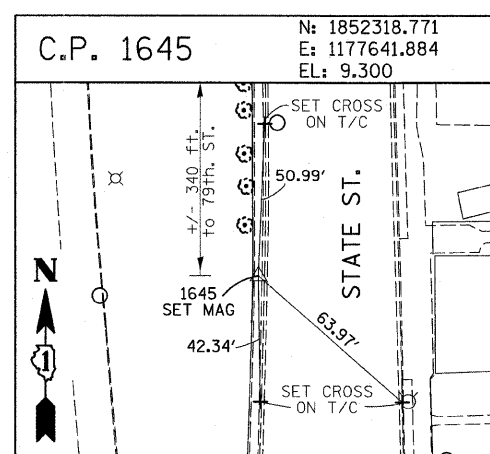
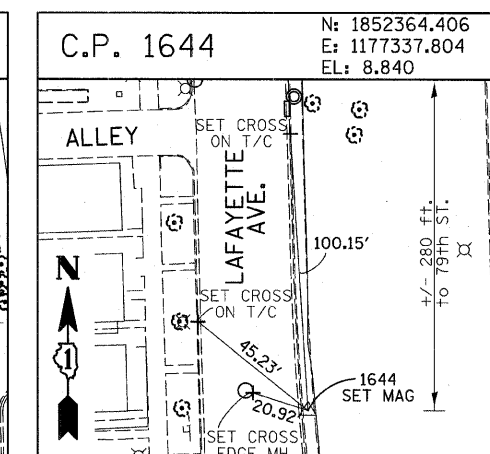
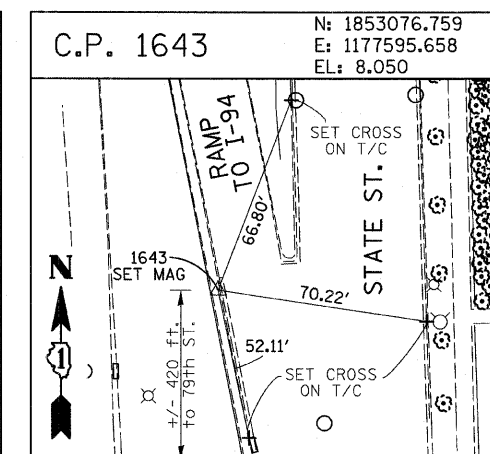
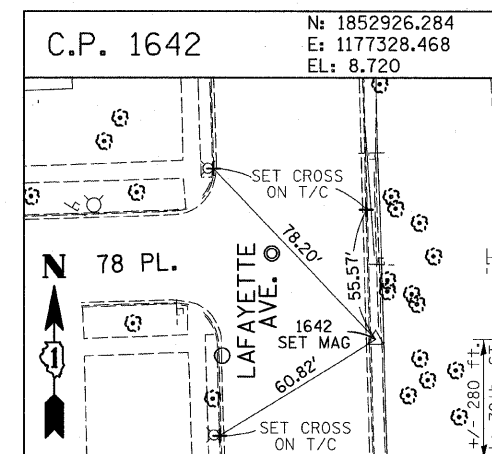
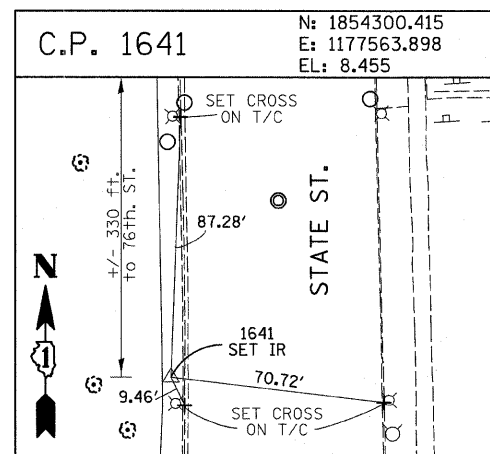
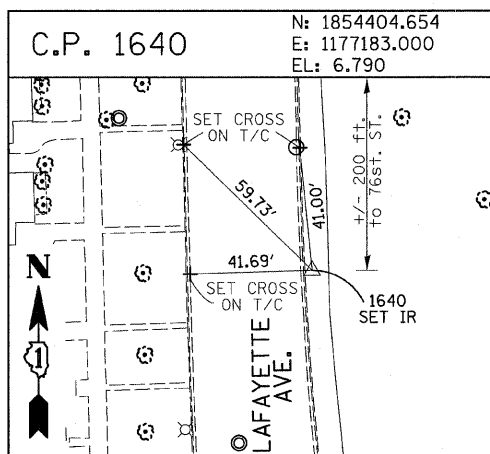
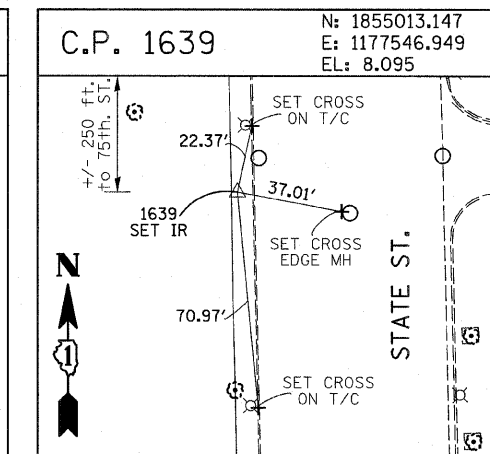
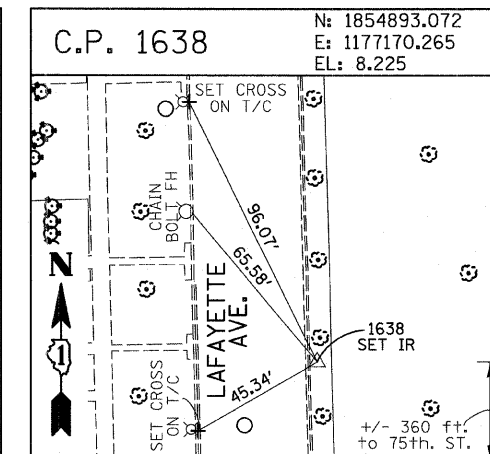
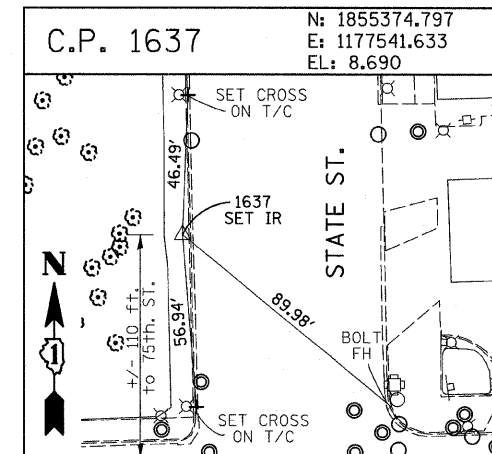
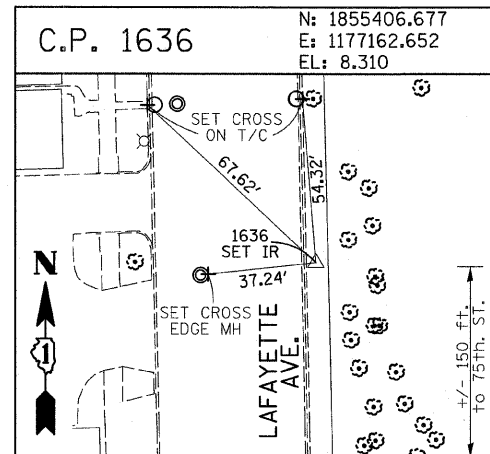
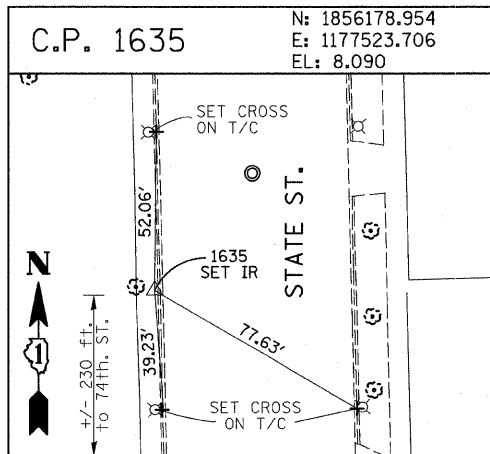
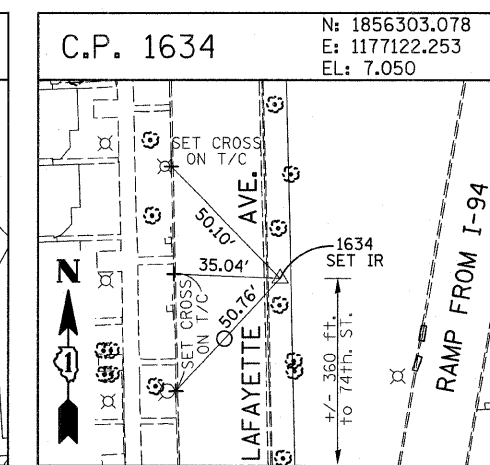
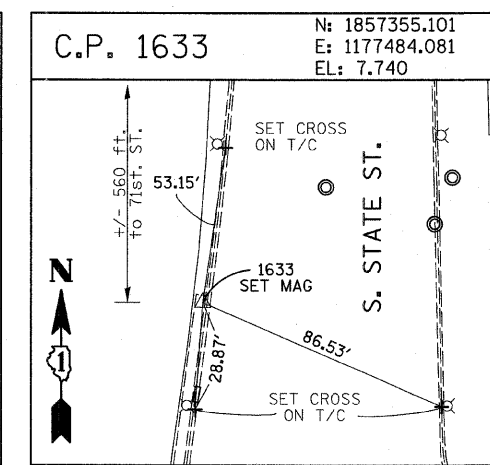
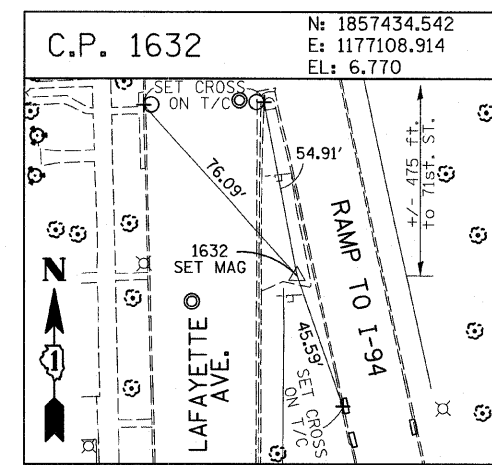
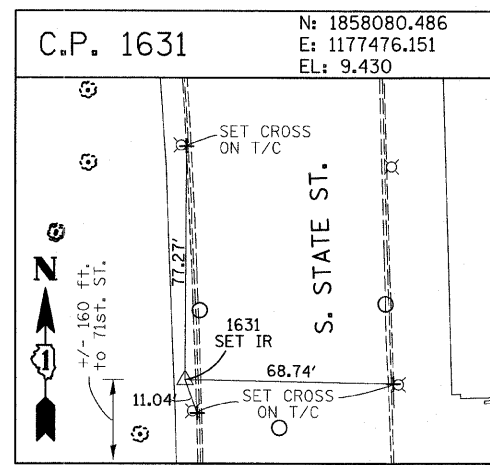
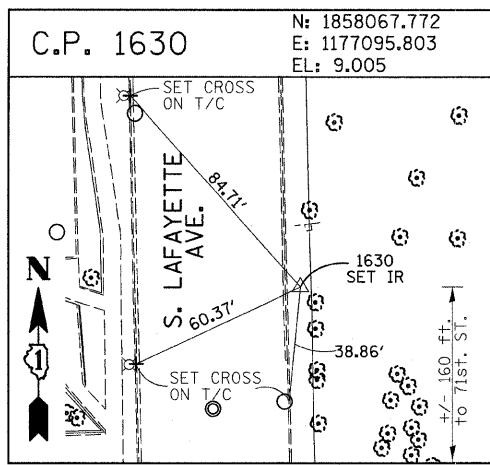
American Surveying Consultants, P.C.
 1437 Plover Rd., Chicago, IL 60621 800 N. Northwest Highway, Suite 110, Oakbrook, IL 60451

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

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	12
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		62975		



American Surveying Consultants, P.C.
 SURVEYORS-ENGINEERS-ROCKETS-SCIENTISTS
 1927 Plank Rd., Chicago, IL 60611 608 N. Northbrook Rd., Northbrook, IL 60062

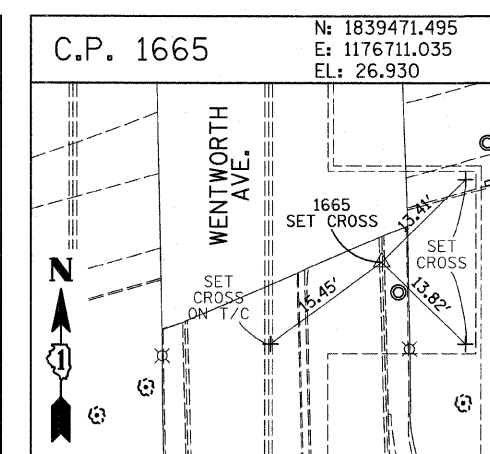
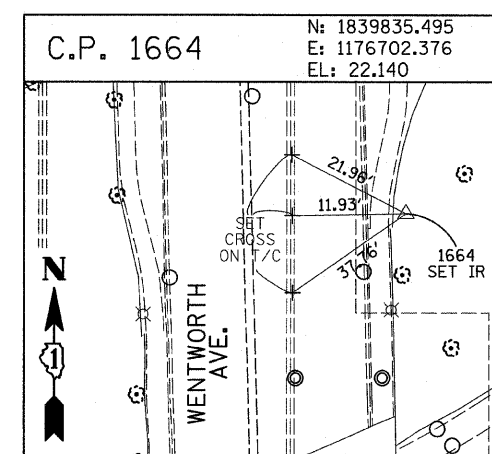
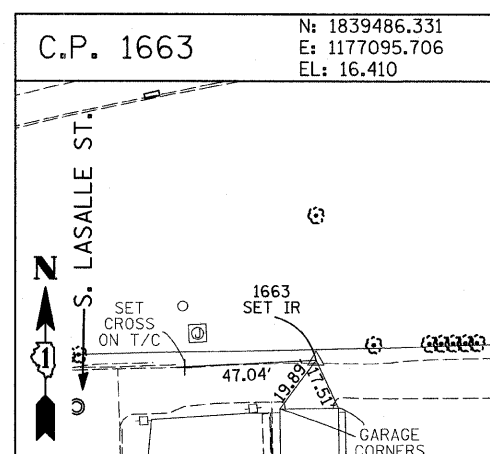
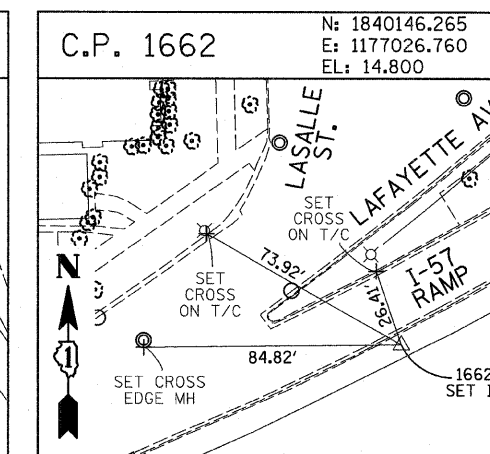
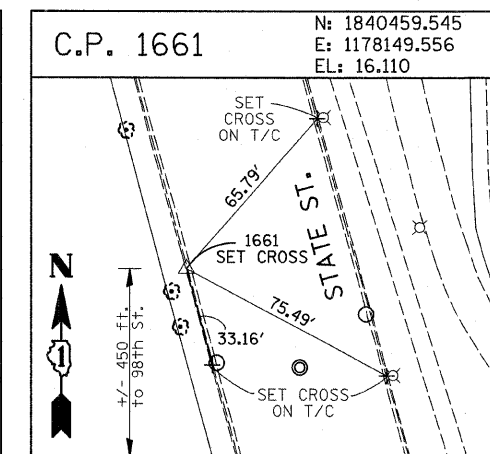
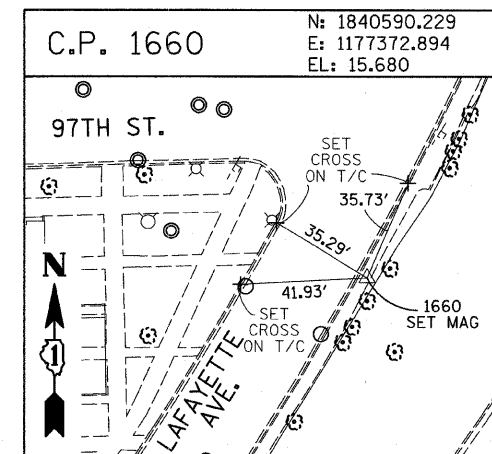
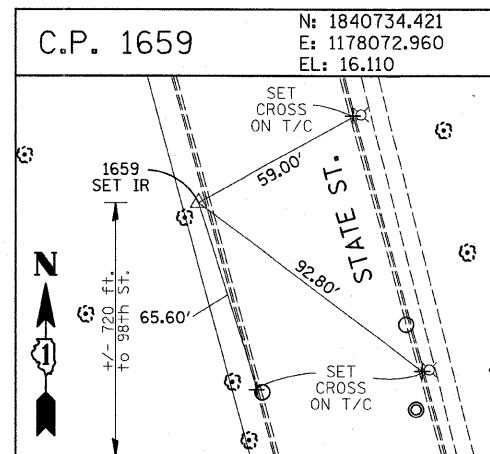
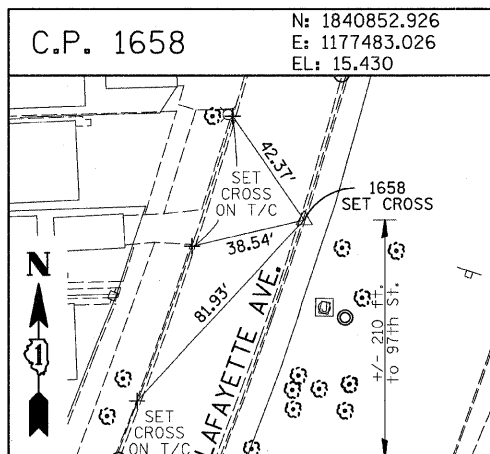
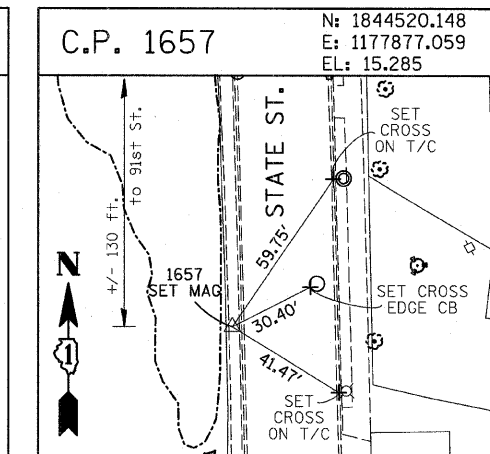
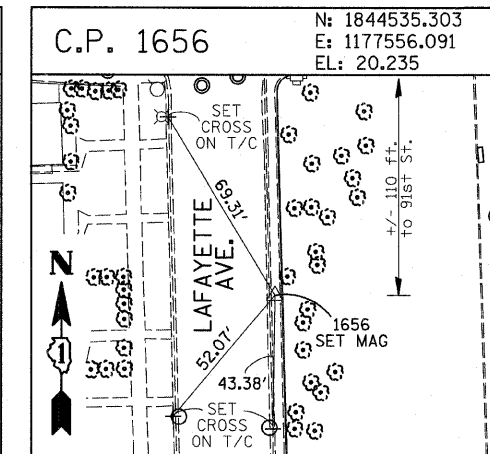
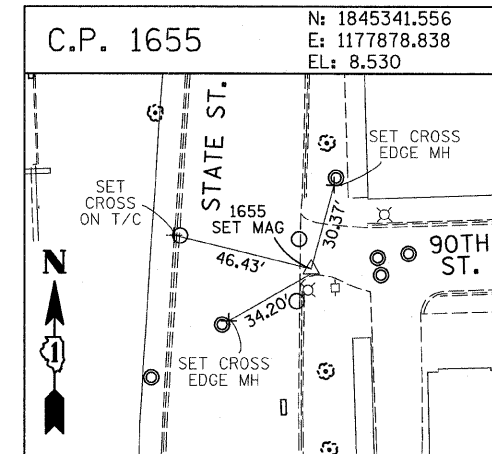
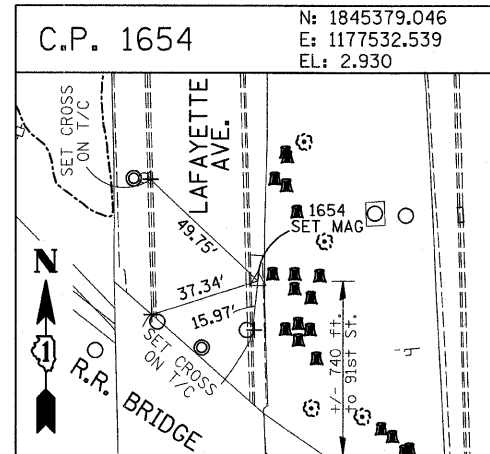
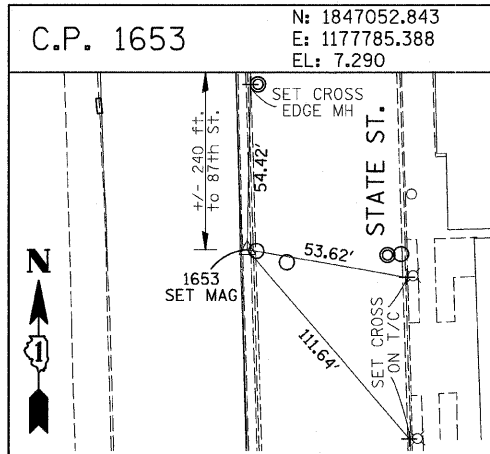
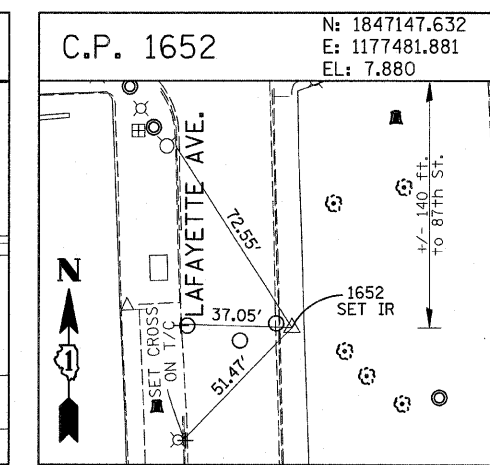
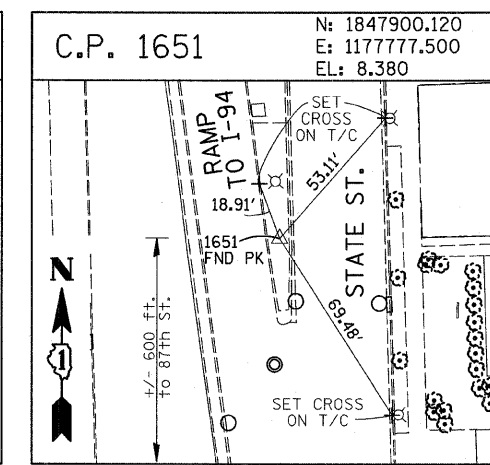
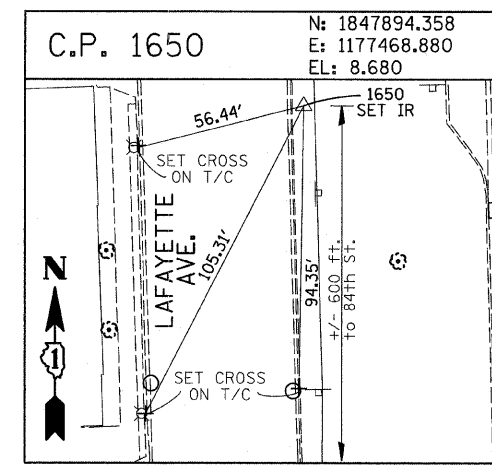
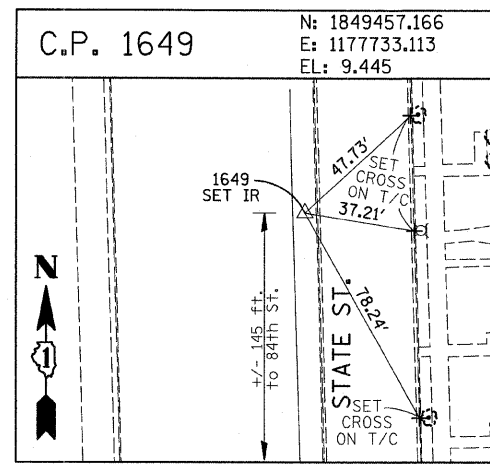
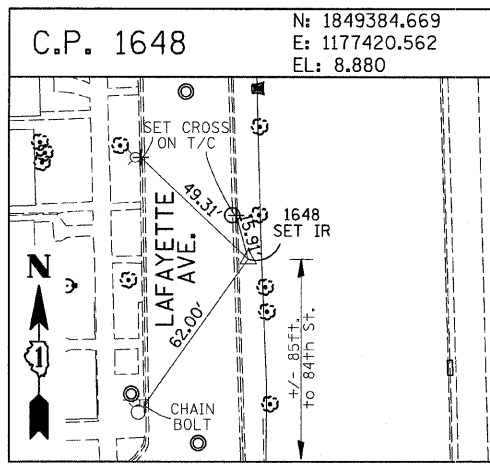
REVISIONS	
NAME	DATE

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 2:43:32 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 1-7	COOK	58	13
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62975				

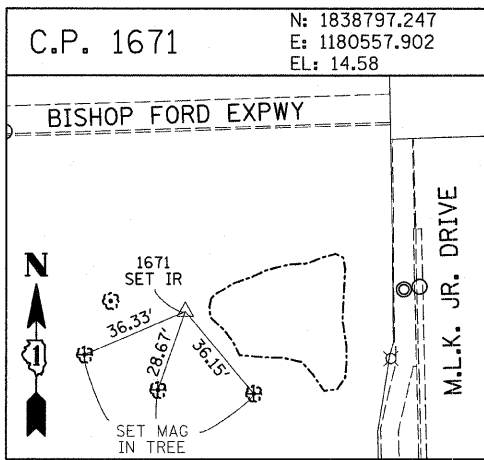
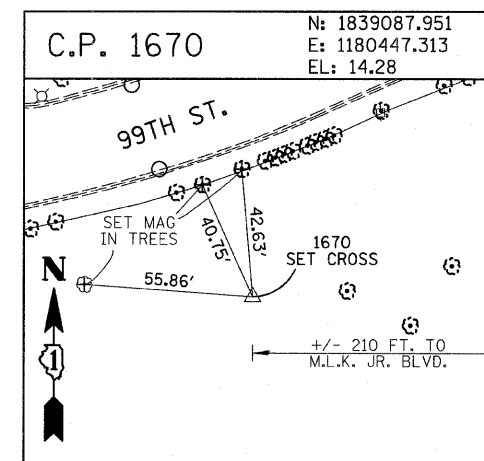
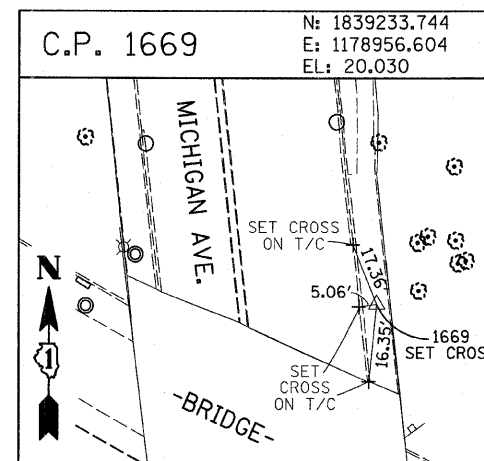
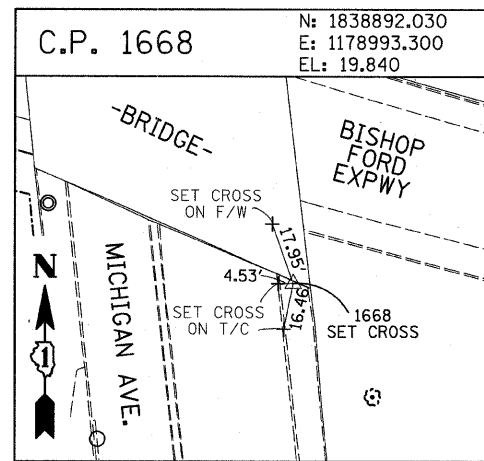
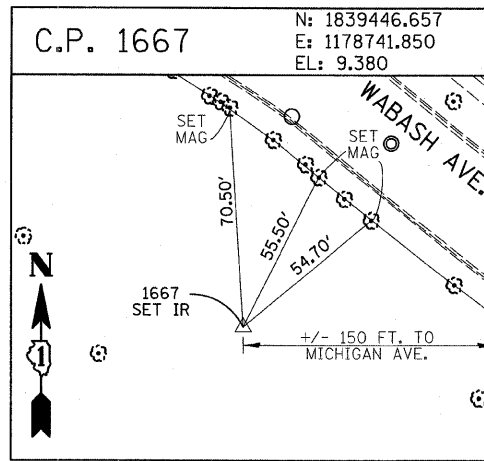
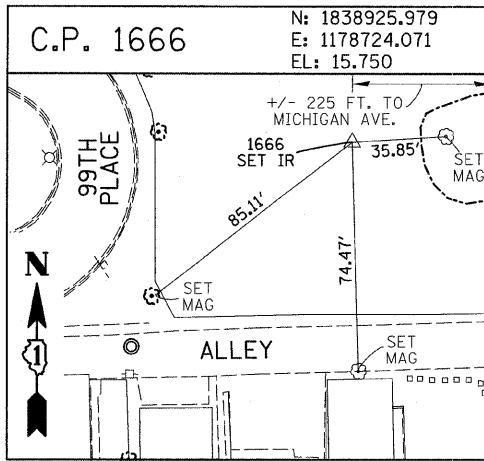


American Surveying Consultants, P.C.
 1577 Plaza, Suite 200, Naperville, IL 60563
 630-255-2221

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 2:45:34 PM



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	14
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62975				

PROJECT BENCHMARKS

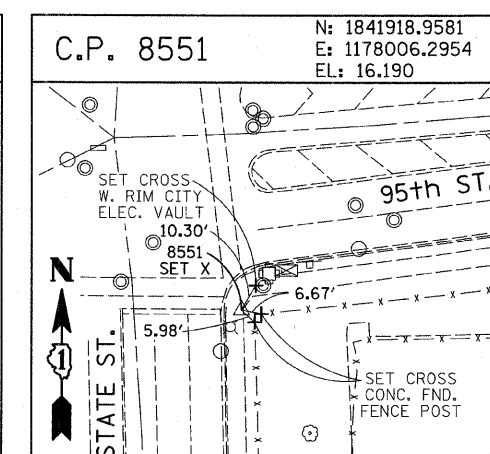
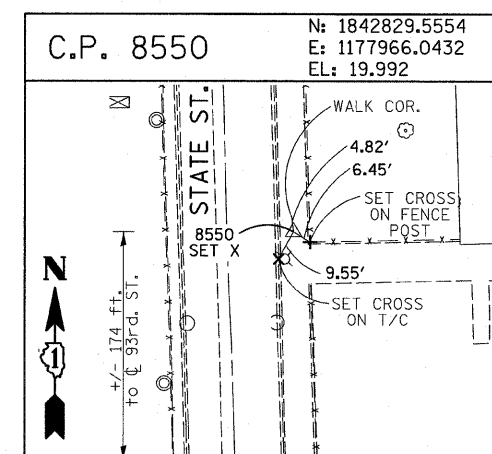
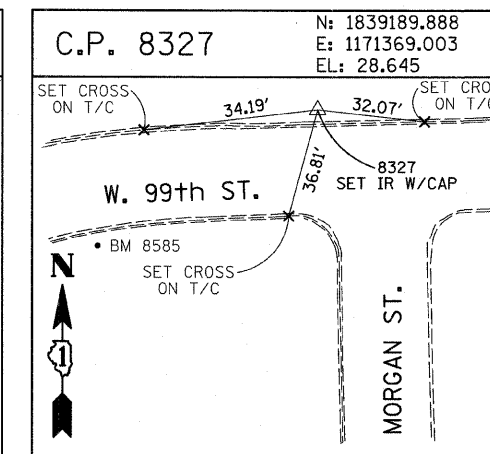
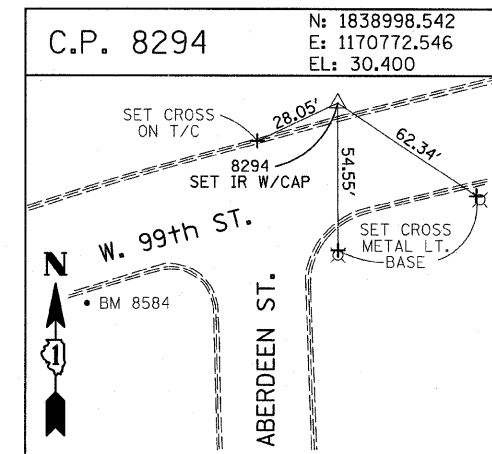
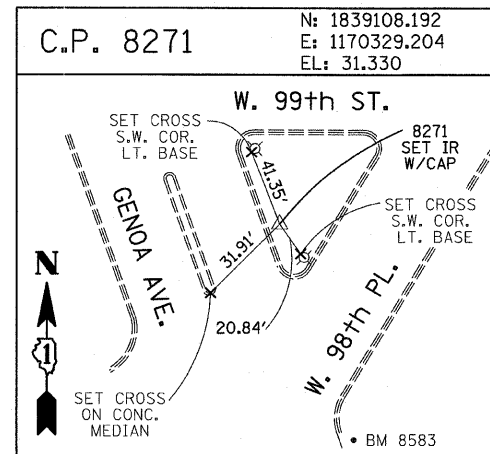
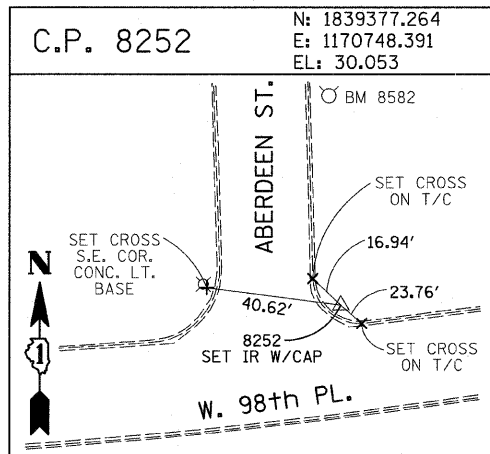
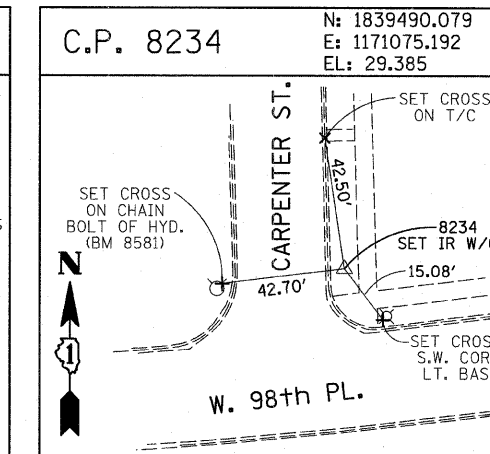
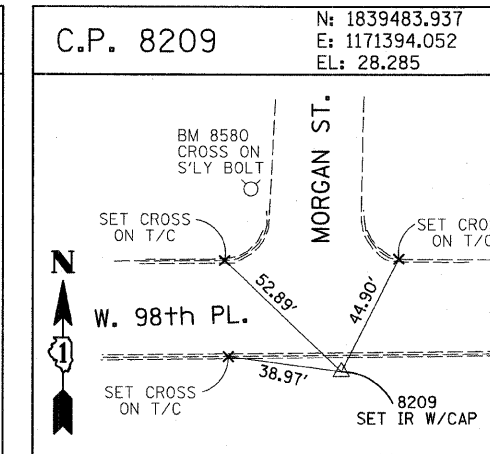
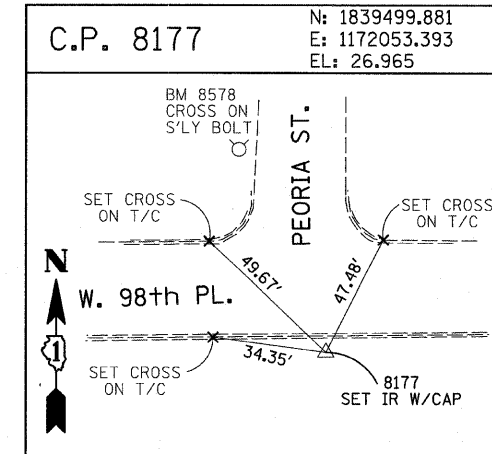
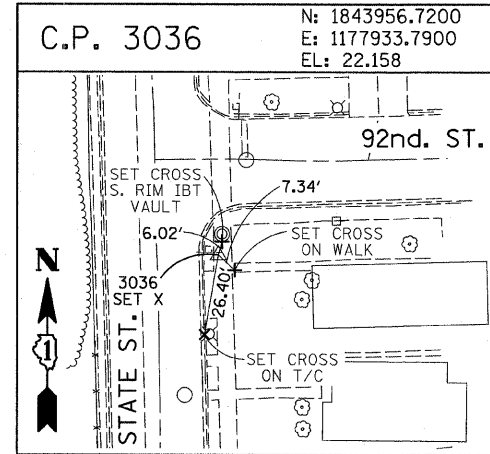
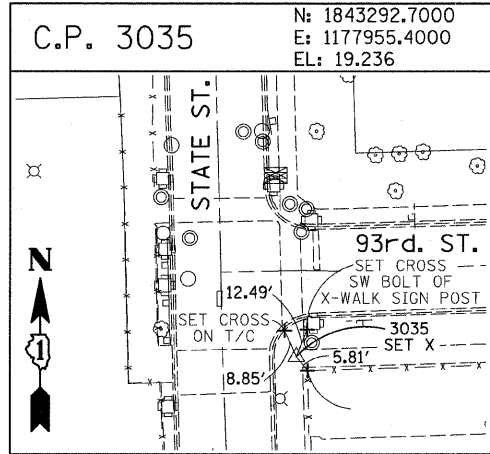
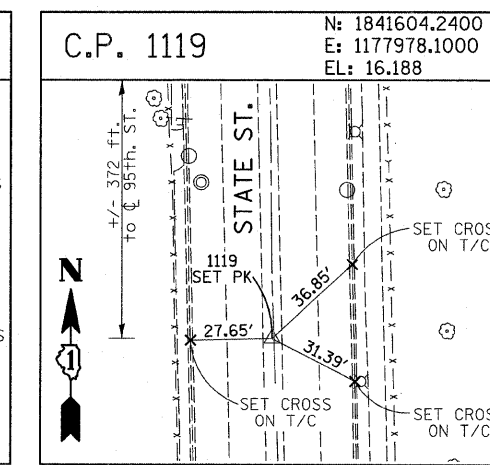
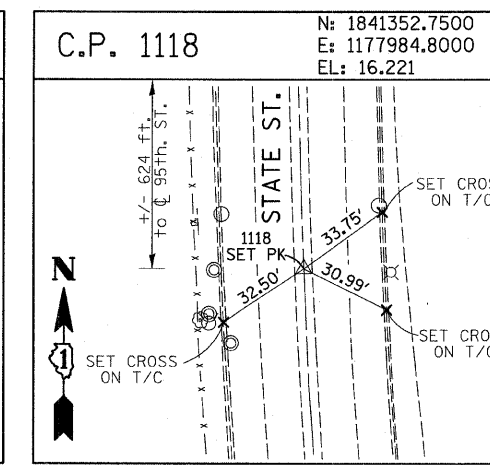
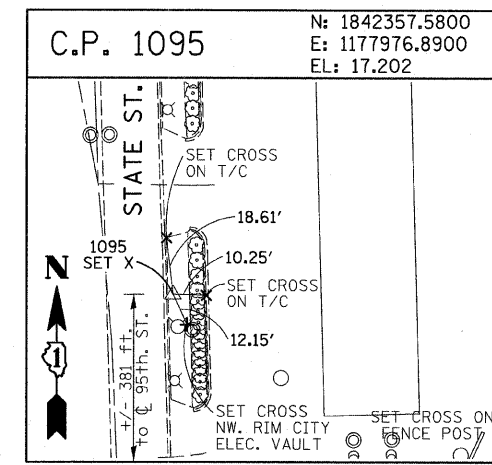
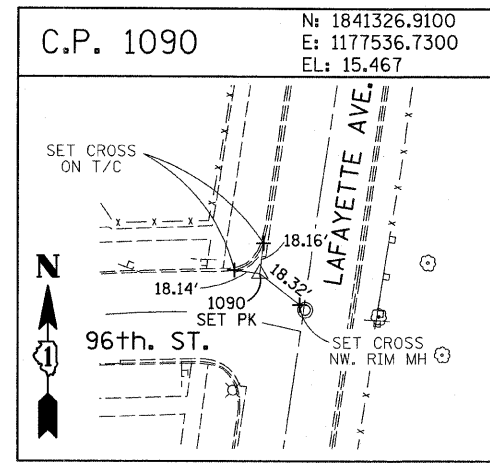
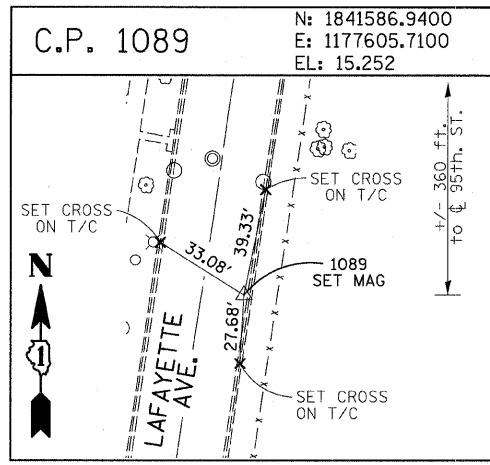
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- BM 2232 ELEVATION= 8.46 FEET
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2233 ELEVATION= 9.90 FEET
SET CROSS ON NORTHWEST BOLT OF FIRE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

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

REVISIONS	
NAME	DATE

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	15
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62975				



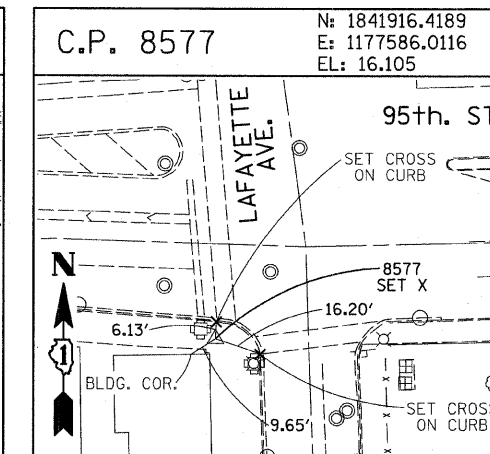
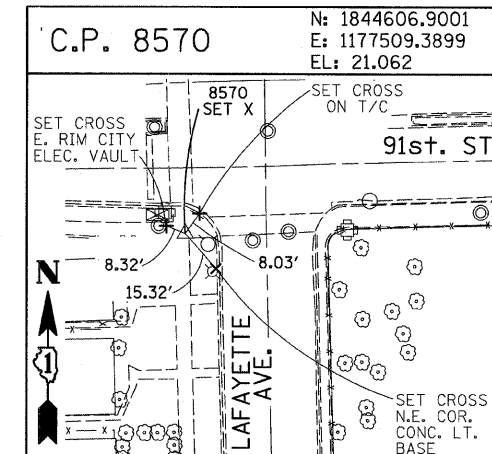
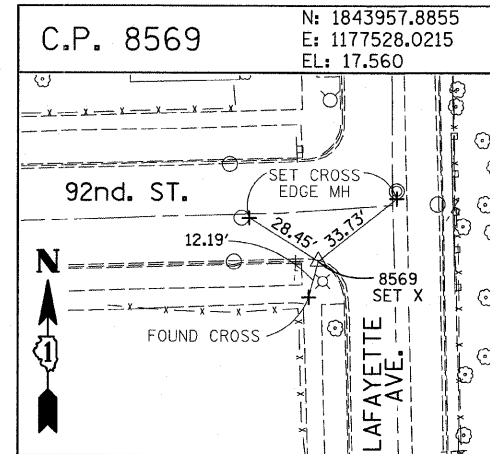
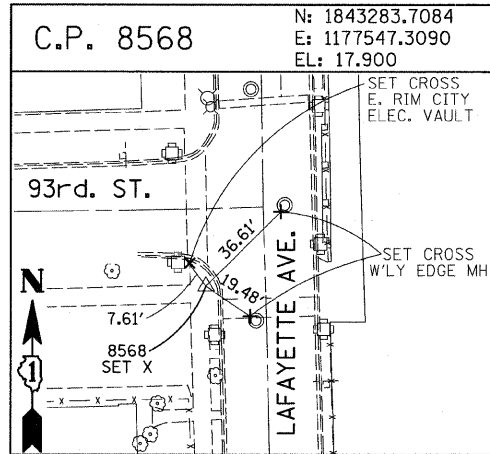
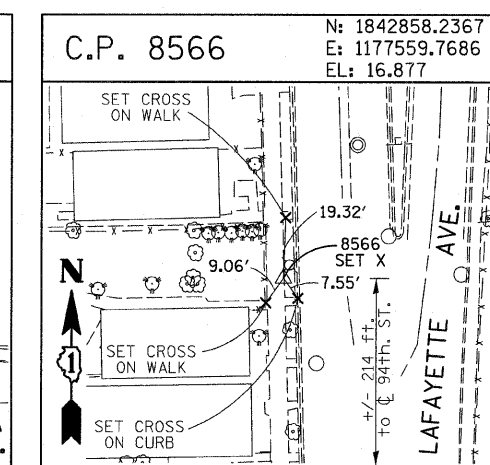
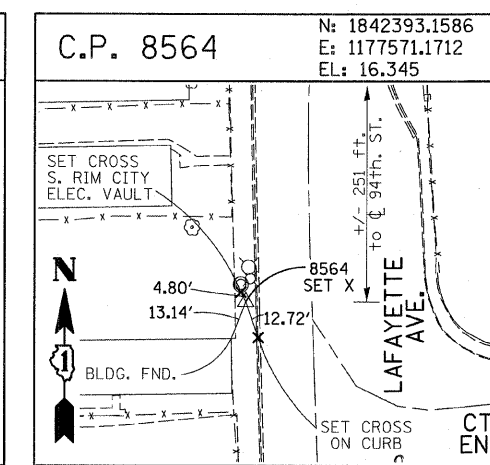
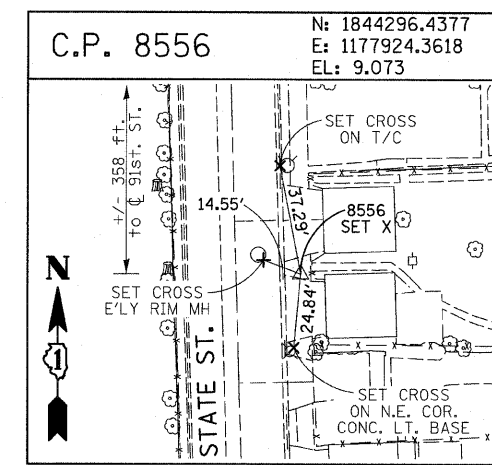
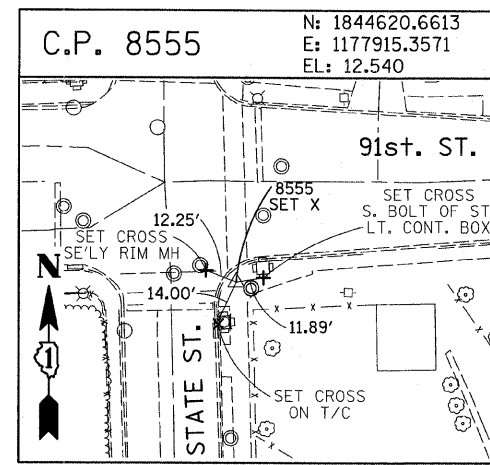
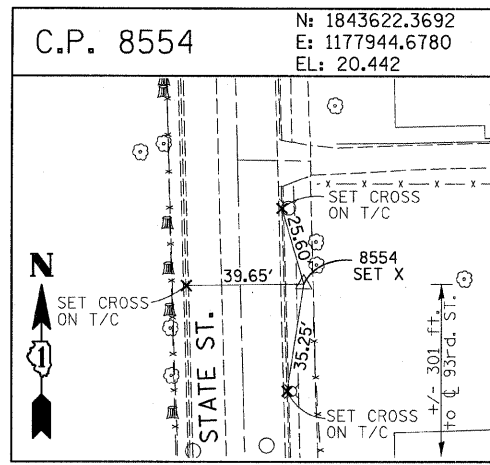
American Surveying Consultants, P.C.
 1837 Park St., Chicago, IL 60611 6030 N. Northwest Highway, Chicago, IL 60631
 312-264-4231 312-264-4232 312-264-4233

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 2:43:38 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	16
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62975



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.

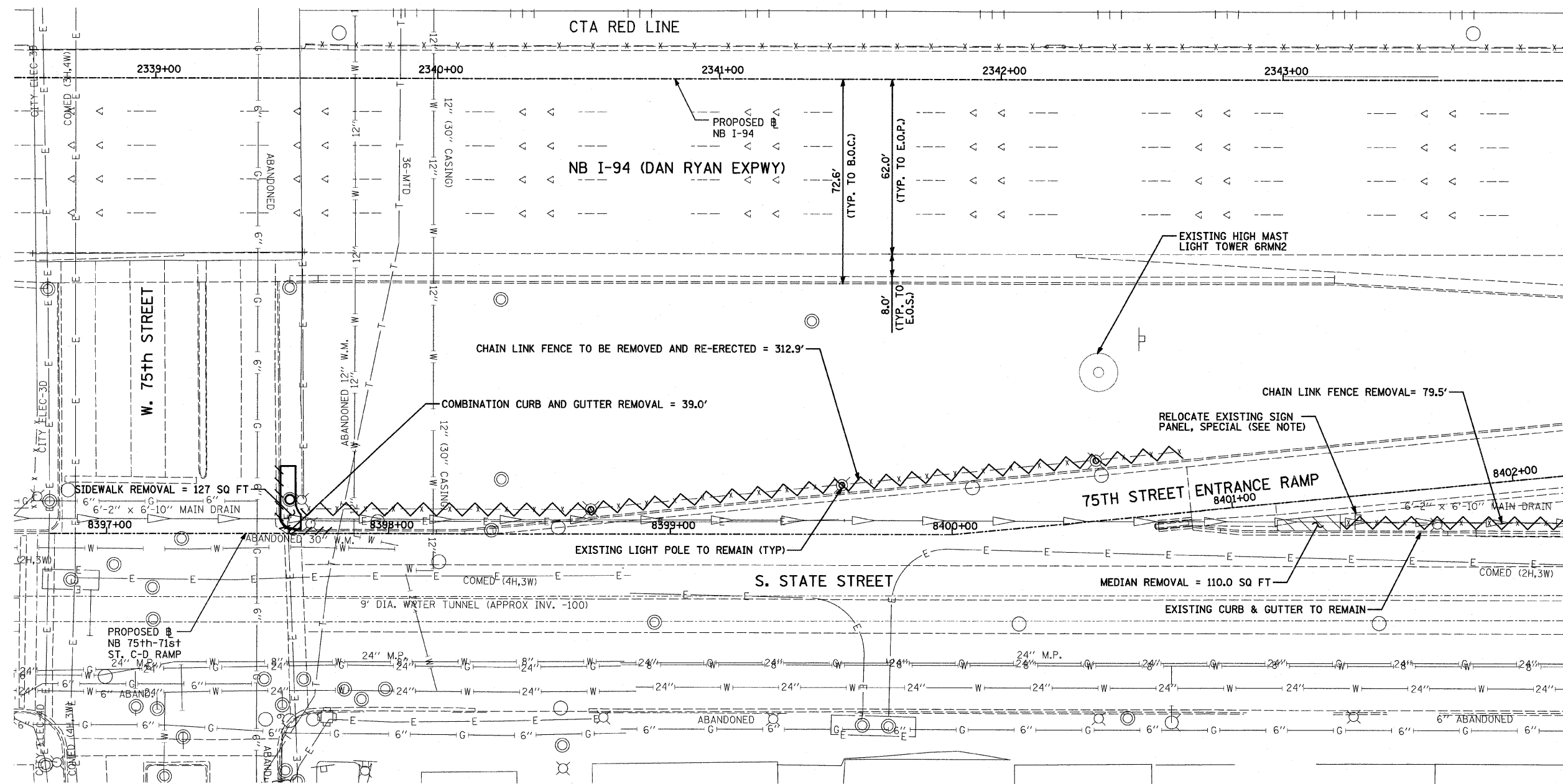
REVISIONS	
NAME	DATE

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

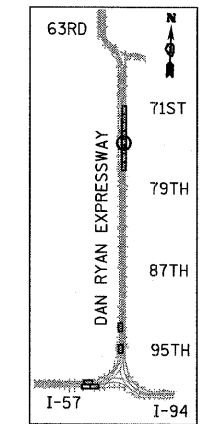
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	17
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

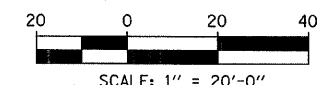
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MATCHLINE NB STA. 2344+00.00



LOCATION MAP



- LEGEND:**
- PAVED SHOULDER/MEDIAN 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. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2338+50.00 TO 2344+00.00

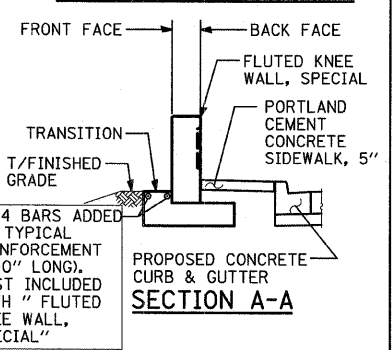
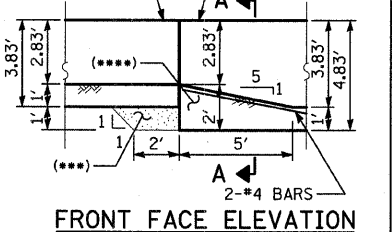
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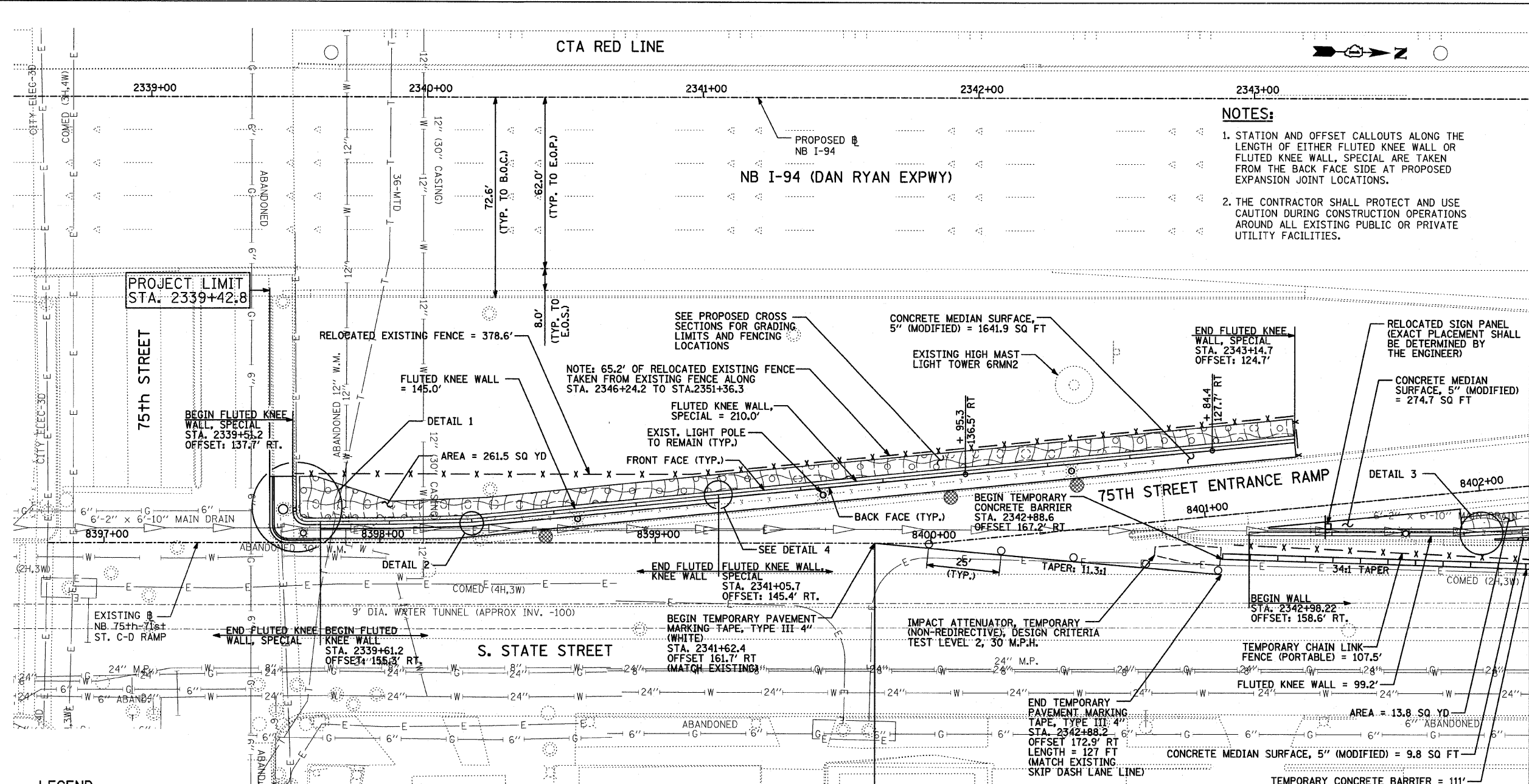
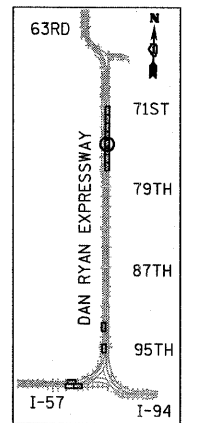
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	18
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62975
MATCHLINE NB STA. 2344+00.00



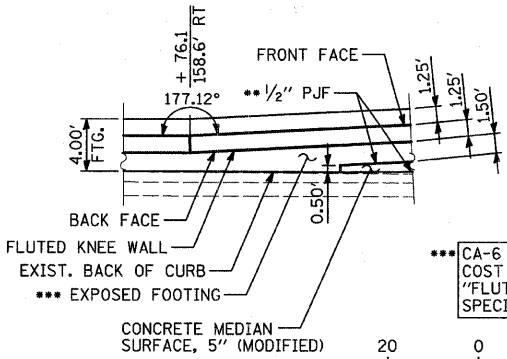
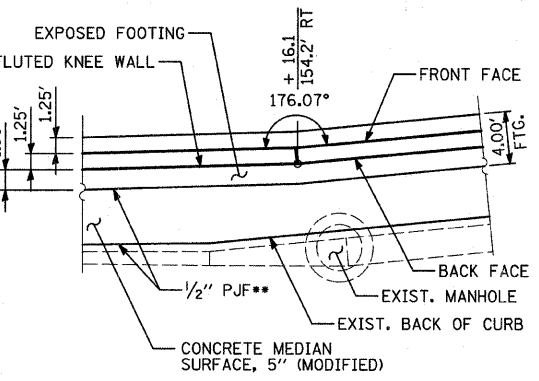
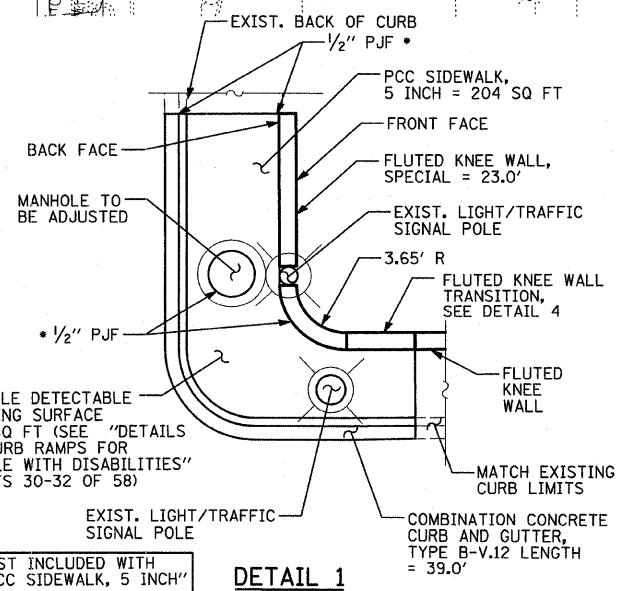
FOOTING TRANSITION-DETAIL 4
(FROM FLUTED KNEE WALL, SPECIAL TO FLUTED KNEE WALL)



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.

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



***CA-6 AGGREGATE FILL. COST INCLUDED WITH "FLUTED KNEE WALL, SPECIAL"

REVISIONS	
NAME	DATE

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

PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2338+50.00 TO 2344+00.00

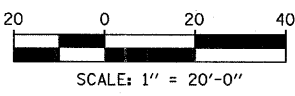
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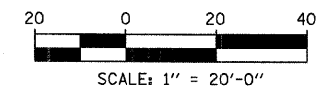
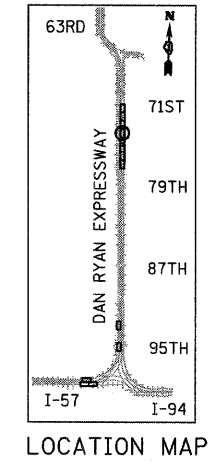
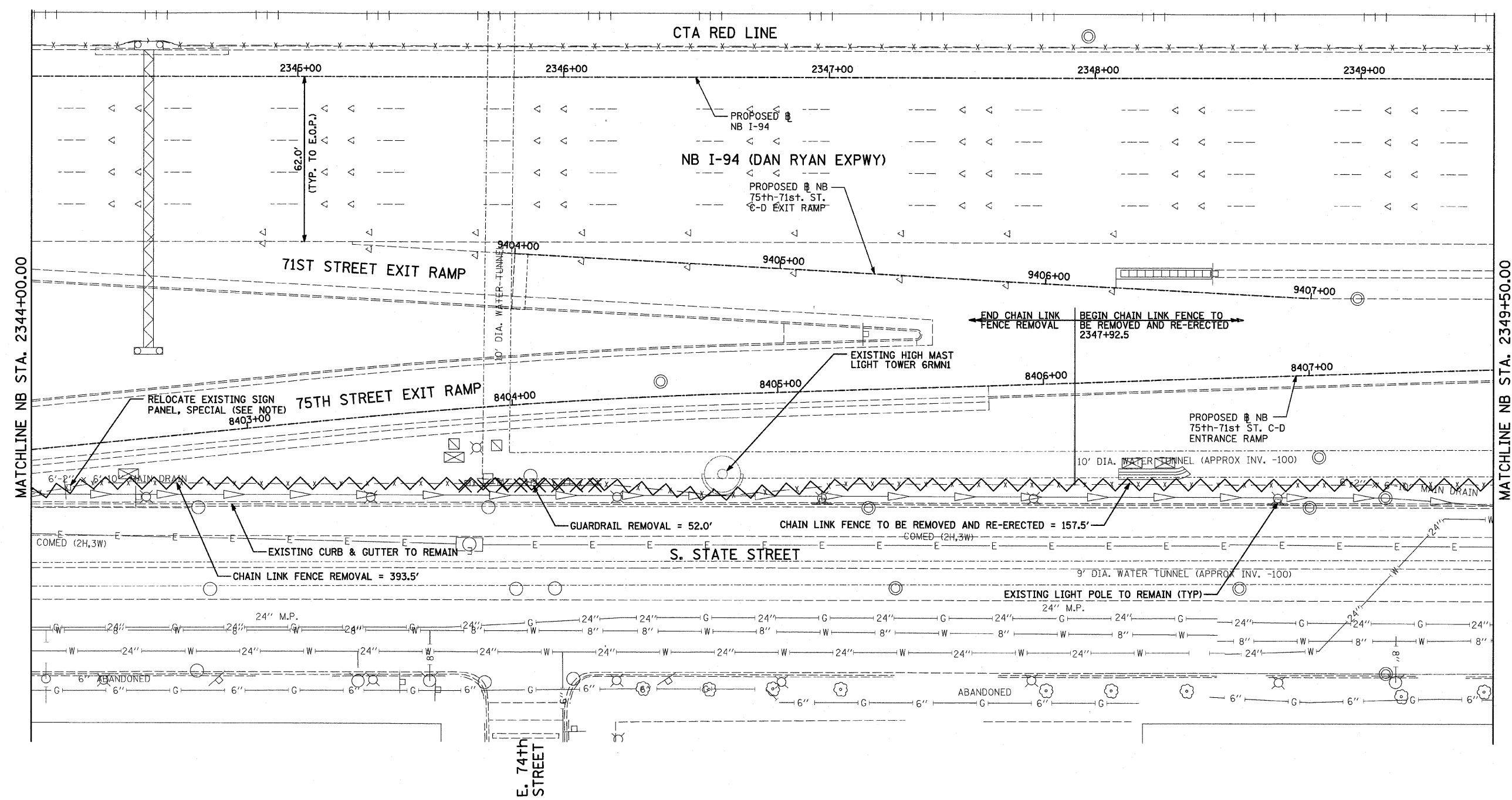
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CHECKED BY: TGB, MI

TYLIN INTERNATIONAL

COST INCLUDED WITH "PCC SIDEWALK, 5 INCH"

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





LEGEND:

- PAVED SHOULDER/ MEDIAN 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. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2344+00.00 TO 2349+50.00

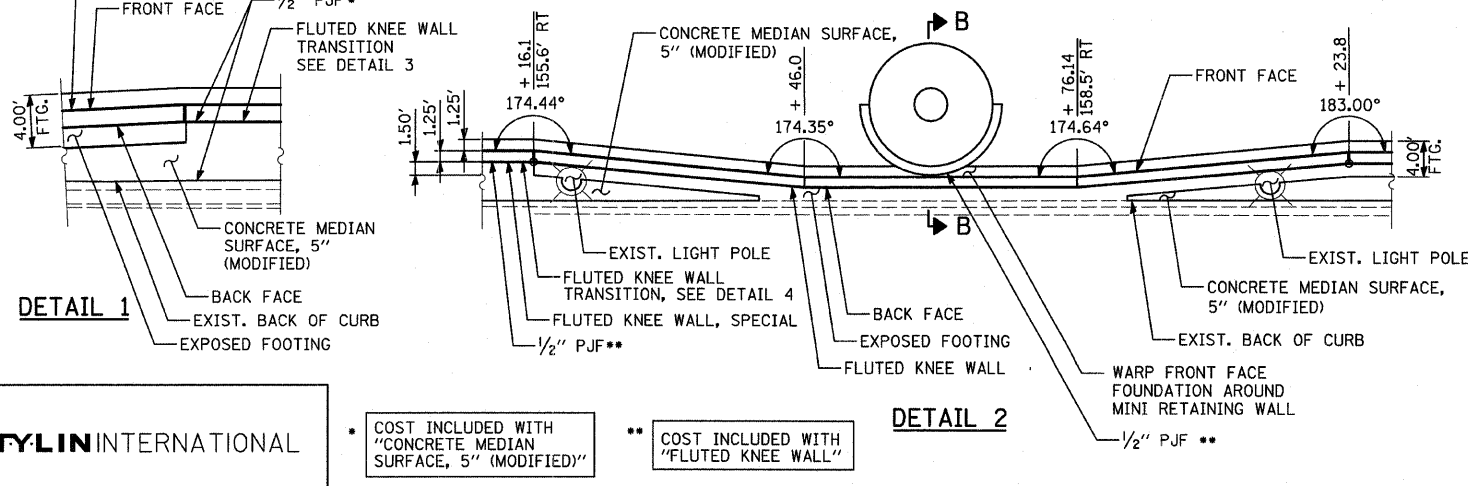
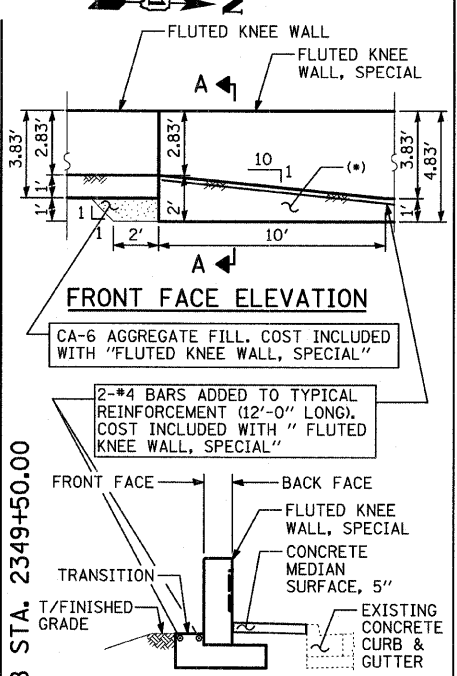
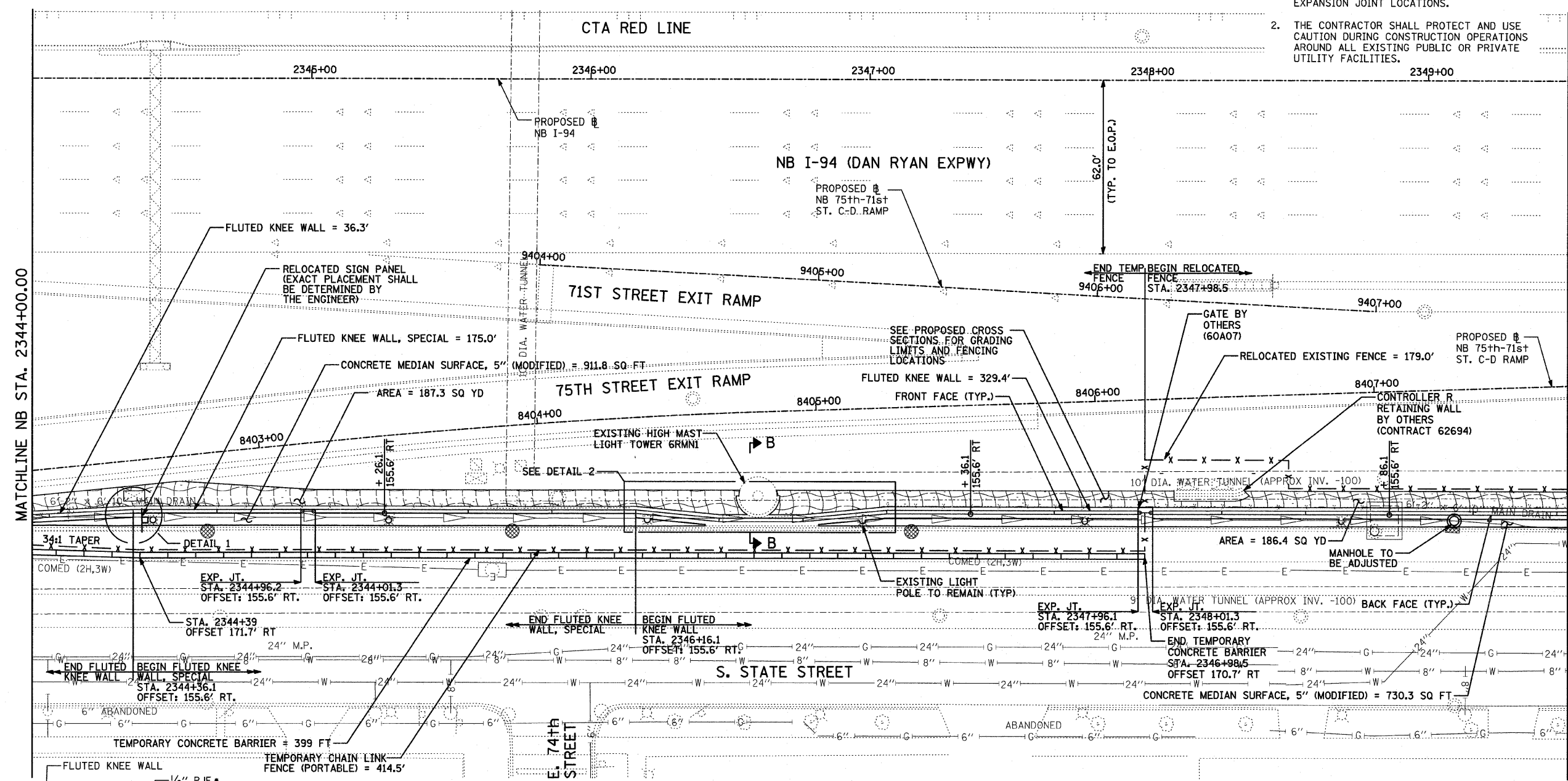
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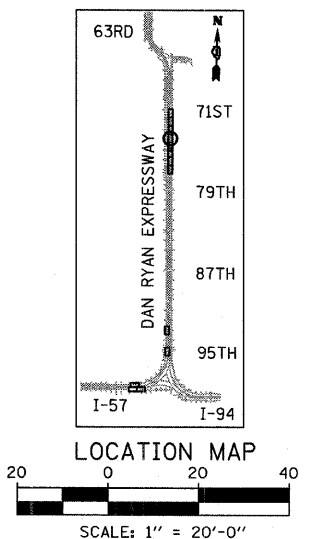
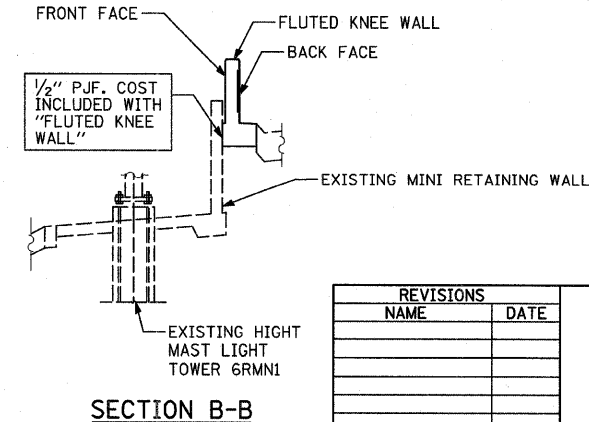
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	20
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62975

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.



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



TYLIN INTERNATIONAL

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

** COST INCLUDED WITH "FLUTED KNEE WALL"

REVISIONS	
NAME	DATE

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

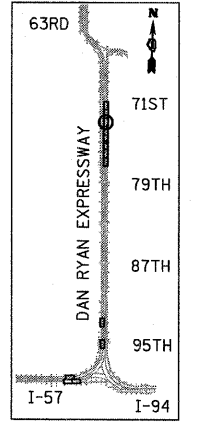
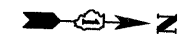
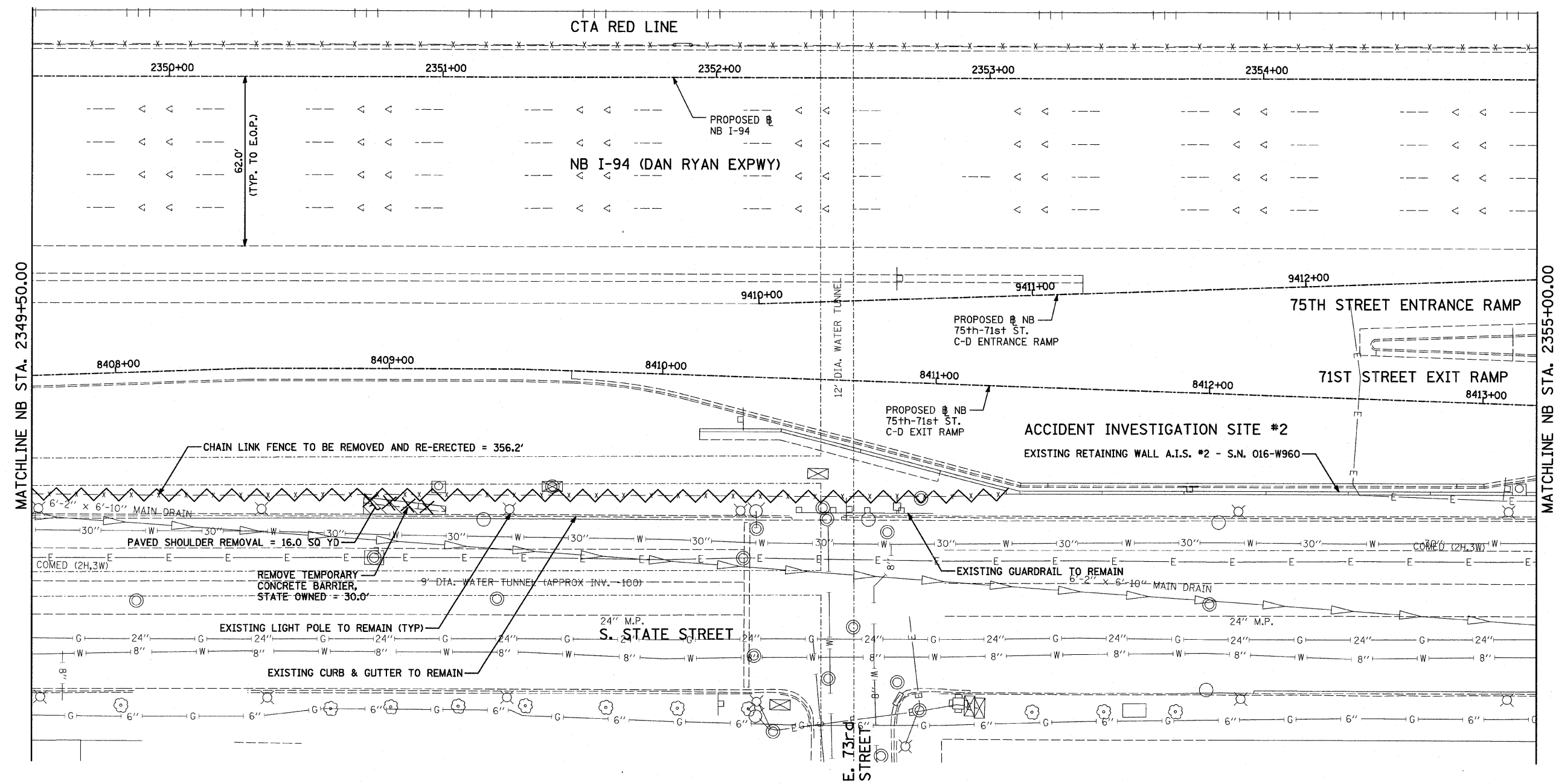
PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2344+00.00 TO 2349+50.00

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

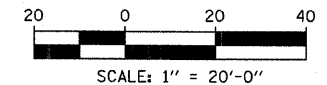
DRAWN BY: AMB, MAF, TB
 CHECKED BY: TGB, MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	21
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62975



LOCATION MAP



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

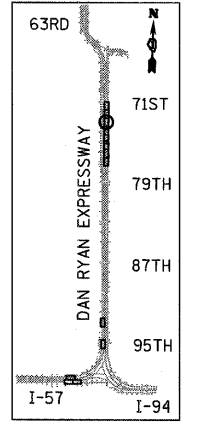
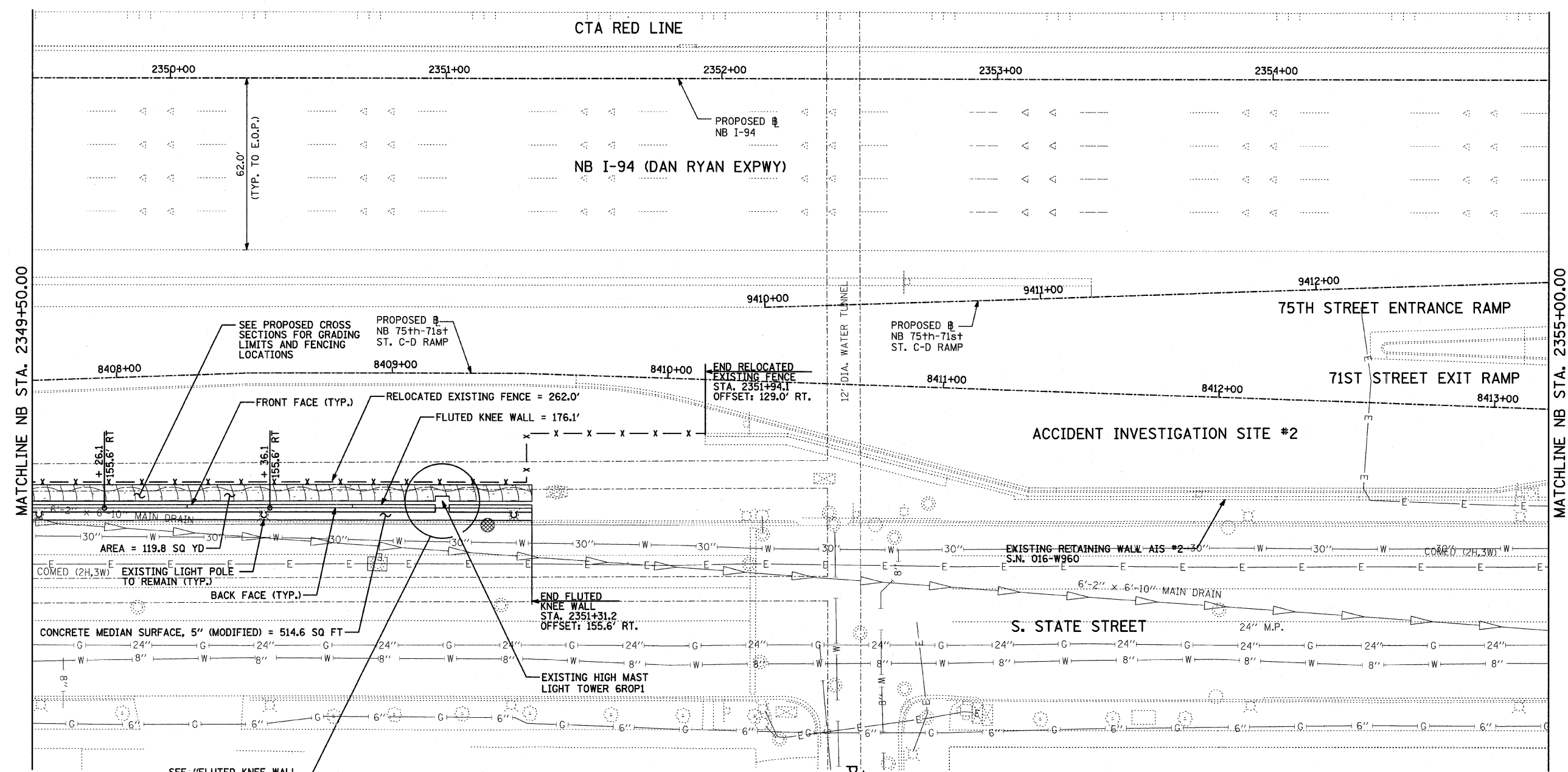
NOTE:
 SIGNS SHALL BE RELOCATED AT A MINIMUM OF 3 FEET FROM THE FRONT FACE OF THE PROPOSED KNEE WALL. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2349+50.00 TO 2355+00.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF
 CHECKED BY: TGB, MI

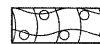

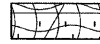

TYLIN INTERNATIONAL

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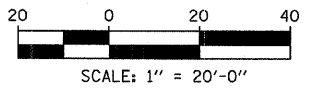
SEE "FLUTED KNEE WALL DETAILS AT HMLT" SHEET 35 OF 58

LEGEND:

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

NOTES:

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)

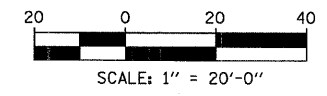
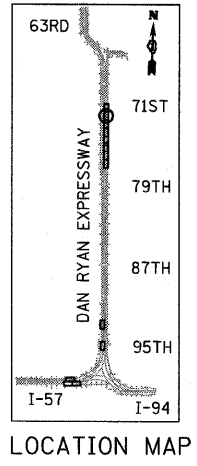
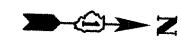
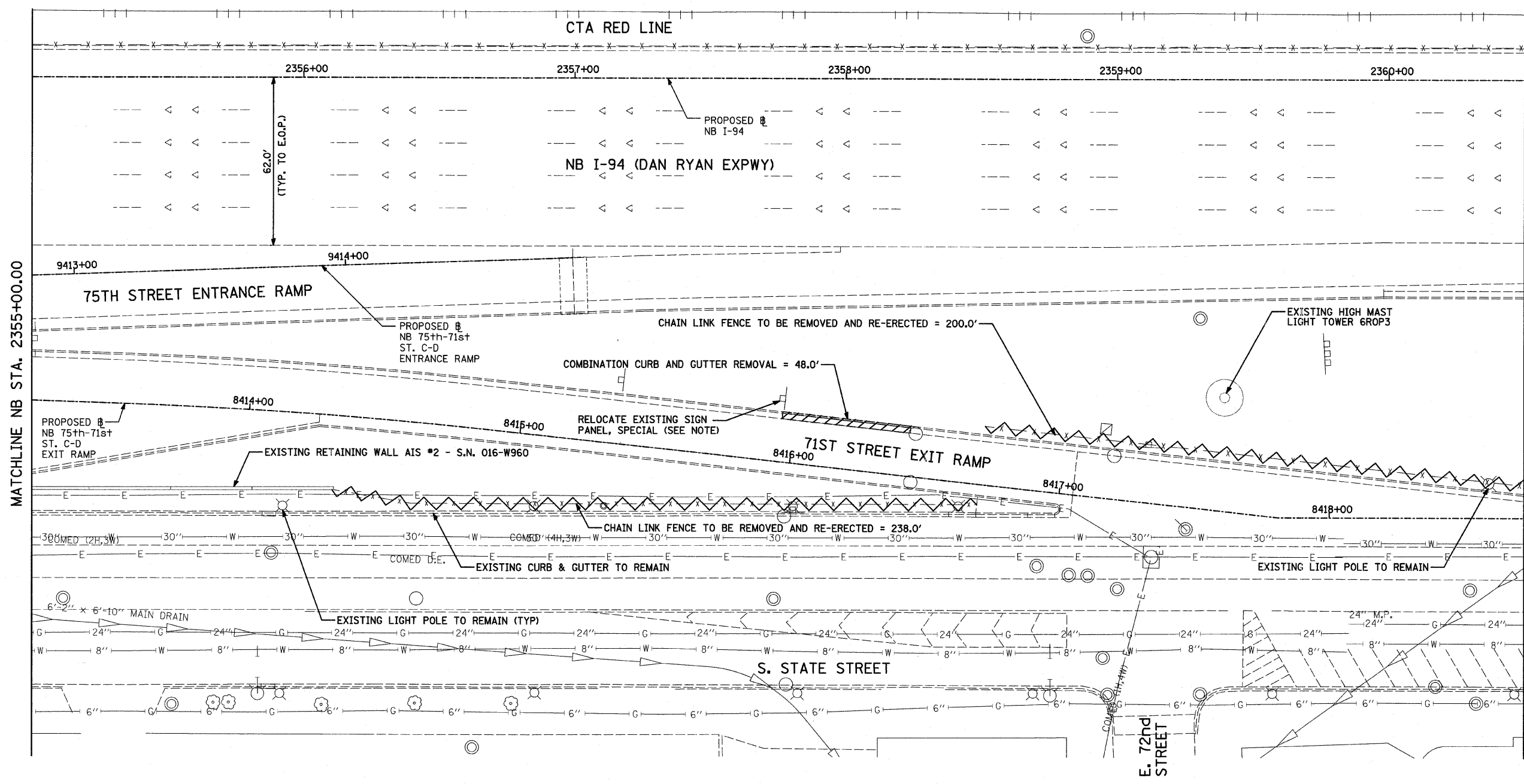
PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2349+50.00 TO 2355+00.00

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

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

P:\02373\road\257\pp257s1063a.dgn 3/19/2009 2:45:3 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	23
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62975	



LEGEND:

- PAVED SHOULDER/MEDIAN 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. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2355+00.00 TO 2360+50.00

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

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

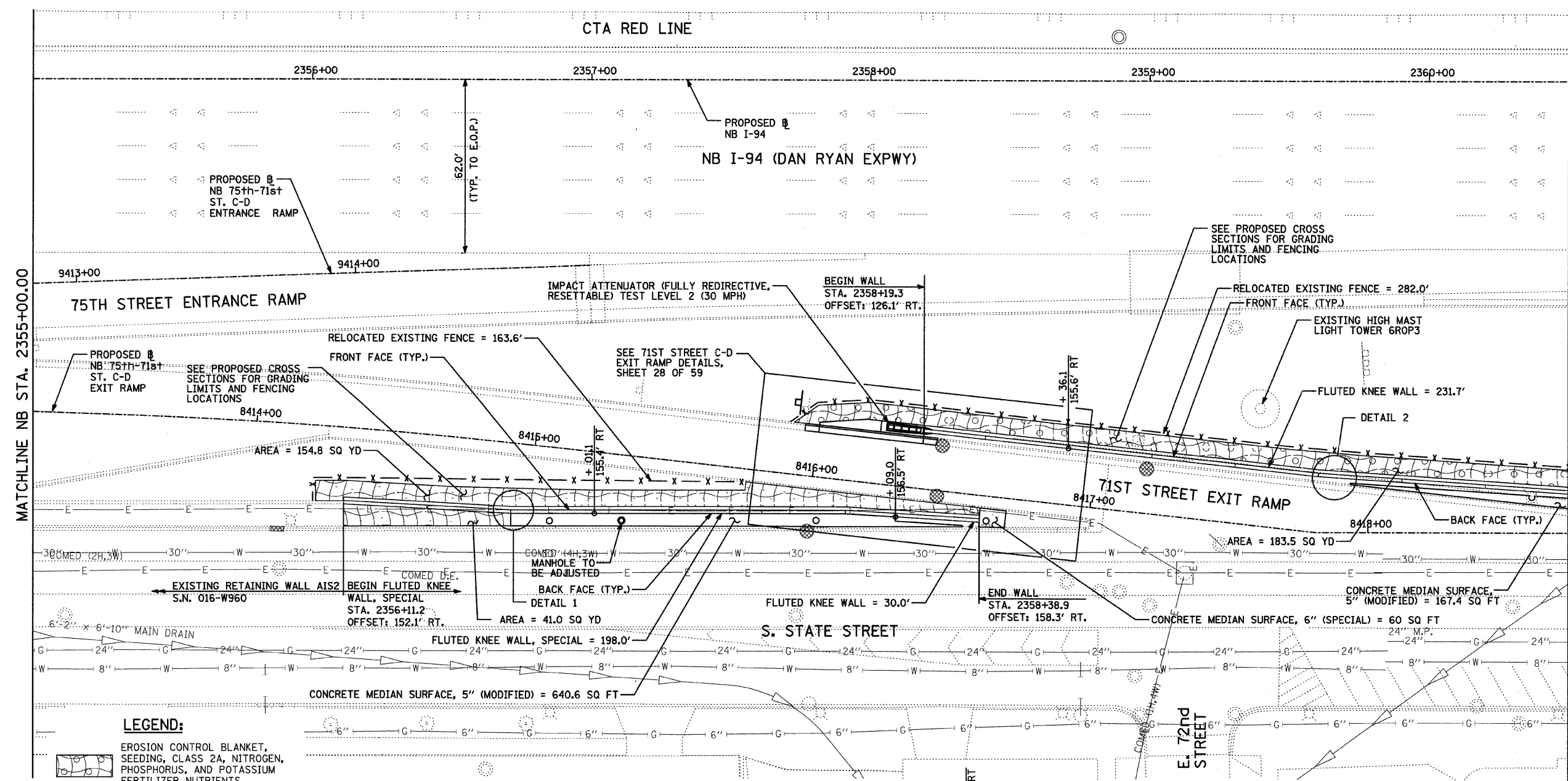
PA 02/23/09 2:44:55 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	24
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62975				



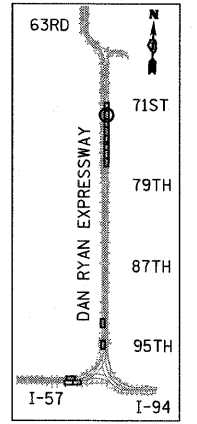
NOTES:

- 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.

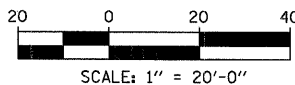


MATCHLINE NB STA. 2355+00.00

MATCHLINE NB STA. 2360+50.00

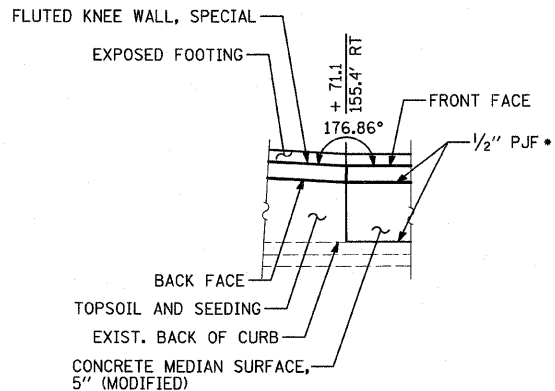


LOCATION MAP

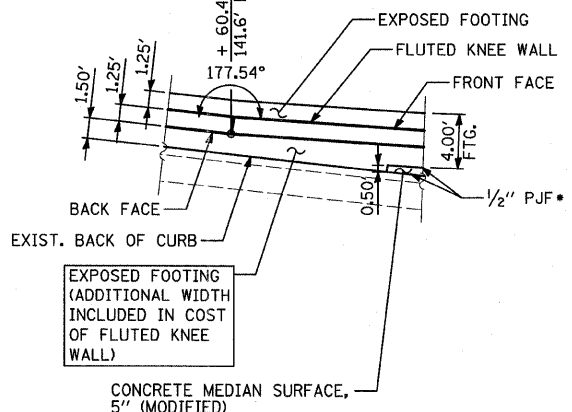


LEGEND:

- 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"
- EROSION CONTROL BLANKET, SEEDING, CLASS 4 (MODIFIED), SEEDING, CLASS 5A (MODIFIED), TOPSOIL FURNISH AND PLACE, 12"
- INLET FILTER



DETAIL 1



DETAIL 2

REVISIONS	
NAME	DATE

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

SCALE: 1"=20'
DATE: FEBRUARY 13, 2009
DRAWN BY: AMB, MAF, TB
CHECKED BY: TGB, MI

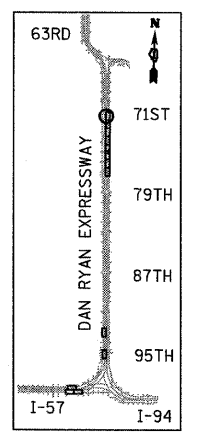
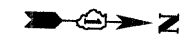
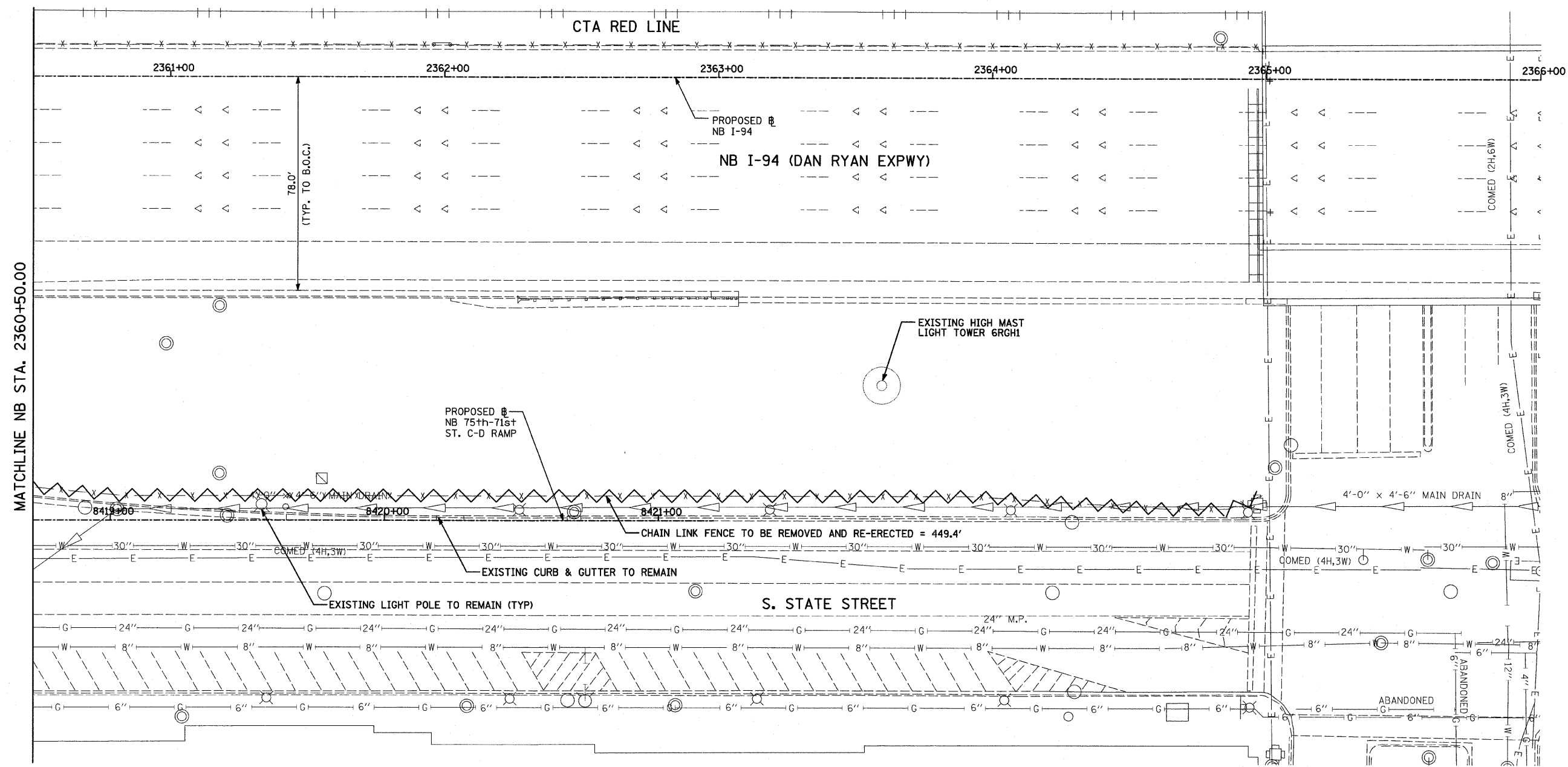
TYLIN INTERNATIONAL

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

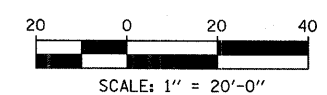
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	25
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62975



LOCATION MAP



LEGEND:

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

NOTE:

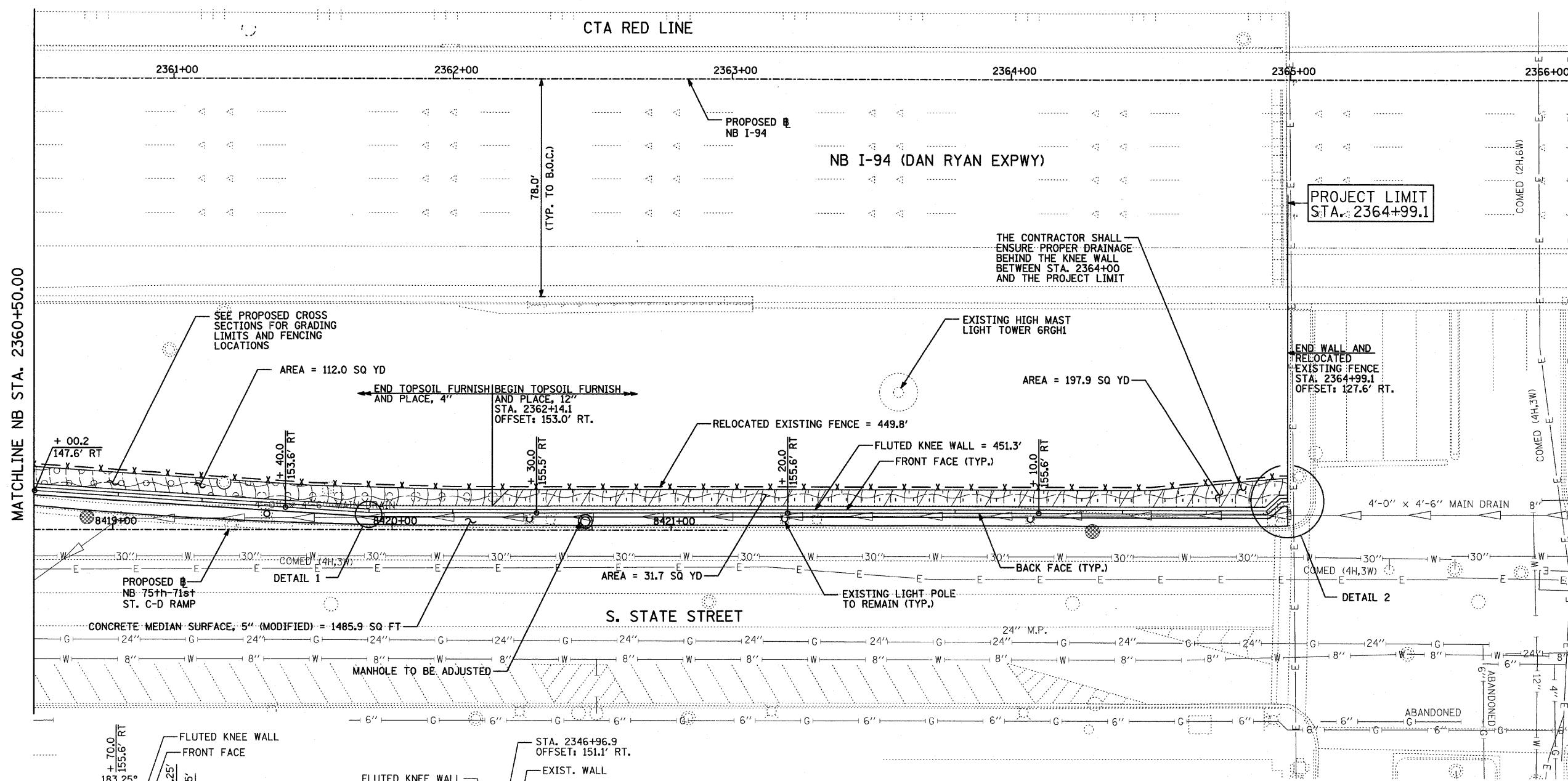
SIGNS SHALL BE RELOCATED AT A MINIMUM OF 3 FEET FROM THE FRONT FACE OF THE PROPOSED KNEE WALL. EXACT PLACEMENT SHALL BE DETERMINED BY THE ENGINEER. PAID FOR AS "RELOCATE EXISTING SIGN PANEL, SPECIAL".

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
REMOVAL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2360+50.00 TO 2366+00.00
 SCALE: 1"=20'
 DATE: FEBRUARY 13, 2009
 DRAWN BY: AMB, MAF
 CHECKED BY: TGB, MI

3/19/2009 2:45:27 PM



MATCHLINE NB STA. 2360+50.00

**PROJECT LIMIT
STA. 2364+99.1**

SEE PROPOSED CROSS SECTIONS FOR GRADING LIMITS AND FENCING LOCATIONS

THE CONTRACTOR SHALL ENSURE PROPER DRAINAGE BEHIND THE KNEE WALL BETWEEN STA. 2364+00 AND THE PROJECT LIMIT

END WALL AND RELOCATED EXISTING FENCE STA. 2364+99.1 OFFSET: 127.6' RT.

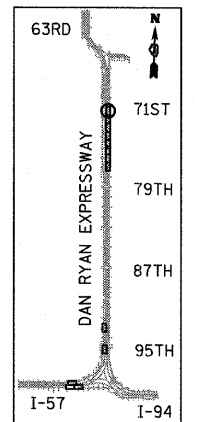
AREA = 112.0 SQ YD

AREA = 197.9 SQ YD

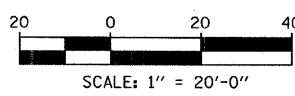
AREA = 31.7 SQ YD

CONCRETE MEDIAN SURFACE, 5" (MODIFIED) = 1485.9 SQ FT

S. STATE STREET



LOCATION MAP



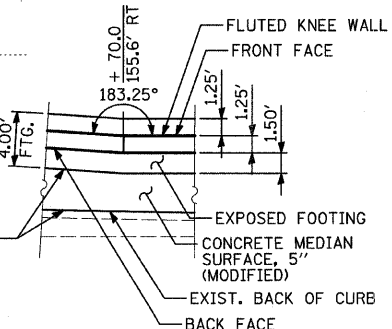
NOTES:

- 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 THE CONSTRUCTION OPERATIONS AROUND ALL EXISTING PUBLIC OR PRIVATE UTILITY FACILITIES.

LEGEND:

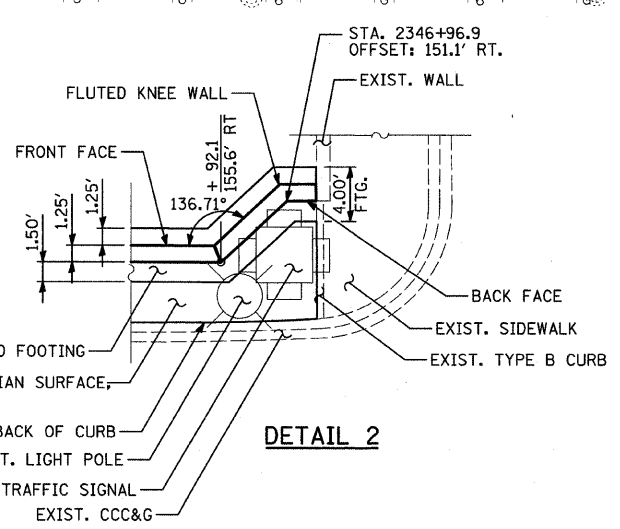
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-

E. 71st STREET



DETAIL 1

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



DETAIL 2

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

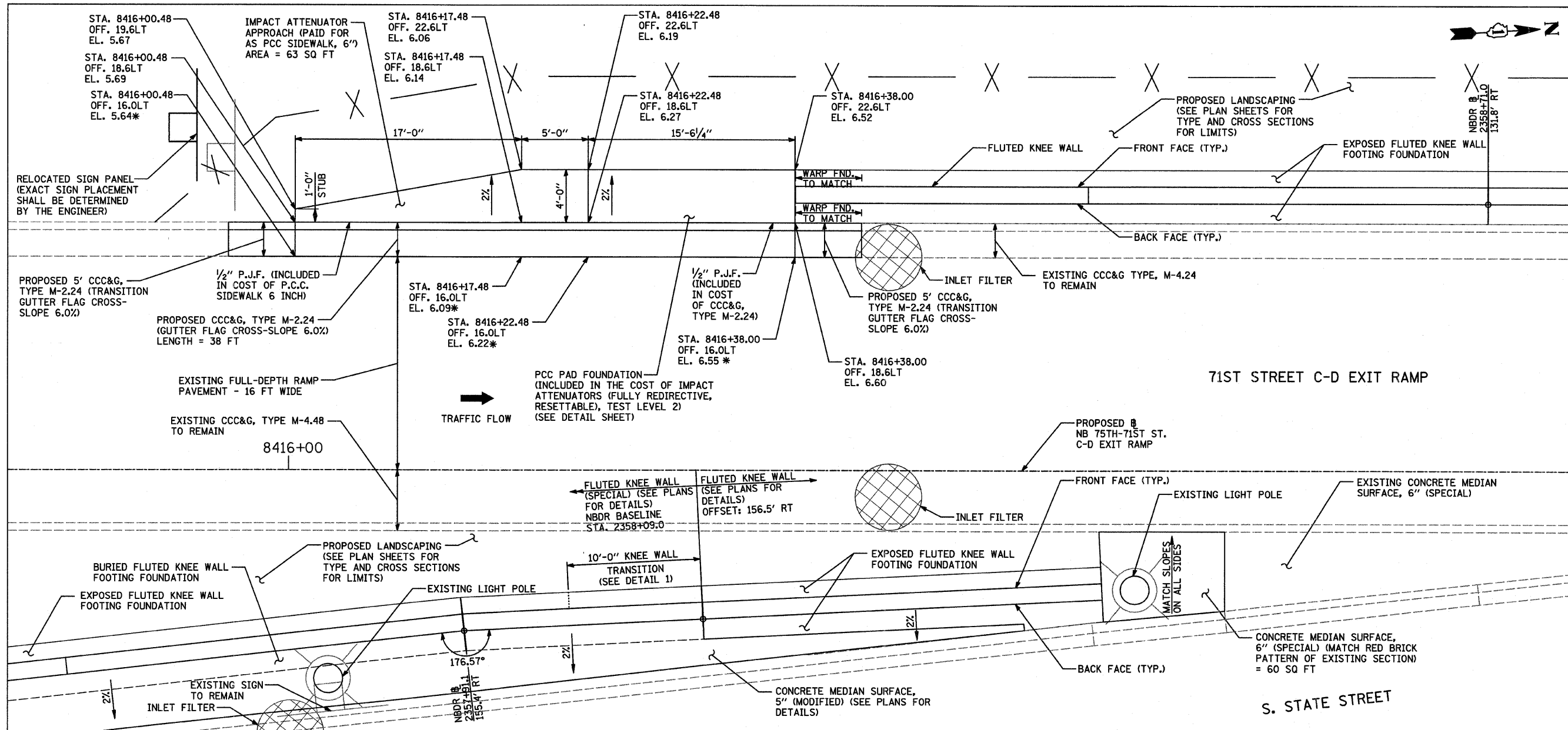
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)

**PROPOSED PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2360+50.00 TO 2366+00.00**

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

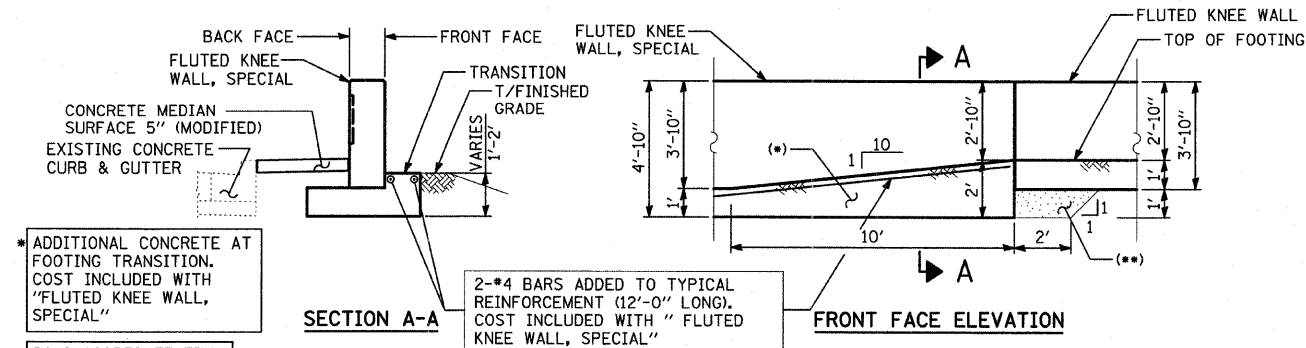
DRAWN BY: AMB, MAF, TB
CHECKED BY: TGB, MI

3/19/2009 2:45:58 PM



71ST 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.



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

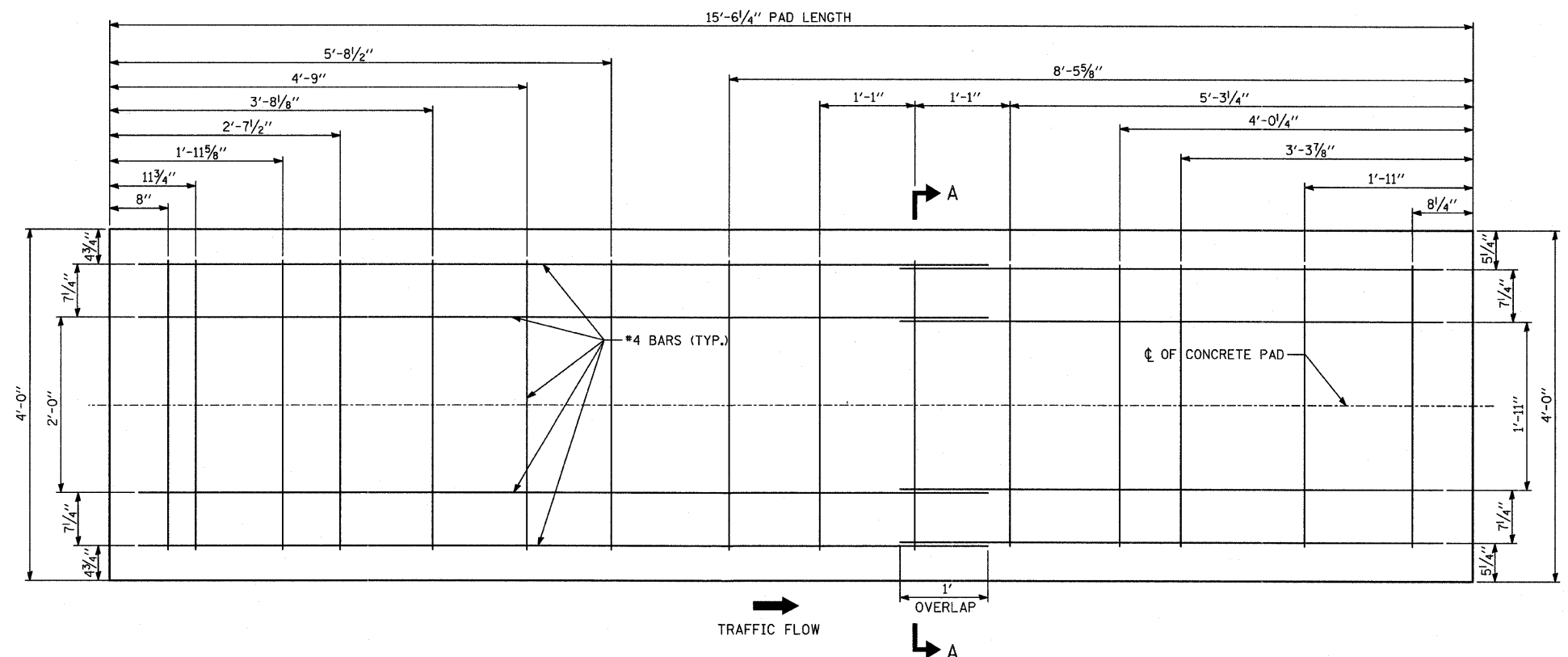
CA-6 AGGREGATE FILL. COST INCLUDED WITH "FLUTED KNEE WALL"

FOOTING TRANSITION - DETAIL 1
(FROM FLUTED KNEE WALL, SPECIAL TO FLUTED KNEE WALL)

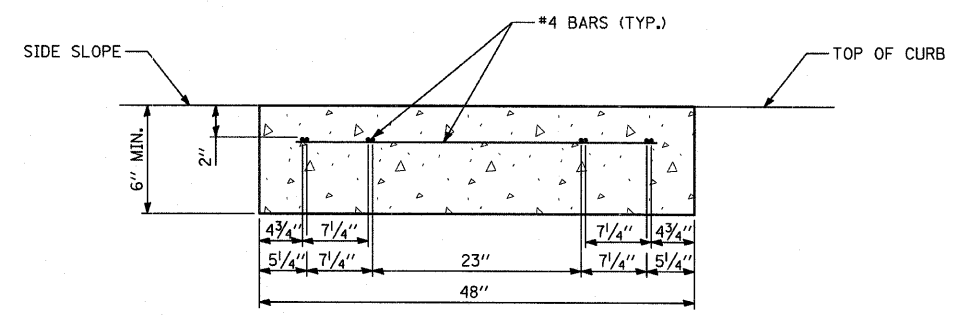
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
71ST STREET C-D EXIT RAMP
TERMINAL DETAILS

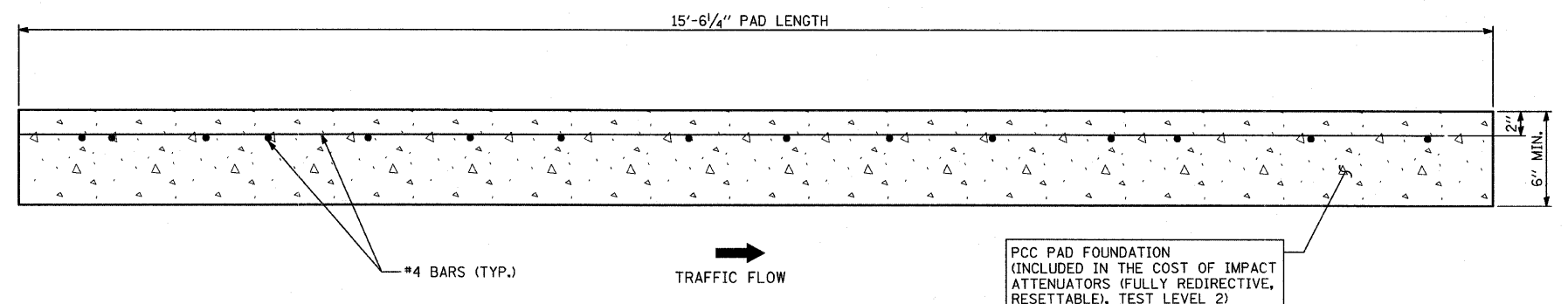
SCALE: NONE
DATE: FEBRUARY 13, 2009
DRAWN BY: JDF
CHECKED BY: JPM



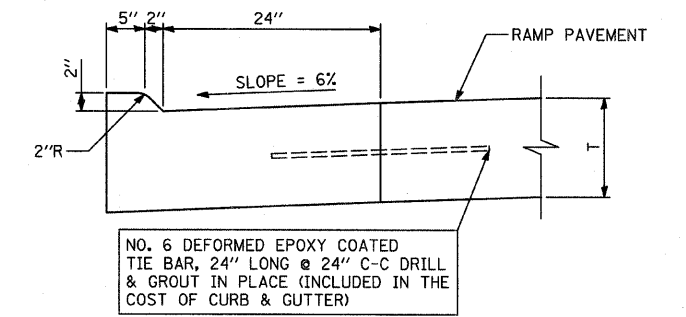
TYPICAL CONCRETE PAD PLAN VIEW



SECTION A-A



TYPICAL CONCRETE PAD ELEVATION VIEW



COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.24

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

TYLIN INTERNATIONAL

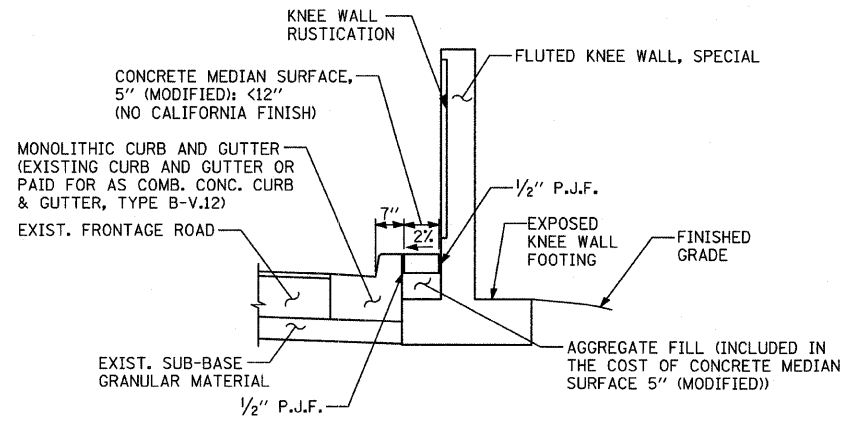
REVISIONS	
NAME	DATE

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

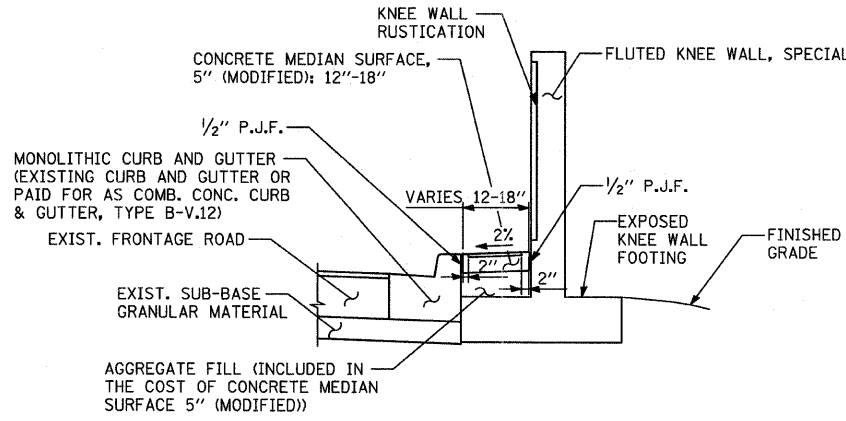
3/19/2009 2:15:01 PM

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



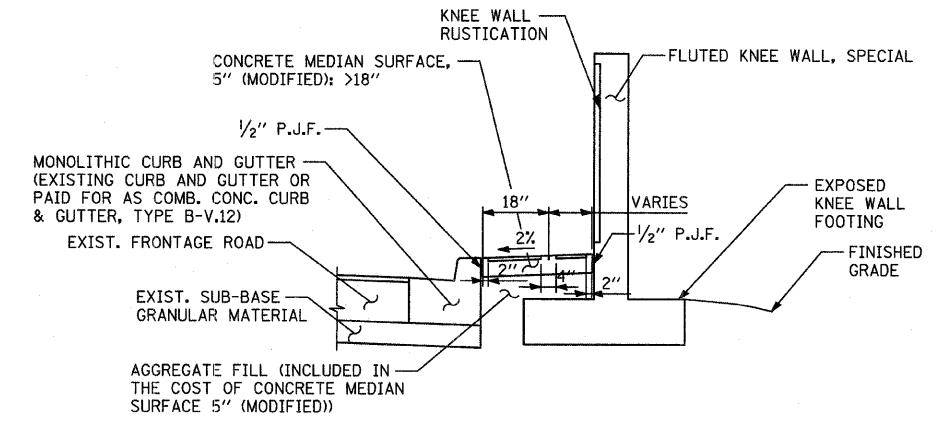
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "A"
AREA <12" WIDE

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



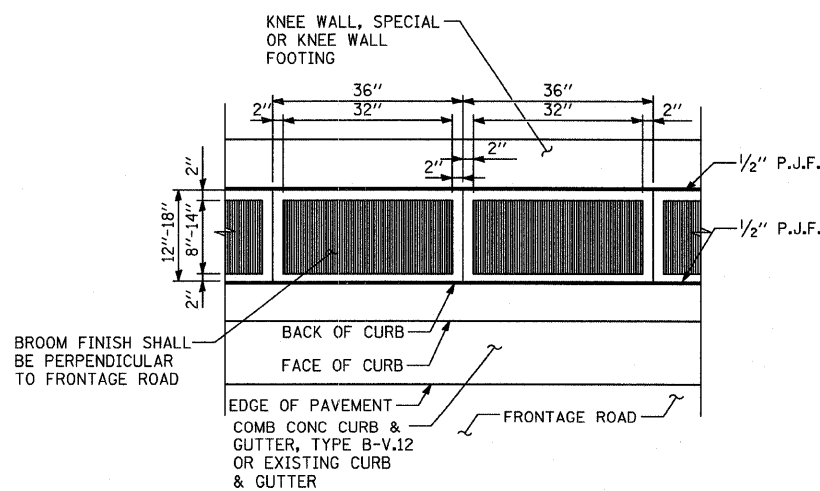
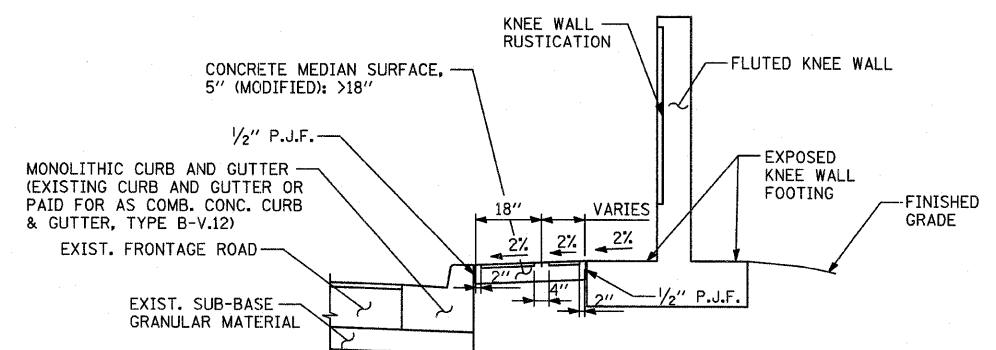
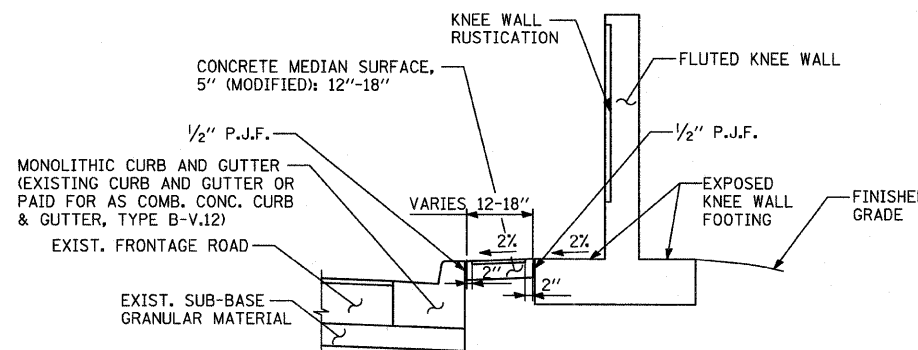
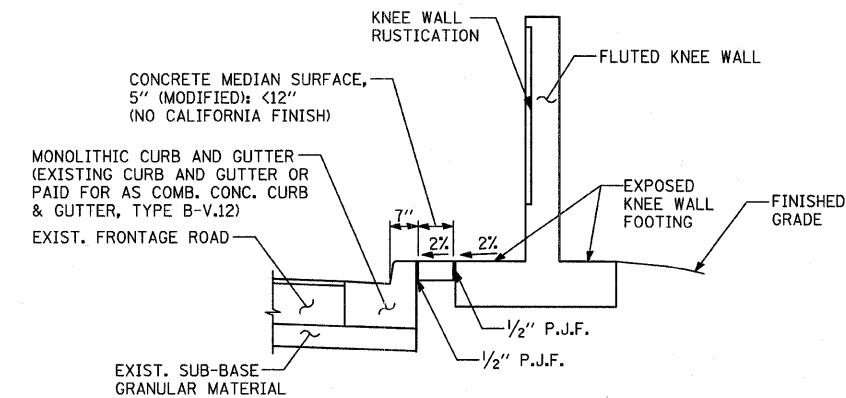
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "B"
AREA 12"-18" WIDE

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



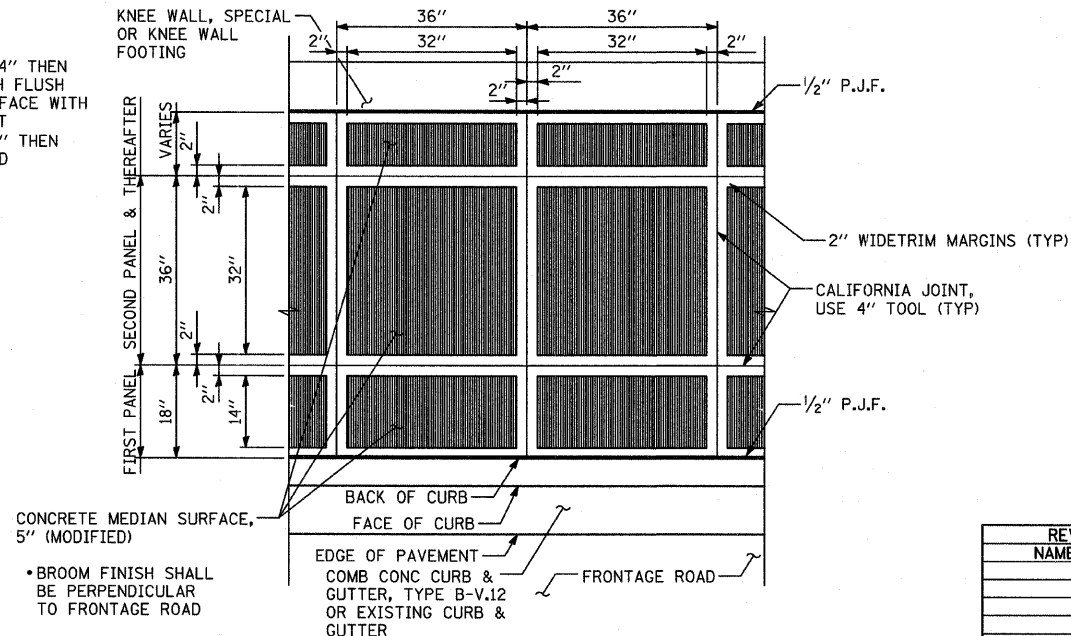
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) "C"
AREA >18" WIDE

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)



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

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



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

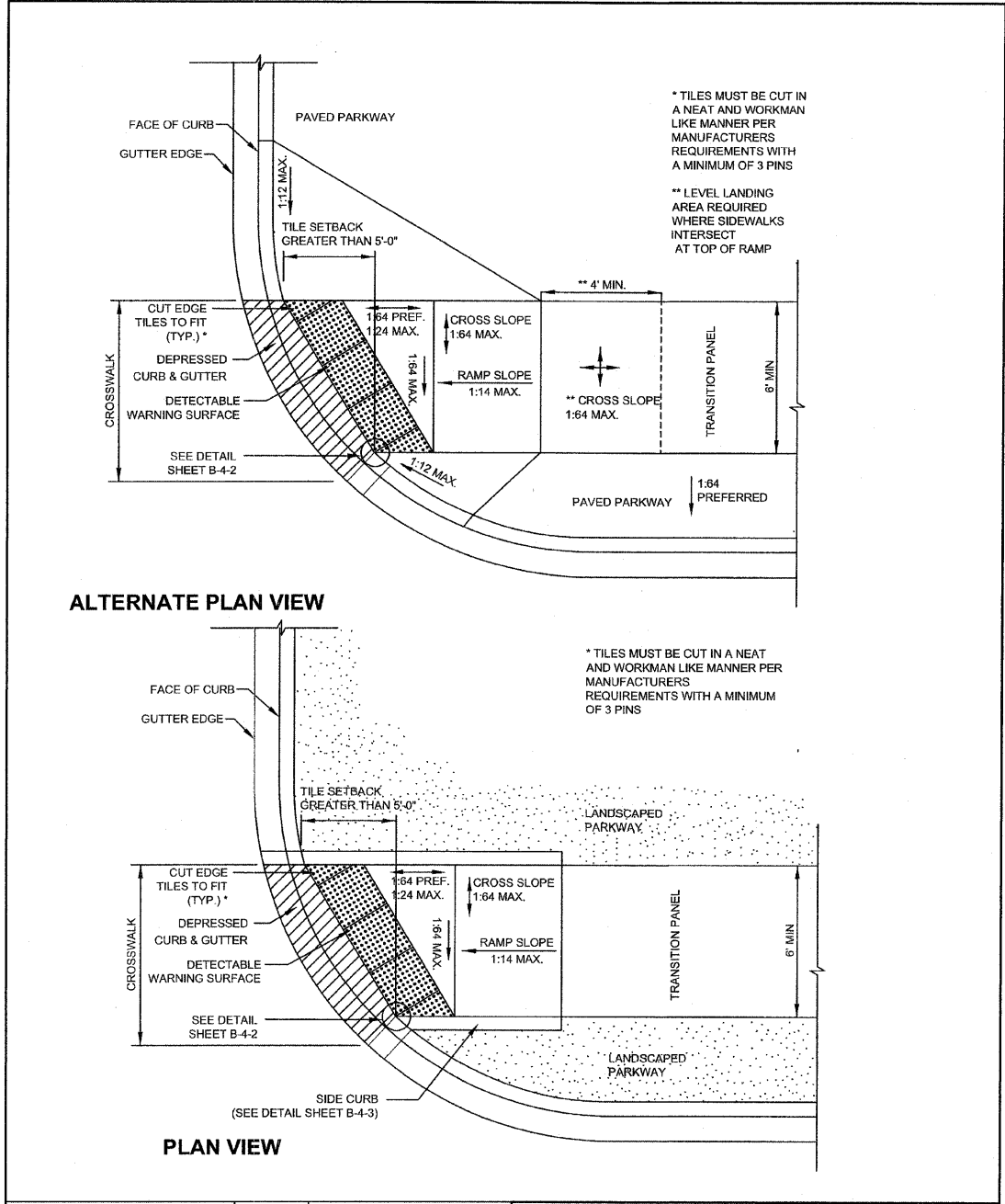
NOTE:
NOT ALL ITEMS SHOWN ON THIS SHEET ARE PROPOSED. SEE PLANS FOR PROPOSED ITEMS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
CONCRETE MEDIAN SURFACE, 5" (MODIFIED) WITH CALIFORNIA FINISH DETAIL
SCALE: NONE
DATE: FEBRUARY 13, 2009
DRAWN BY: JDF
CHECKED BY: JPM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	30
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

62975



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

GENERAL NOTES

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

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

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

REVISIONS	
NAME	DATE

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
 SCALE: NONE
 DATE: FEBRUARY 13, 2009
 DRAWN BY: CDOT
 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 ABOUT AN EXISTING RAMP LOCATION (INCLUDING THE FOUR FOOT (4') LANDING AREA AND/OR THE "KEYSTONE"), SHALL BE EXTENDED TO INCLUDE THE AFFECTED RAMPS AND THESE RAMPS SHALL BE RECONSTRUCTED TO CURRENT ADA STANDARDS. IN ADDITION, ALL NEWLY PLACED SIDEWALK TEN FEET (10') OR MORE IN LENGTH SHALL BE CONSTRUCTED IN ACCORDANCE WITH ALL CURRENT APPLICABLE STANDARDS WHICH INCLUDE PROVIDING A MINIMUM FOUR FEET (4') WIDTH ACCESSIBLE PATHWAY WITH A CROSS SLOPE NOT TO EXCEED 1:64.

III. GUIDELINES FOR TRANSITIONING TO EXISTING NON-COMPLIANT CONDITION


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

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

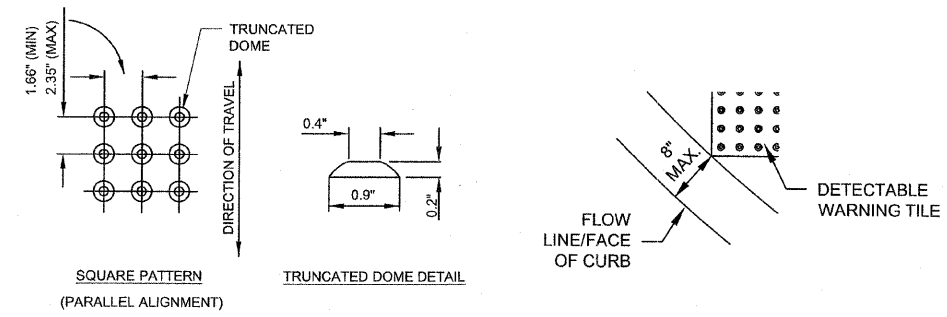
CURB RAMP REPLACEMENTS:
 SIDEWALK REPLACEMENT BEYOND THE LIMITS OF THE LANDING AREA AND/OR THE "KEYSTONE" MUST BE EXTENDED A MINIMUM OF AN AN ADDITIONAL FIVE FEET (5') EITHER SIDE IN ORDER TO PROVIDE A REASONABLE TRANSITION TO MATCH THE EXISTING SIDEWALK. THE TRANSITION SHALL BE LENGTHENED AS NECESSARY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

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

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

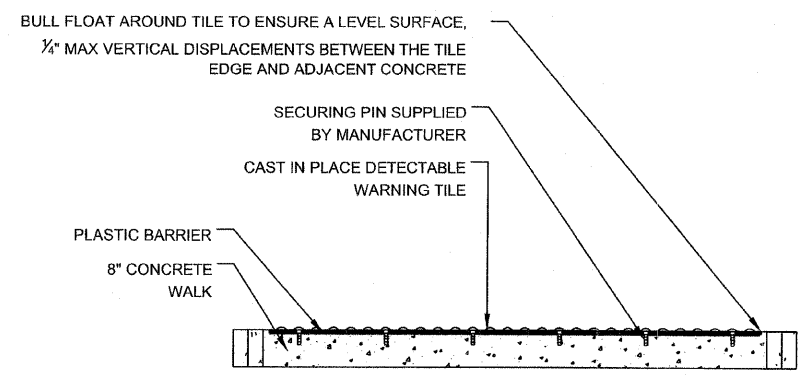
 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO ADA COMPLIANCE AND TRANSITION GUIDELINES SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-3-3 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07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

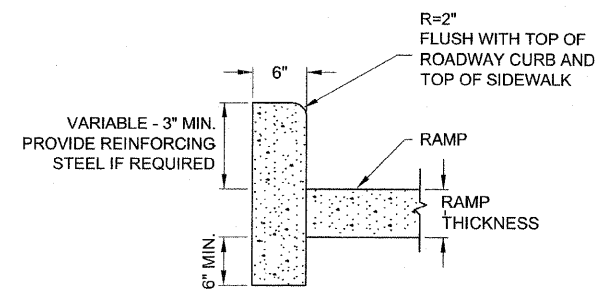
 City of Chicago Richard M. Daley, Mayor Thomas G. Byrne, Commissioner Department of Transportation Division of Engineering	DATE	REVISION	CITY OF CHICAGO DETECTABLE WARNING TILE DETAILS SCALE: NOT TO SCALE DATE: 10/23/2006 SHEET B-4-2 DRAWN BY: CDOT CHECKED BY: LCM
	02/20/07	REVISION 1	
	11/15/07	REVISION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

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

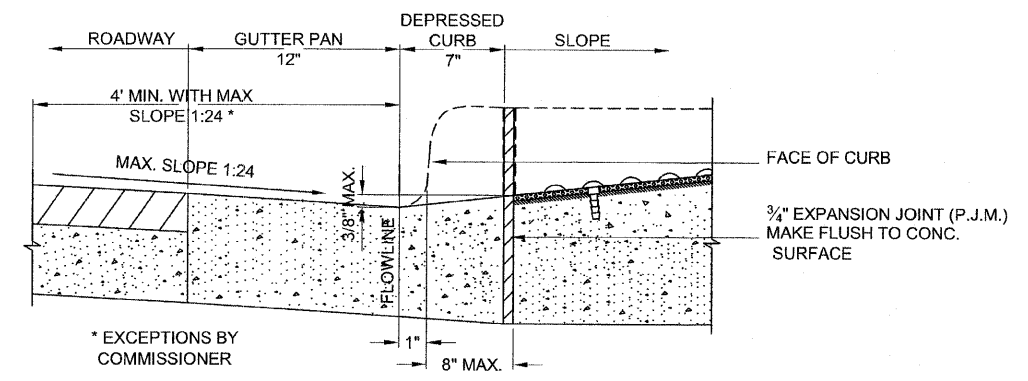
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 CITY OF CHICAGO STANDARD DETAILS
 DETAILS OF CURB RAMPS FOR
 PEOPLE WITH DISABILITIES
 SHEET 2 OF 3
 SCALE: NONE
 DATE: FEBRUARY 13, 2009
 DRAWN BY: CDOT
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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	

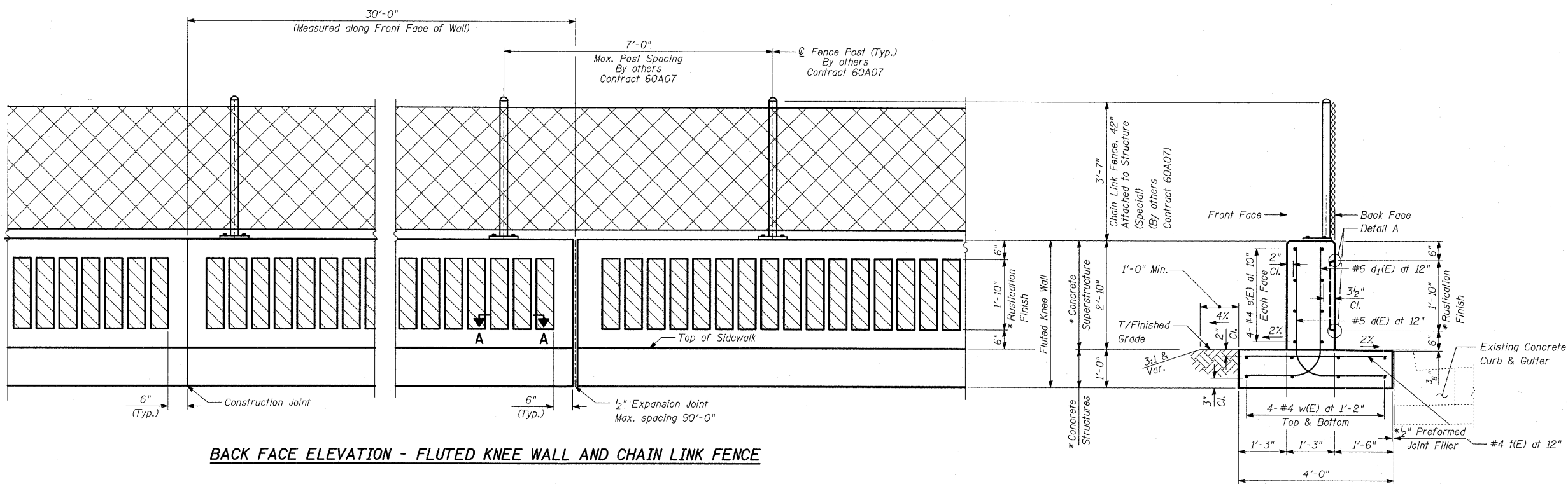
SEE THE CITY OF CHICAGO'S WEBSITE @ WWW.CITYOFCHICAGO.ORG FOR MOST CURRENT STANDARDS

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 3 OF 3

SCALE: NONE DRAWN BY: CDOT
DATE: FEBRUARY 13, 2009 CHECKED BY:

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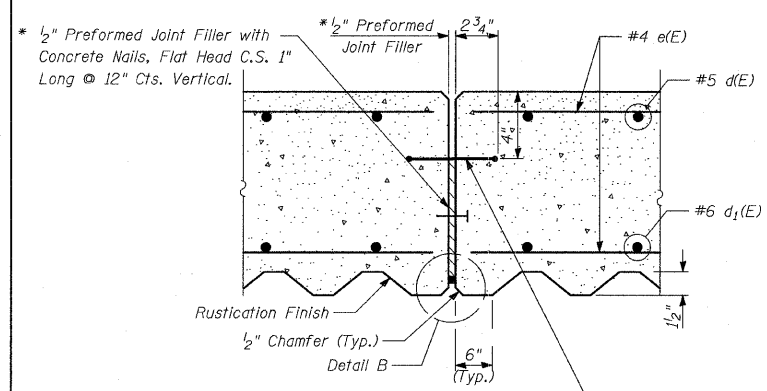
BACK FACE ELEVATION - FLUTED KNEE WALL AND CHAIN LINK FENCE

TYPICAL SECTION FLUTED KNEE WALL

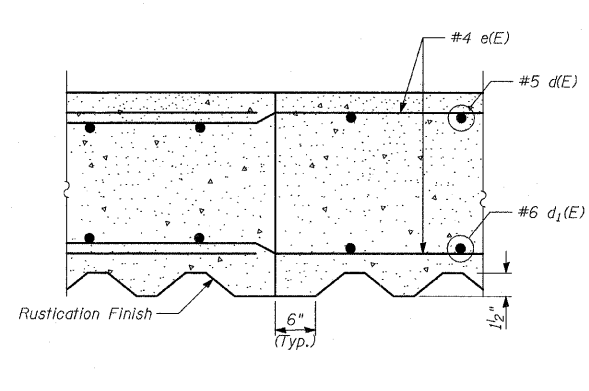
Sta. 2342+98.2 to Sta. 2343+87.3
 Sta. 2346+41.0 to Sta. 2346+81.7
 Sta. 2358+33.0 to Sta. 2358+38.9
 Sta. 2358+19.3 to Sta. 2359+71.9

NOTES:

1. Reinforcement Bar Shall Conform to the Requirements of AASHTO M-31 or M-322 Grade 60
2. Concrete: $f'c = 3500$ psi
3. Fluted Knee Wall shall be paid for per foot as "Fluted Knee Wall." Included in the cost of "Fluted Knee Wall" shall be "Concrete Superstructures" stem, "Concrete Structures" foundation, reinforcement bars (epoxy coated), rustication finish, protective coat, expansion joint filler and sealing compound.
4. At Locations Where Fluted Knee Wall Abuts a Rigid Structure, a 1/2" Thick Preformed Expansion Joint Filler Conforming to the Shape of the Structure Shall be Installed Between the Wall and the Structure. A 1/2" P/JF Shall be Installed where Fluted Knee Wall Footing abuts curb and gutter. The cost shall be included in "Fluted Knee Wall".
5. Quantities shown in "BILL OF MATERIAL" are for one (1) foot of "Fluted Knee Wall".
6. Chain Link Fence, 42" Attached to Structure will not be paid for in this contract, but shall be furnished and installed by others in Contract 60A07.
7. Protective Coat shall be applied according to Section 503.19 of the Standard Specifications to all concrete surfaces not in contact with soil for the typical section of the fluted knee wall. The cost shall be included in "Fluted Knee Wall"
8. All concrete edges shall be chamfered 3/4" except as noted.
9. All Expansion Joints shall be at Maximum spacing of 90' with construction joints at 30'.
10. All construction joints shall be bonded.
11. The top of the footing shall be broom finished.



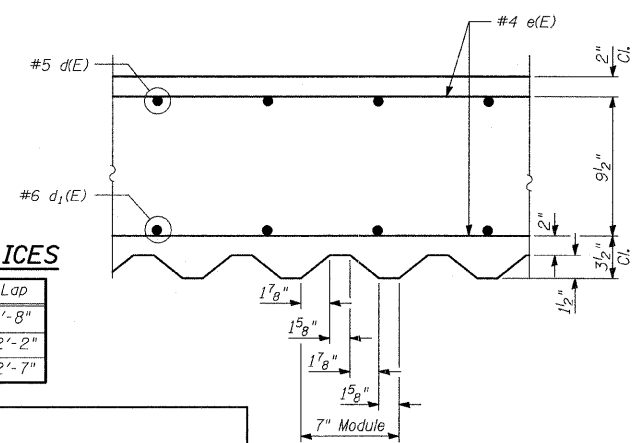
EXPANSION JOINT DETAILS



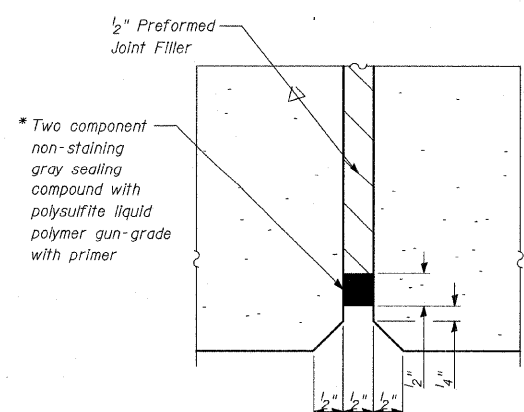
CONSTRUCTION JOINT DETAILS

LAP SPLICES

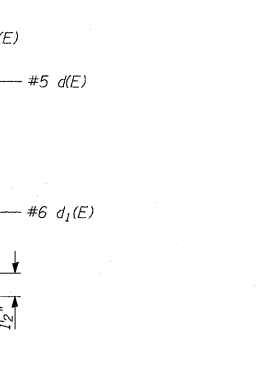
Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"



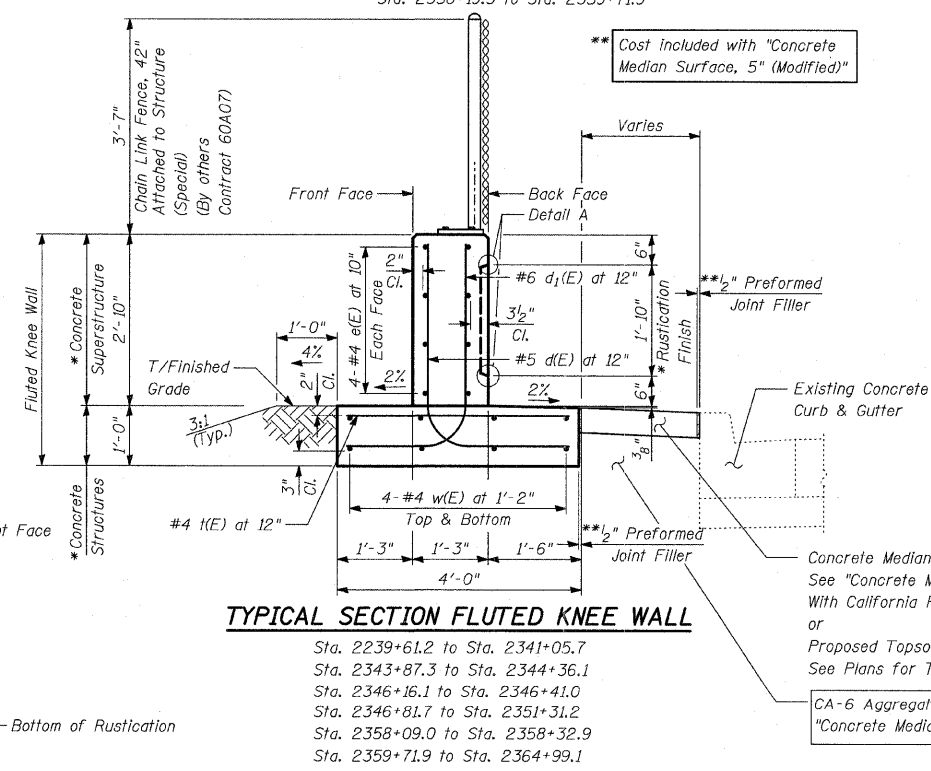
SECTION A-A



DETAIL B



DETAIL A



TYPICAL SECTION FLUTED KNEE WALL

Sta. 2239+61.2 to Sta. 2341+05.7
 Sta. 2343+87.3 to Sta. 2344+36.1
 Sta. 2346+16.1 to Sta. 2346+41.0
 Sta. 2346+81.7 to Sta. 2351+31.2
 Sta. 2358+09.0 to Sta. 2358+32.9
 Sta. 2359+71.9 to Sta. 2364+99.1

BILL OF MATERIAL

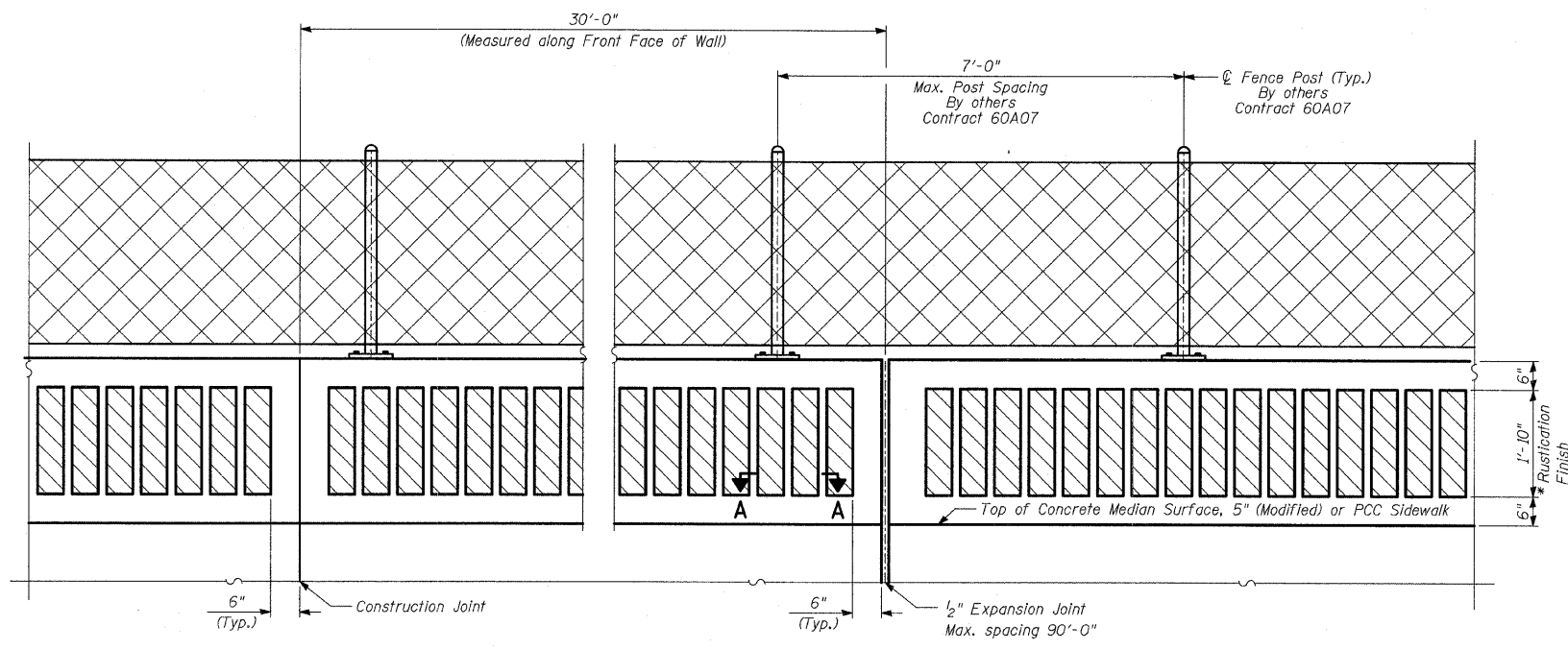
QUANTITIES PER FOOT OF FLUTED KNEE WALL		
ITEM	UNIT	TOTAL
Concrete Structures	CU YD	0.15
Concrete Superstructure	CU YD	0.14
Protective Coat	SQ YD	1.08
Rustication Finish	SQ FT	1.84
Reinforcement Bars, Epoxy Coated	POUND	27.9

REVISIONS	
NAME	DATE

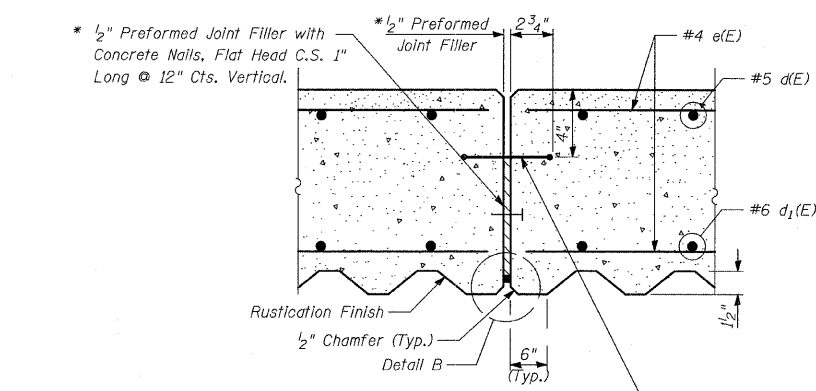
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 FLUTED KNEE WALL ALONG STATE ST.
 N 75TH ST. TO S 72ND ST.
 FLUTED KNEE WALL DETAILS

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

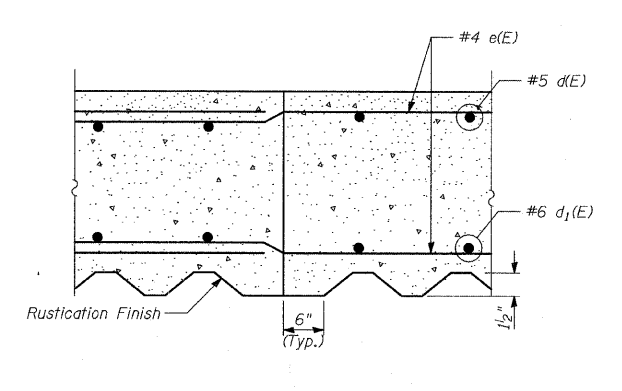
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	34
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62975	



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



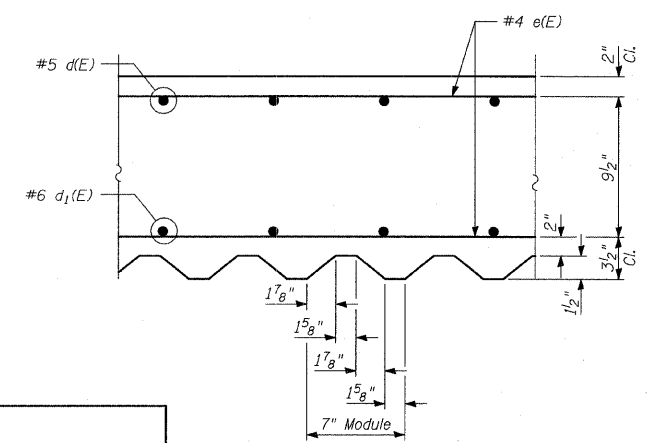
EXPANSION JOINT DETAILS



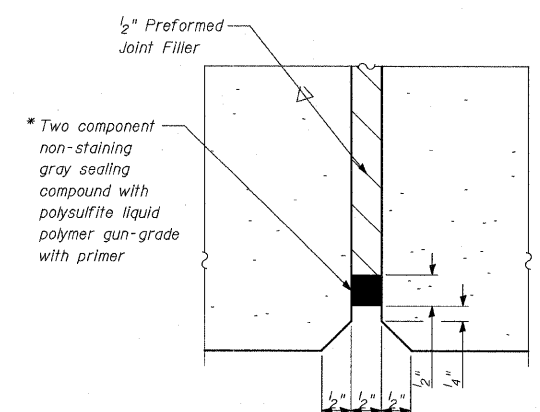
CONSTRUCTION JOINT DETAILS

LAP SPLICES

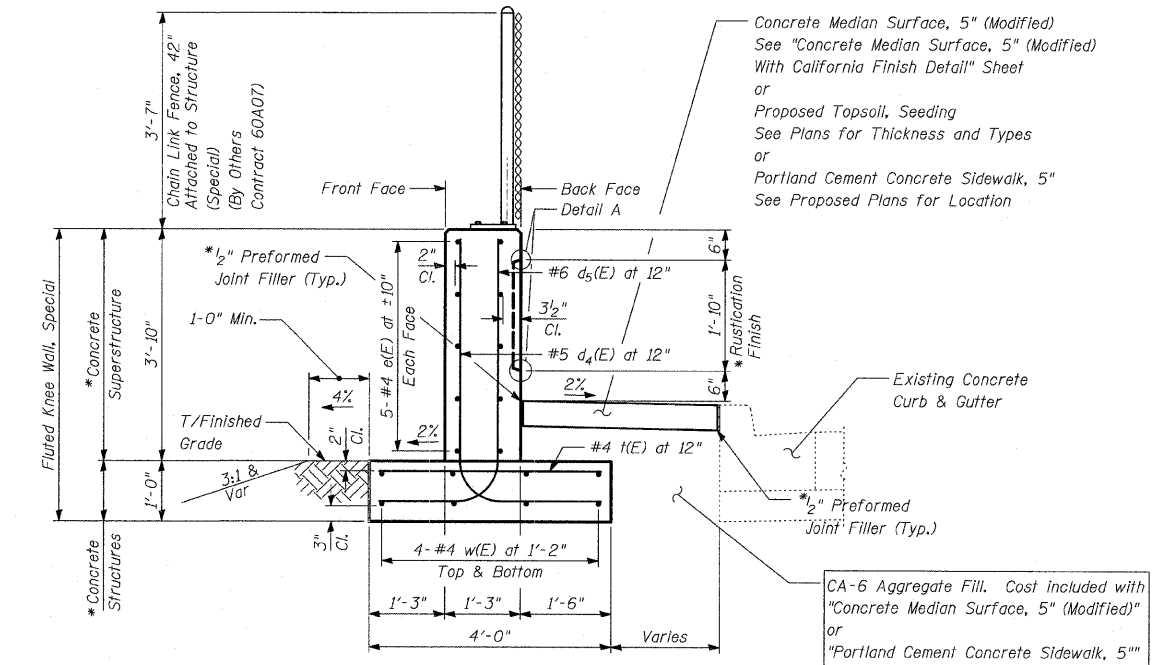
Bar	Lap
#4	1'-8"
#5	2'-2"
#6	2'-7"



SECTION A-A

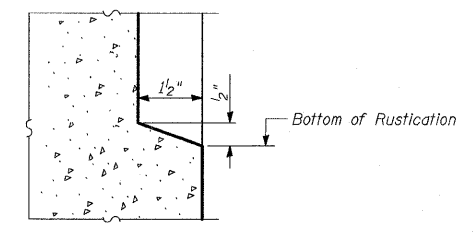
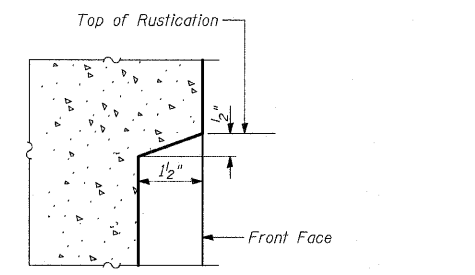


DETAIL B



TYPICAL SECTION FLUTED KNEE WALL, SPECIAL

Sta. 2341+05.7 to Sta. 2343+14.7
Sta. 2344+36.1 to Sta. 2346+16.1
Sta. 2356+11.2 to Sta. 2358+09.0



DETAIL A

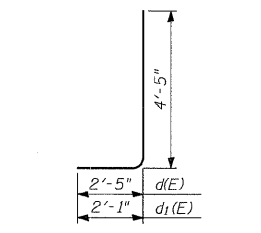
BILL OF MATERIAL

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

NOTES:

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

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



BARS d4(E) & d5(E)

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

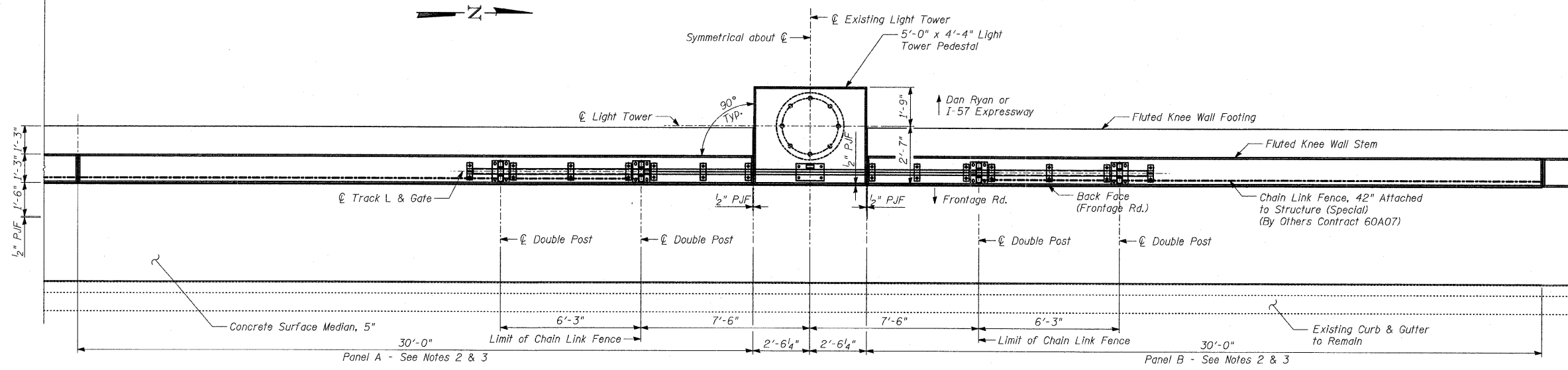
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
FLUTED KNEE WALL, SPECIAL
ALONG STATE ST.
N 75TH ST. TO S 72ND ST.
FLUTED KNEE WALL, SPECIAL DETAILS

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

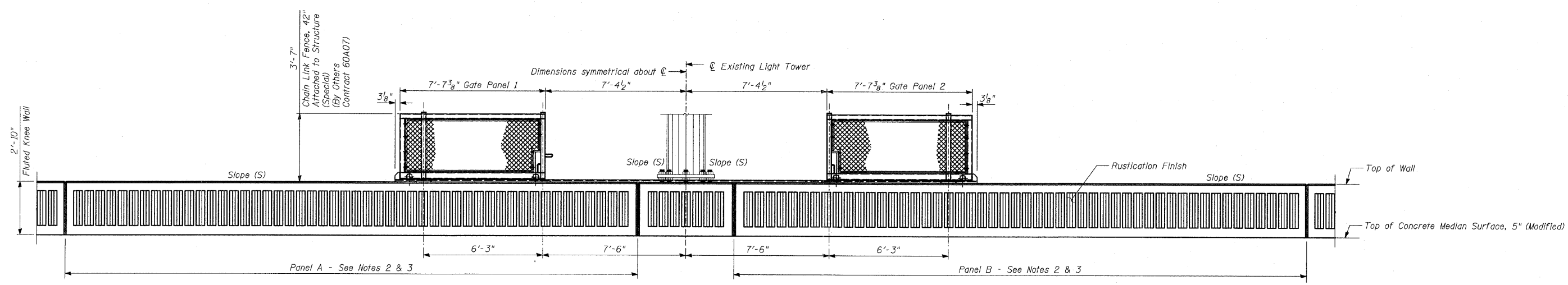
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	35
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62975



PLAN - CHAIN LINK GATE ASSEMBLY IN OPEN POSITION



BACK FACE ELEVATION - LIMITS OF CHAIN LINK GATE ASSEMBLY IN OPEN POSITION

NOTES:

1. The Chain Link Gate Assembly (Special), and the Chain Link Gate (Special) are not included in this contract, but shall be furnished and installed by others in Contract 60A07.
2. Panels A & B shall be constructed to be aligned with the Back Face of existing High Mast Light Tower (HMLT).
3. The Slope (S) at the top of panels A & B and the HMLT foundation shall be the same.

TYLIN INTERNATIONAL

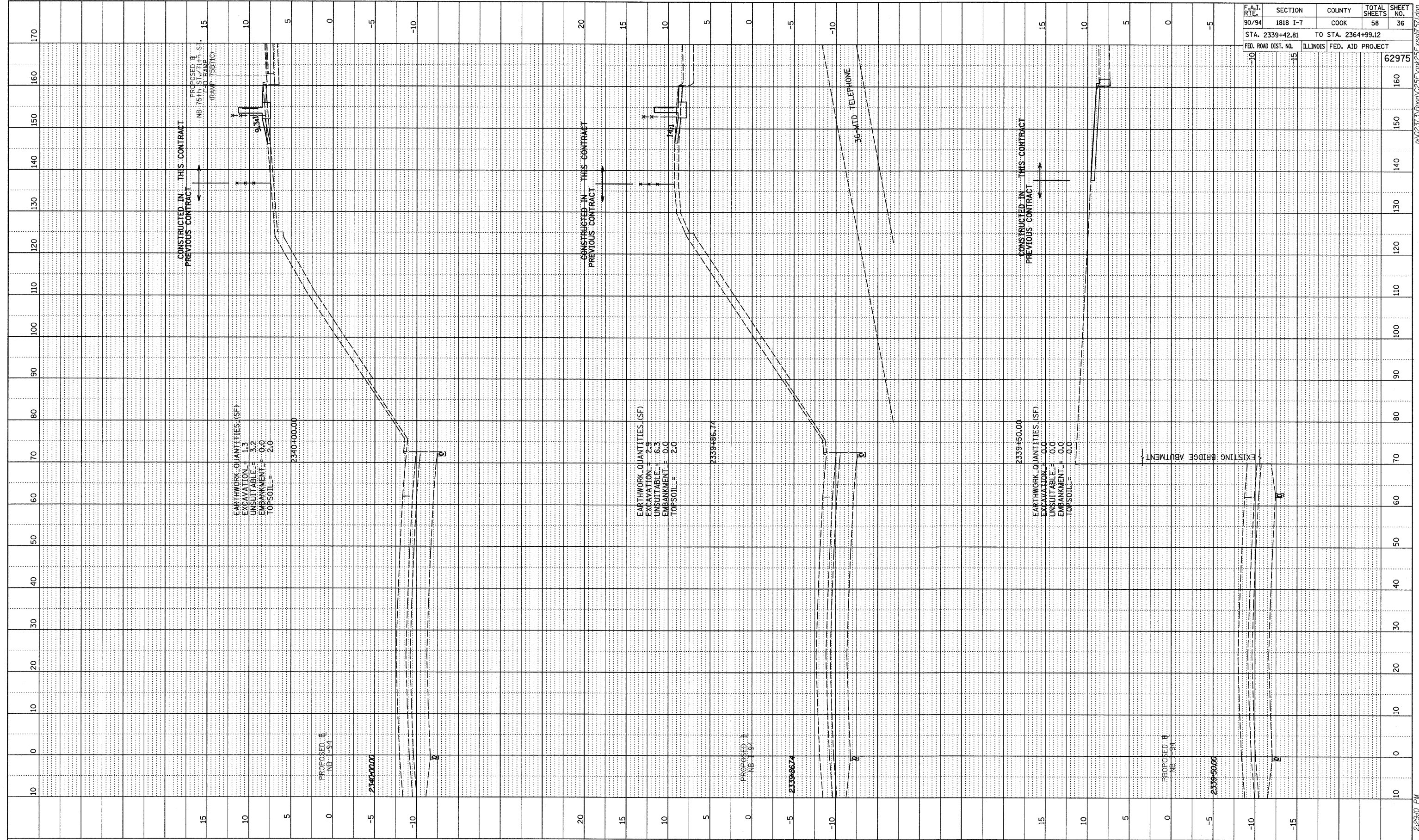
REVISIONS		S.N.	DESIGNED BY: MAF
NAME	DATE		

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
FLUTED KNEE WALL ALONG STATE ST.
N 75TH ST. TO S 72ND ST.
FLUTED KNEE WALL AT HMLT

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

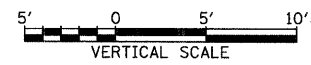
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PROFILE	SURVEYED	BY	DATE
NOTE BOOK	GRADES CHECKED		
NO.	STRUCTURE NOTATIONS CHECKED		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	36
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
				62975

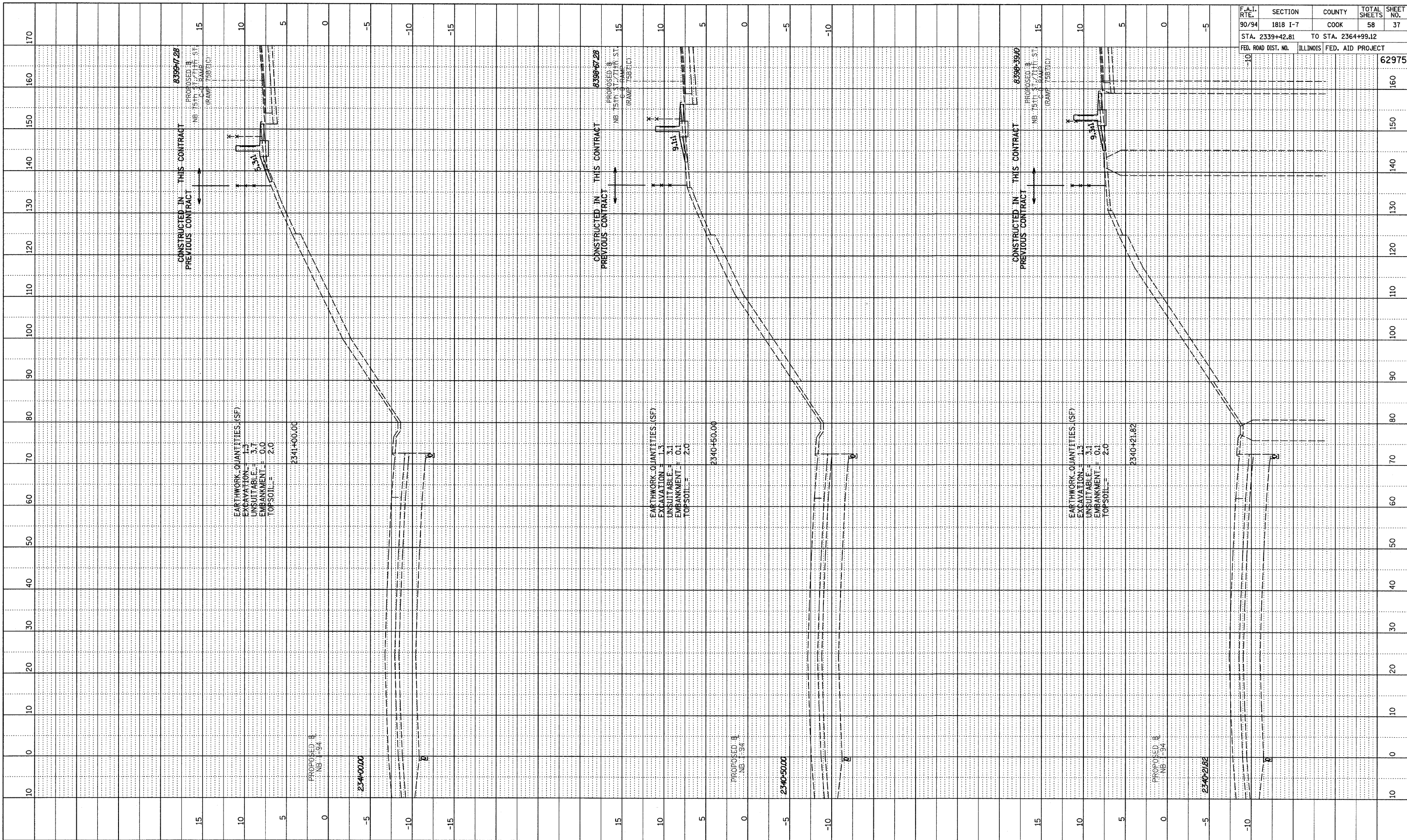
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2339+50 TO STA. 2340+00

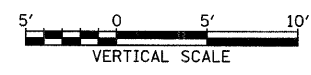
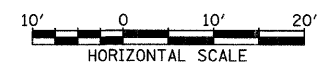
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PROFILE SURVEYED BY: _____ DATE: _____
 DRAWN BY: _____
 CHECKED BY: _____
 NOTE BOOK NO. _____
 STRUCTURE NOTATION: _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	37
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62975

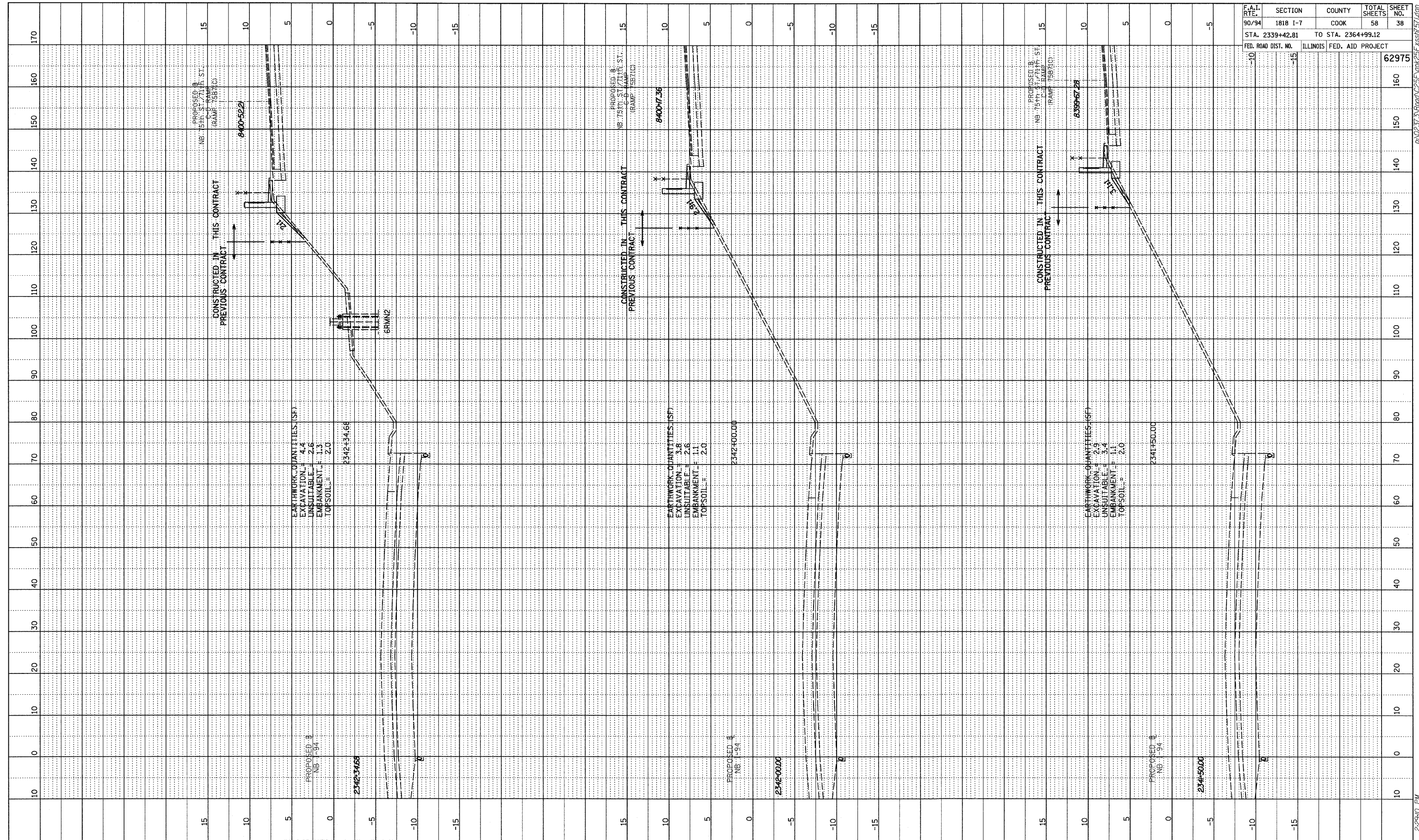
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2340+21.82 TO STA. 2341+00

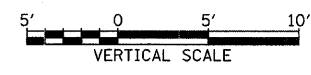
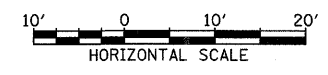
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PROFILE SURVEYED BY DATE
 CHECKED BY
 NOTE BOOK NO. DATE
 STRUCTURE NOTATIONS CRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	38
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			62975

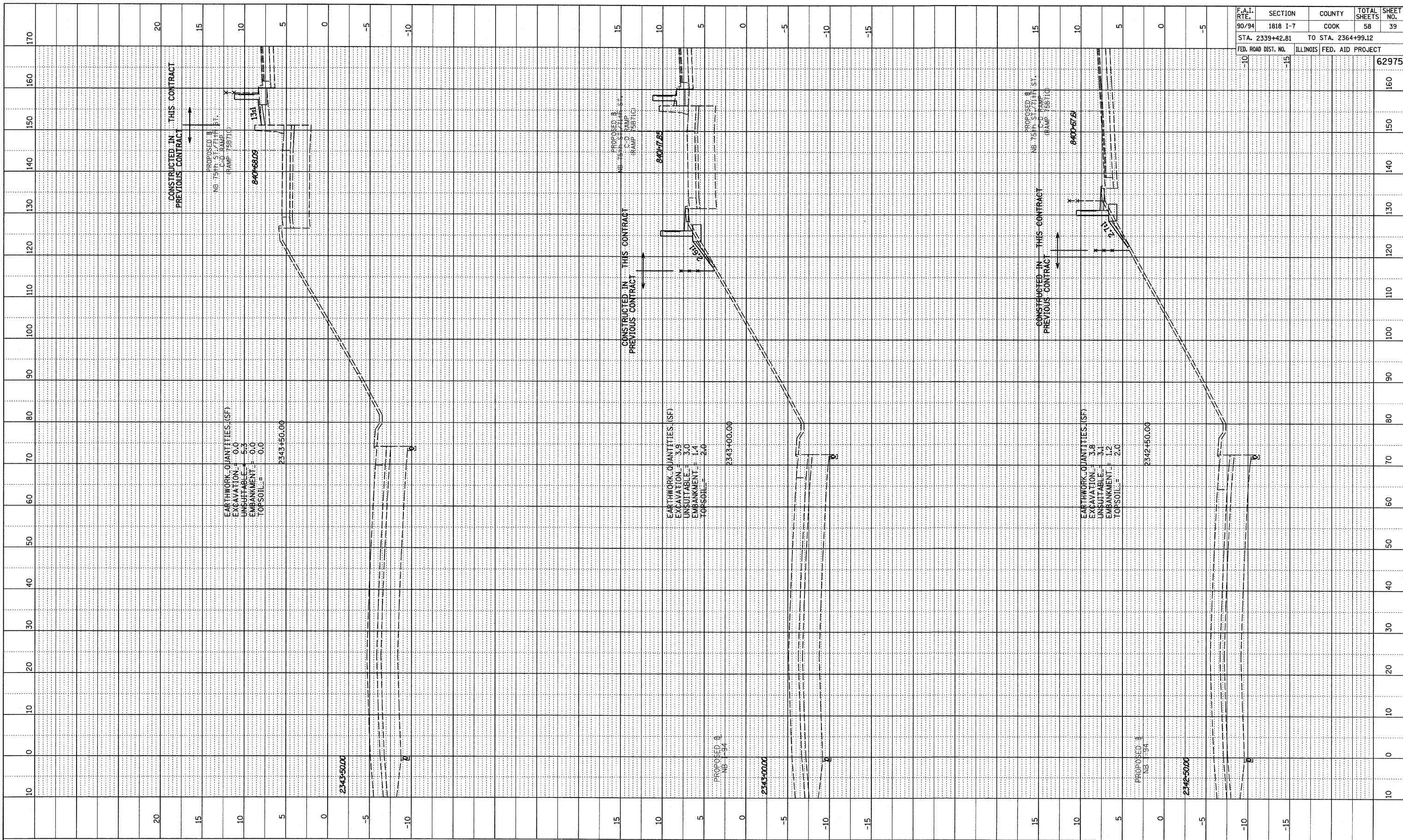
TYLINT INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2341+50 TO STA. 2342+34.68

3/19/2009 2:29:40 PM PA02373-Road-C25F-90M25F-RSS07574.DWG

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	DESIGNED		
NO.	BY		
	STRUCTURE		
	NOTATIONS		
	CHKD		



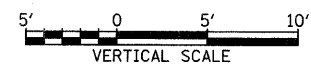
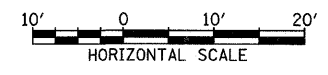
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 UNSUITABLE = 5.3
 EMBANKMENT = 0.0
 TOPSOIL = 0.0
 2343+50.00

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 3.9
 UNSUITABLE = 3.0
 EMBANKMENT = 1.4
 TOPSOIL = 2.0
 2343+00.00

EARTHWORK QUANTITIES (SF)
 EXCAVATION = 3.8
 UNSUITABLE = 3.1
 EMBANKMENT = 1.2
 TOPSOIL = 2.0
 2342+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	39
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62975	

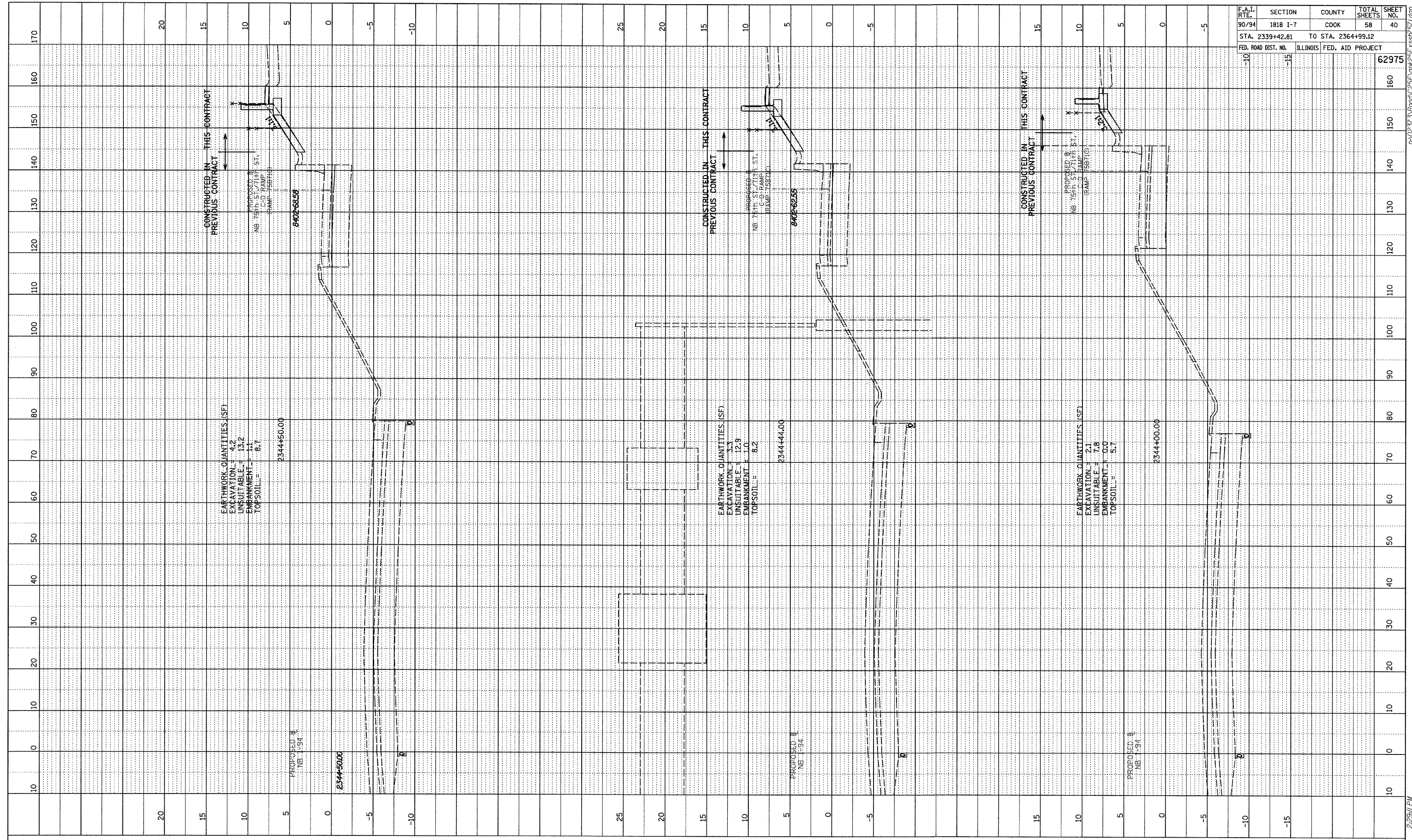
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2342+50 TO STA. 2343+50

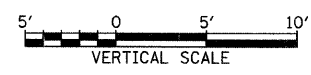
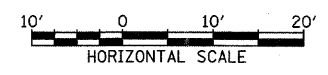
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PROFILE SURVEYED BY DATE
 GRADES CHECKED
 NOTE BOOK NO. DATE
 STRUCTURE NOTATIONS CIP/D



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	40
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62975

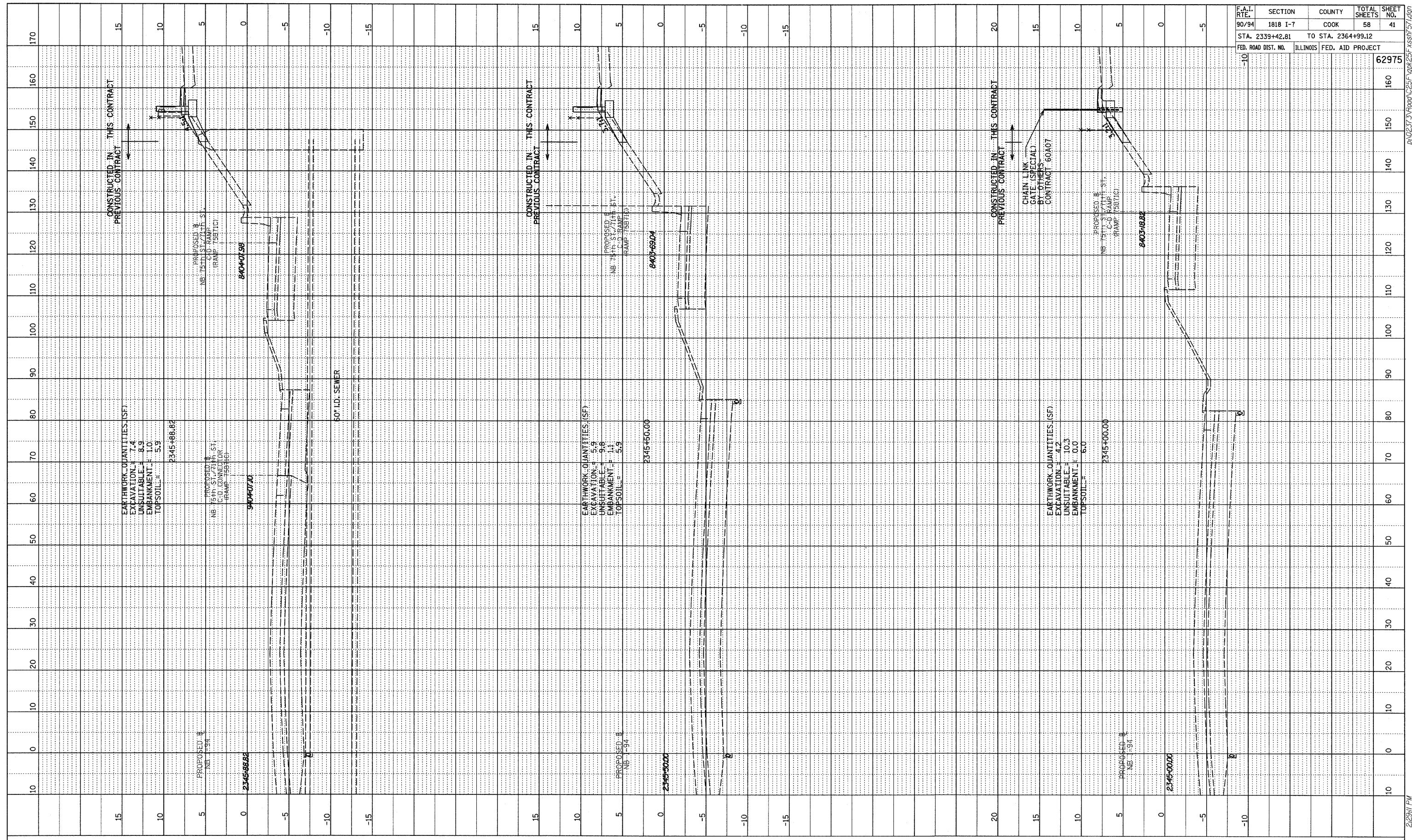
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NB I-94 (DAN RYAN EXPRESSWAY)
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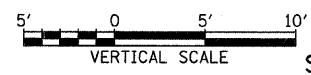
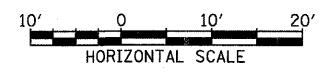
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PROFILE	REVIEWED	DATE
NOTE BOOK	GRADES CHECKED	
	BY	
	NO.	



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	41
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
				62975

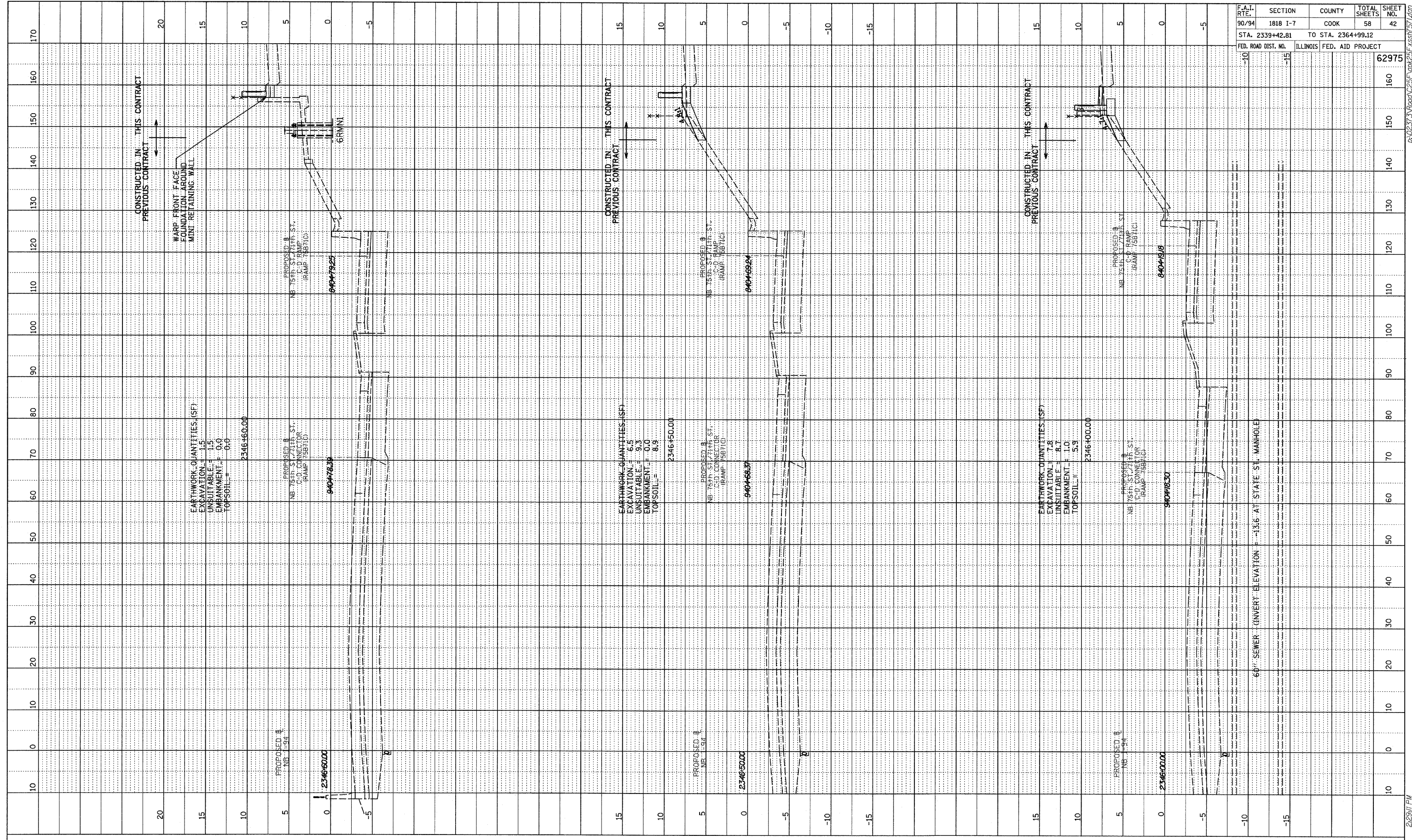
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2345+00 TO STA. 2345+88.82

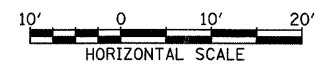
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PROFILE SURVEYED BY DATE
 GRADES CHECKED
 E.M. NOTED
 STRUCTURE NOTATIONS CHK'D



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	42
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62975	

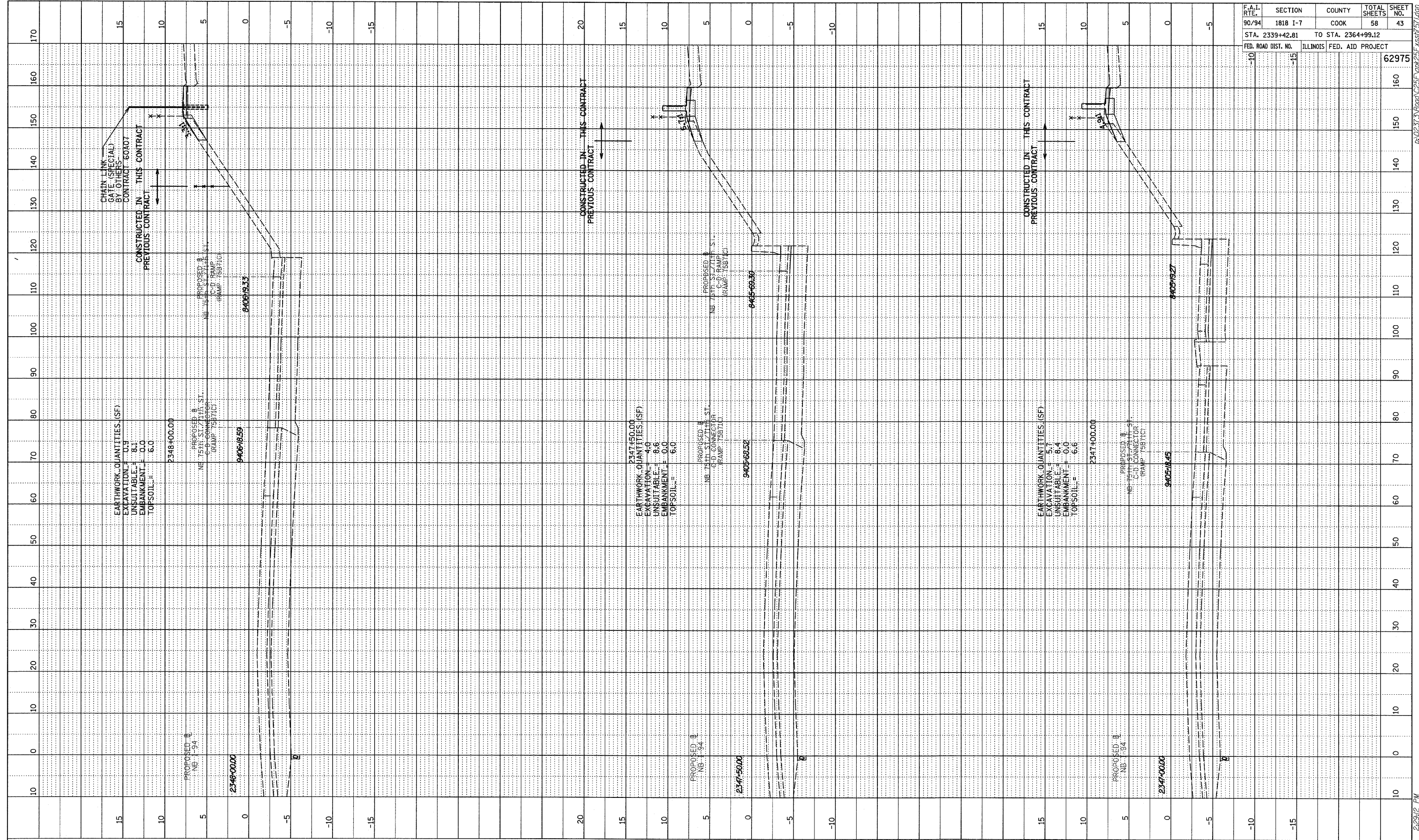
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NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2346+00 TO STA. 2346+60

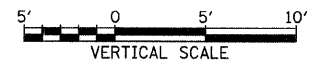
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PROFILE SURVEYED BY DATE
 GRADES CHECKED
 ELM. NOTED
 STRUCTURE NOTATIONS C/P/R/D



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	43
STA. 2339+42.81 TO STA. 2364+99.12				
ILLINOIS FED. AID PROJECT				
FED. ROAD DIST. NO.				62975

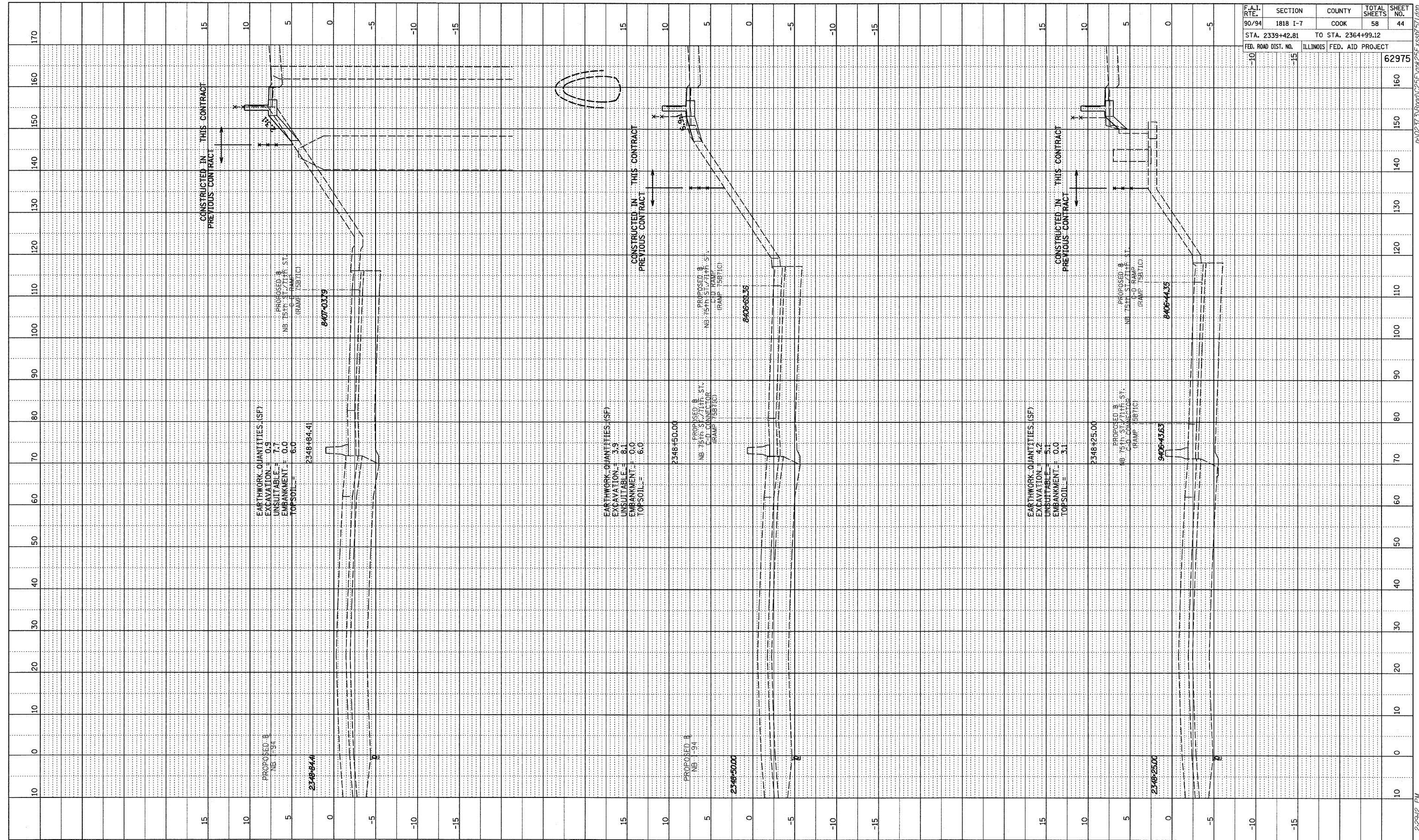
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2347+00 TO STA. 2348+00

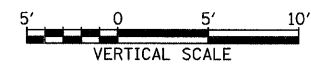
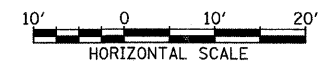
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PROFILE SURVEYED BY DATE
 (REVISED) CHECKED
 NOTE BOOK (E.M.) NOTED
 NO. STRUCTURE NOTATIONS (P)RD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	44
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
-10	-15			62975

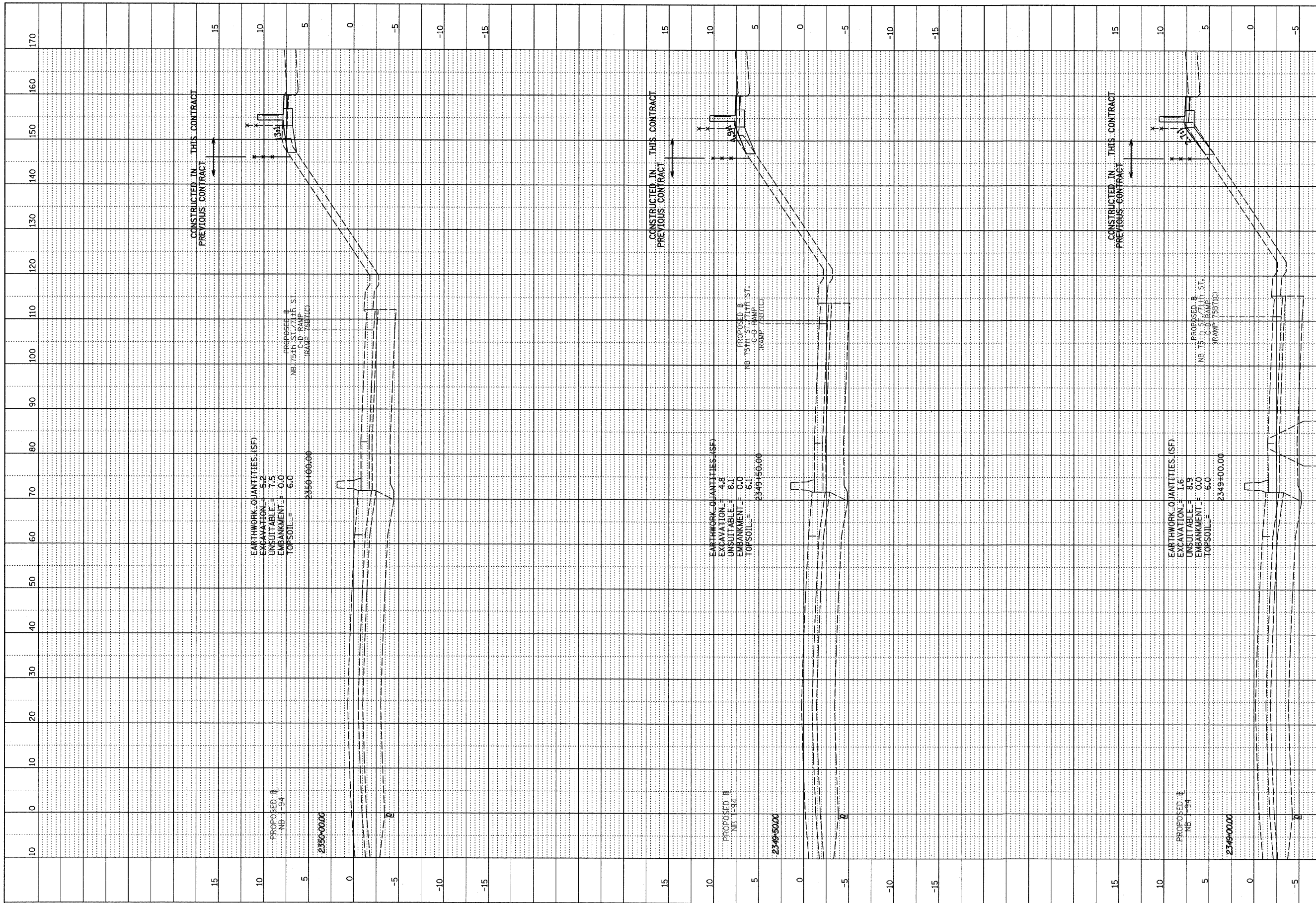
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2348+25 TO STA. 2348+84.41

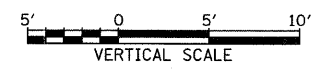
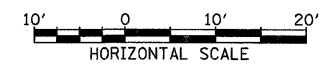
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PROFILE SURVEYED _____ BY _____ DATE _____
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 NOTE BOOK / BAL. NOTED _____
 NO. / STRUCTURE NOTATIONS CHRG. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	45
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
-10	-15			62975

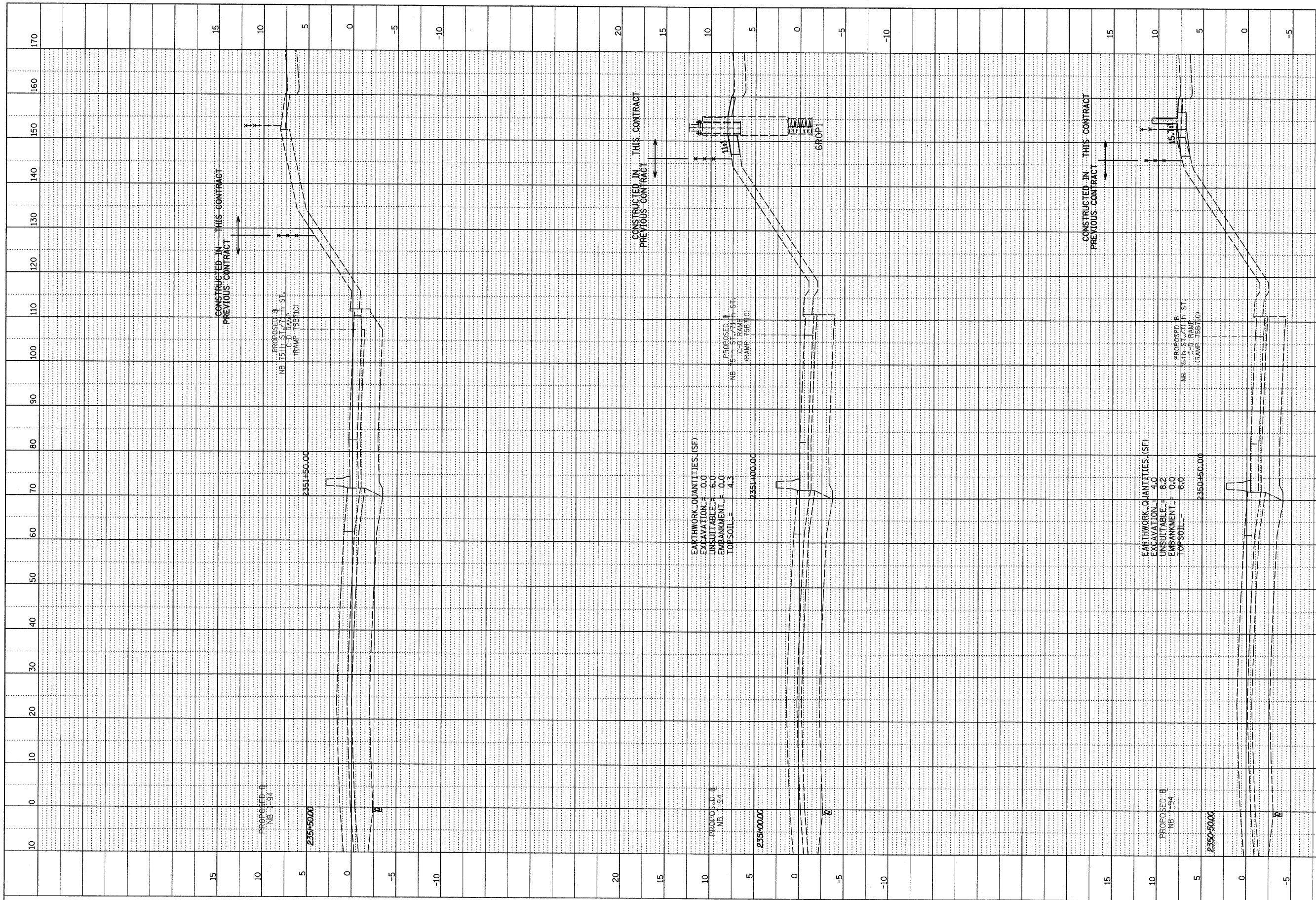
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2349+00 TO STA. 2350+00

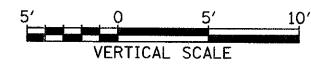
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PROFILE SURVEYED BY _____ DATE _____
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 NOTE BOOK NO. _____
 STRUCTURE NOTATION CHFD NO. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	46
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	62975	

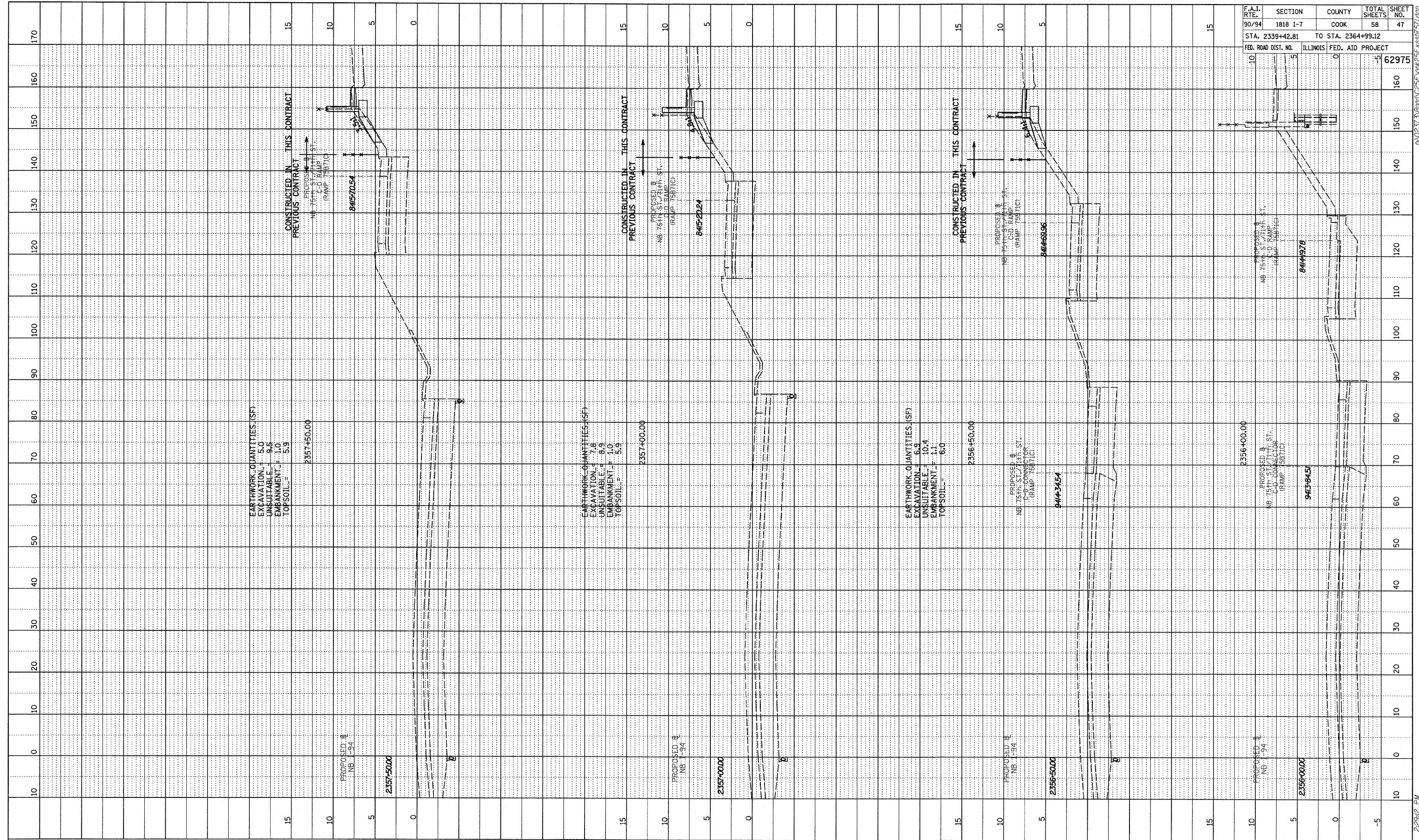
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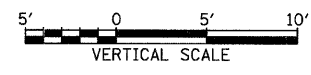
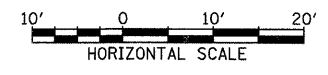
NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2350+50 TO STA. 2351+50

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PROFILE SURVEYED BY _____ DATE _____
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 STRUCTURE NOTATION CHRD _____



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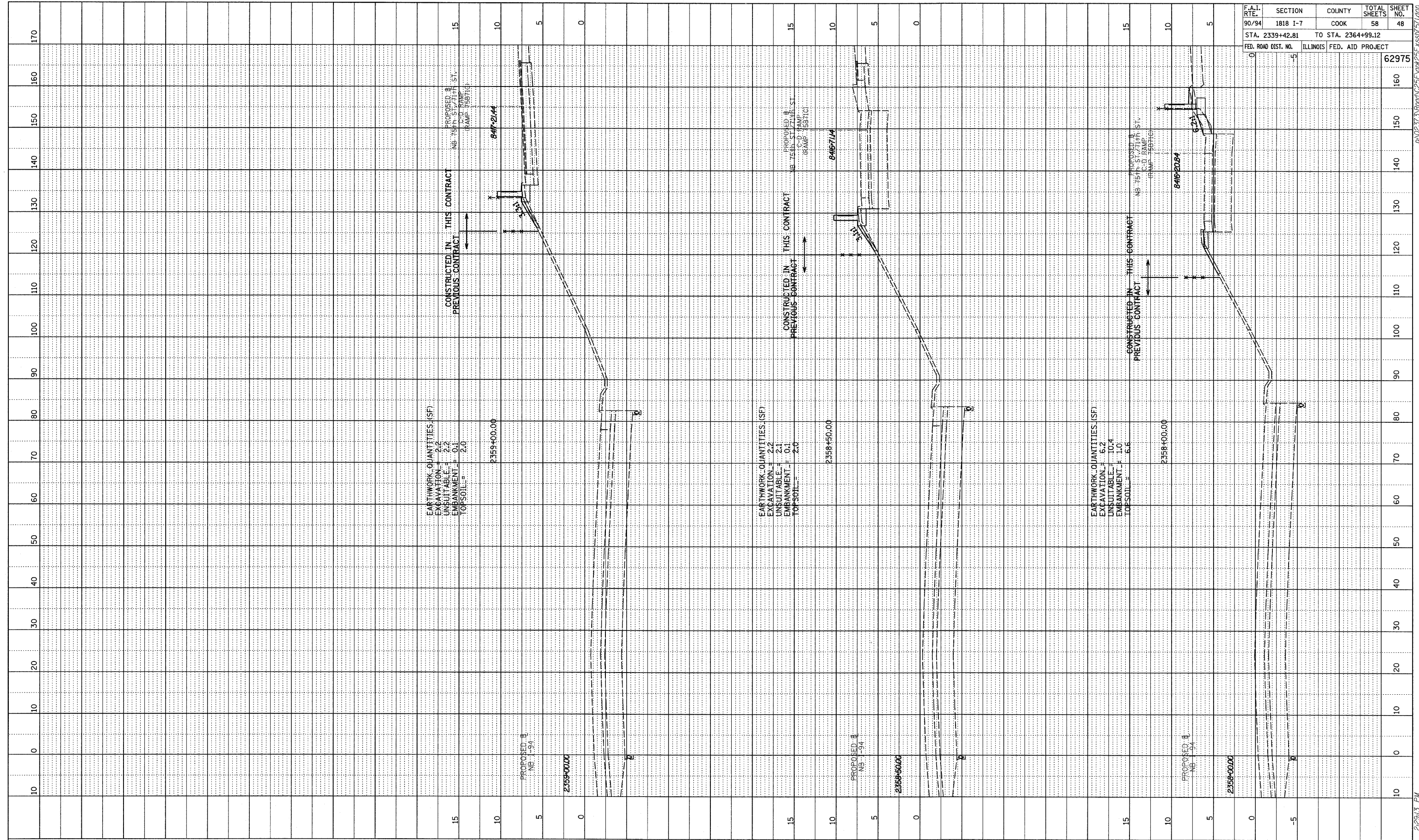


NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2356+00 TO STA. 2357+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	47
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
			62975	

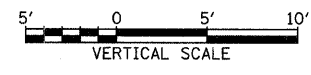
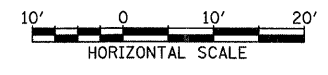
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PROFILE	SERIALIZED	DATE
NOTE BOOK	CHECKED	
NO.	STRUCTURE	NOTATION



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	48
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
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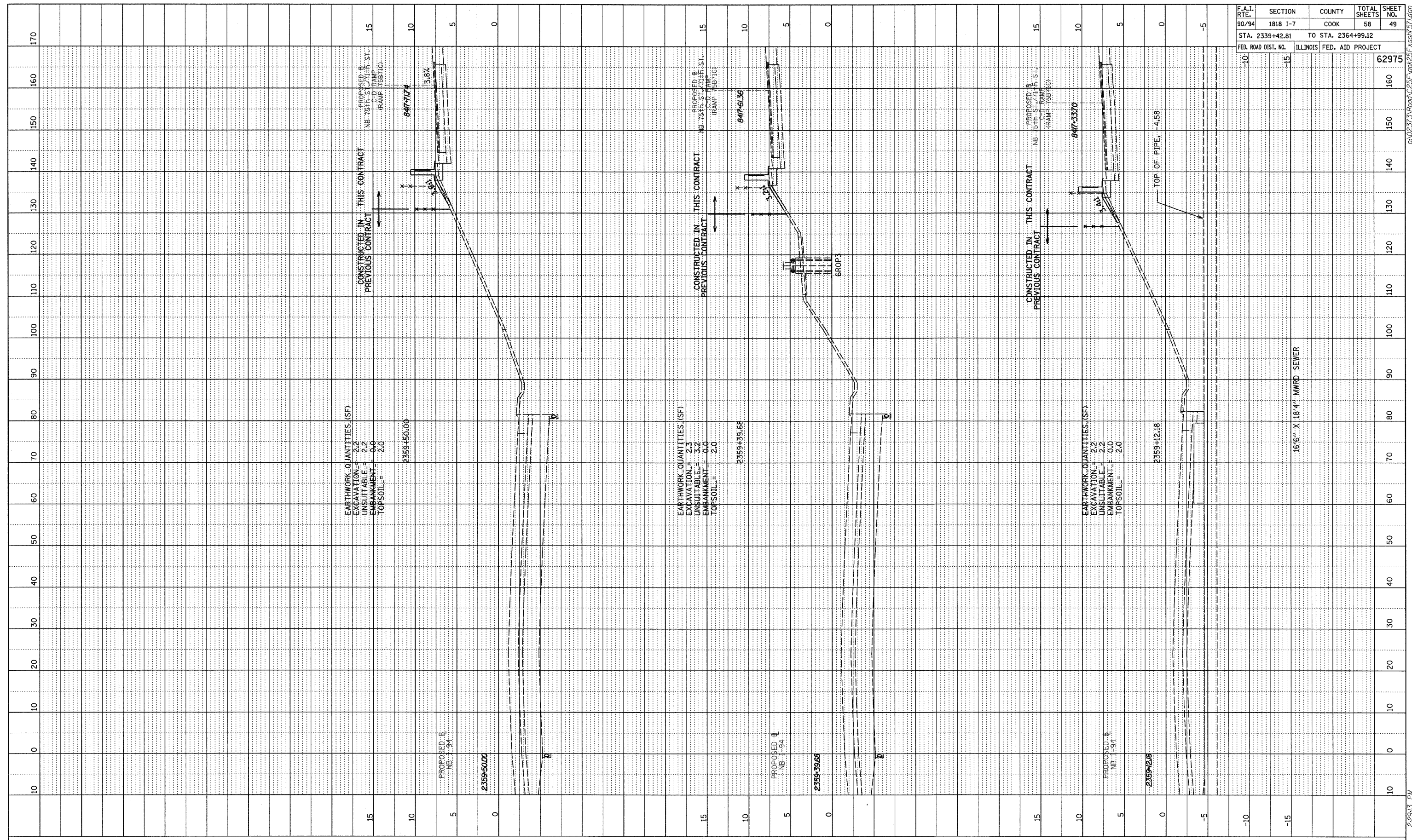
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2358+00 TO STA. 2359+00

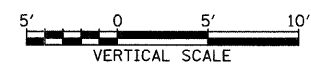
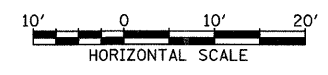
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PROFILE SURVEYED	BY	DATE
NOTE BOOK		
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STRUCTURE NOTATING OFFD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	49
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		62975	

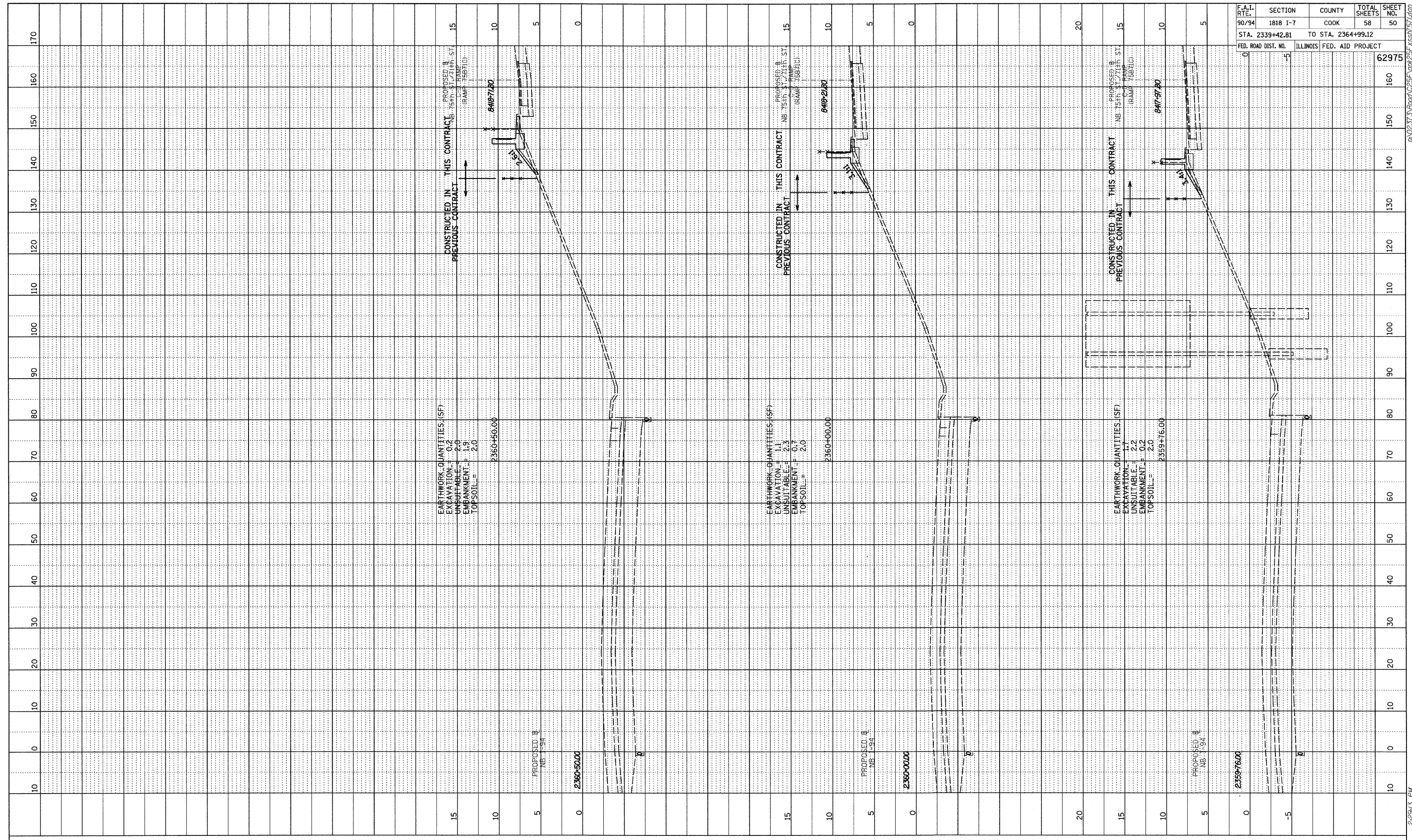
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2359+12.18 TO STA. 2359+50

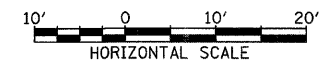
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PROFILE SURVEYED BY DATE
 PLANS CHECKED BY DATE
 NOTE BOOK NO. DATE
 STRUCTURE NOTATIONS CRD



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	50
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62975

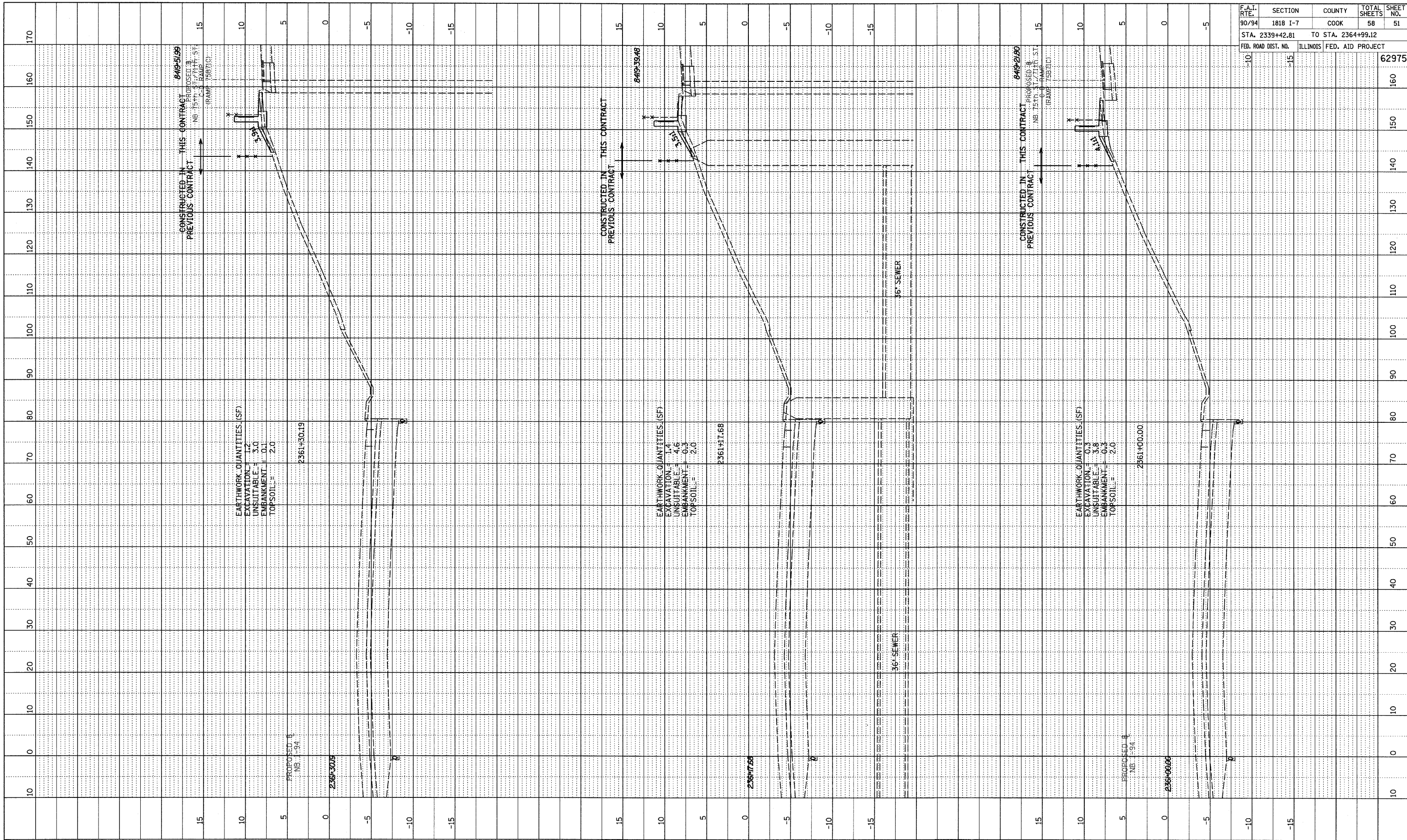
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2359+76 TO STA. 2360+50

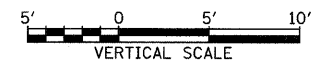
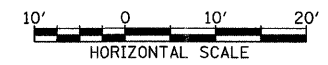
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PROFILE	SURVEYED	BY	DATE
	DESIGNED		
	CHECKED		
	IN CHARGE		
	NOTED		
	STRUCTURE		
	NOTATIONS		
	CHORD		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	51
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62975

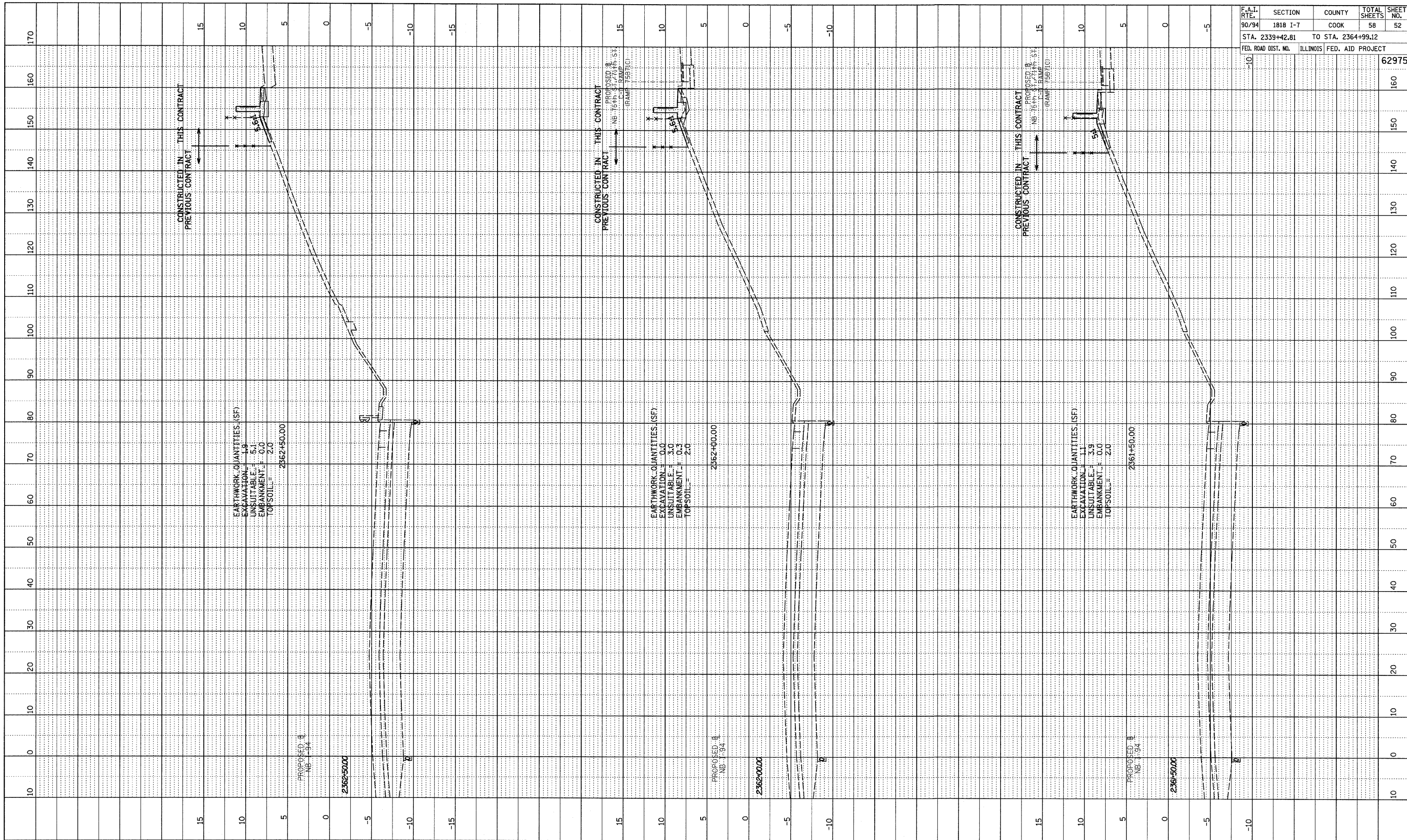
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2361+00 TO STA. 2361+30.19

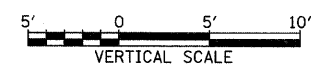
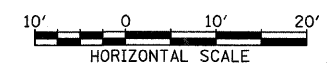
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	52
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		62975

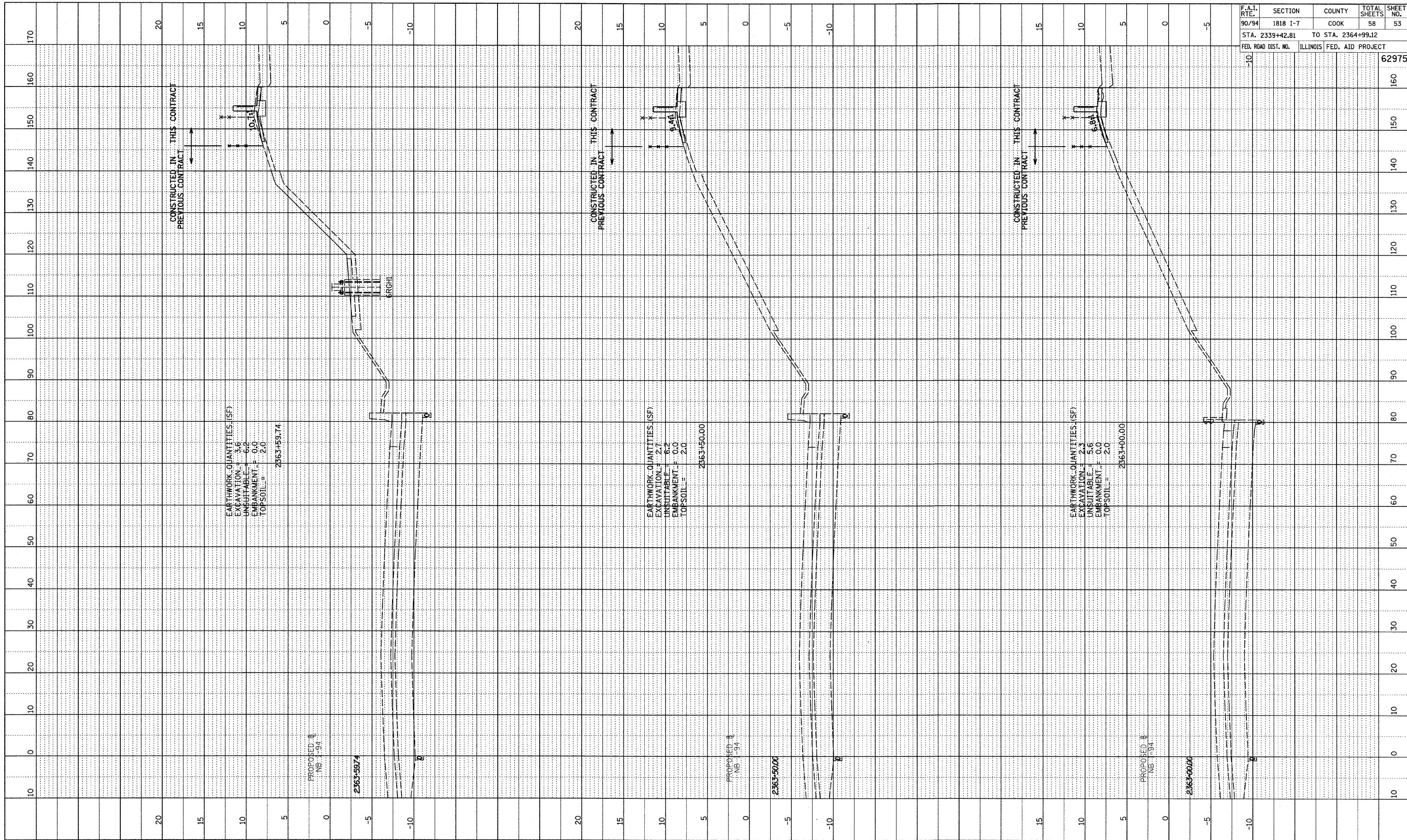
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2361+50 TO STA. 2362+50

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 NOTE BOOK NO. _____
 STRUCTURE NOTATIONS CRD NO. _____



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	53
STA. 2339+42.81 TO STA. 2364+99.12				
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			62975

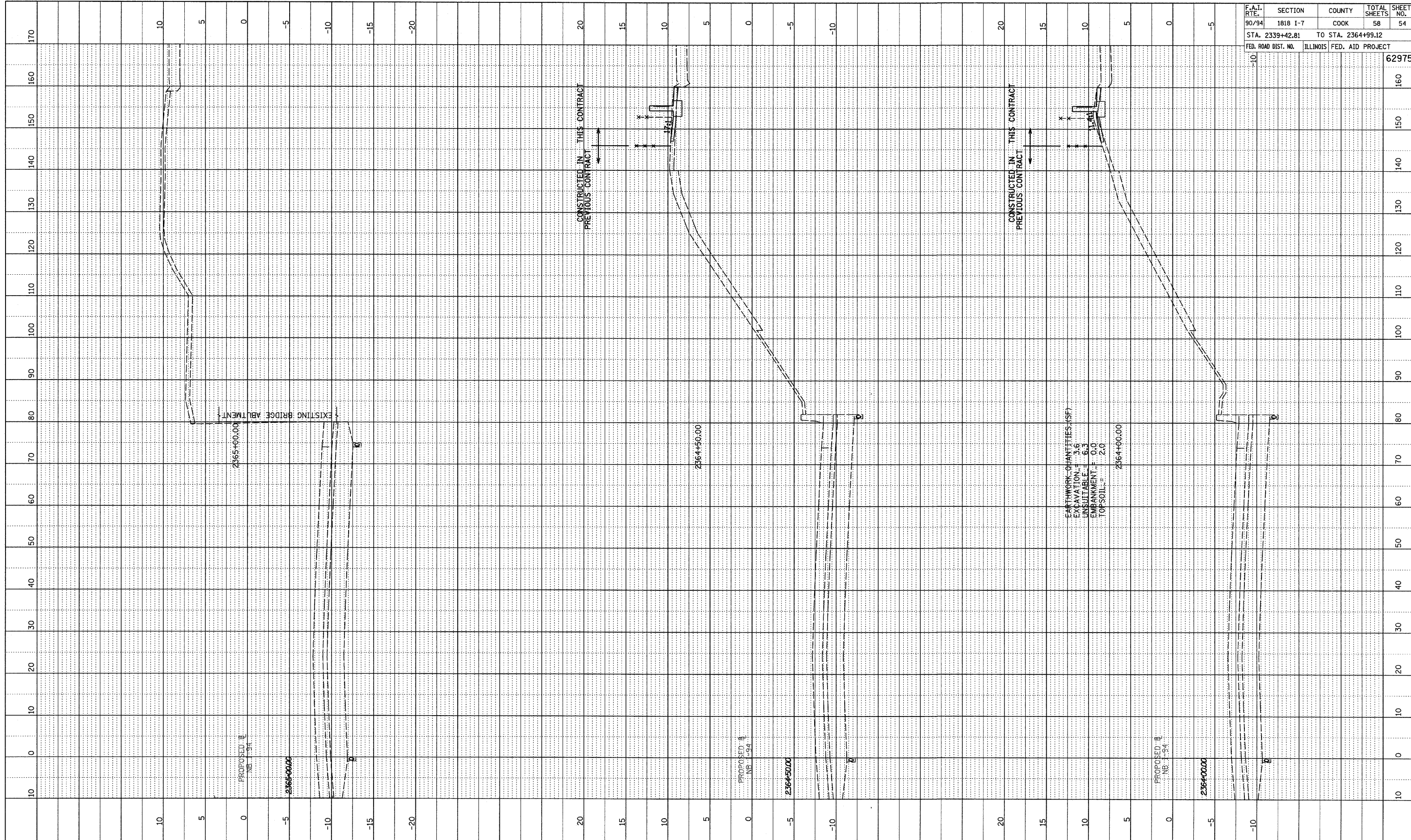
TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
 STA. 2363+00 TO STA. 2363+59.74

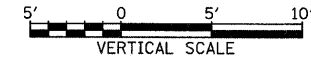
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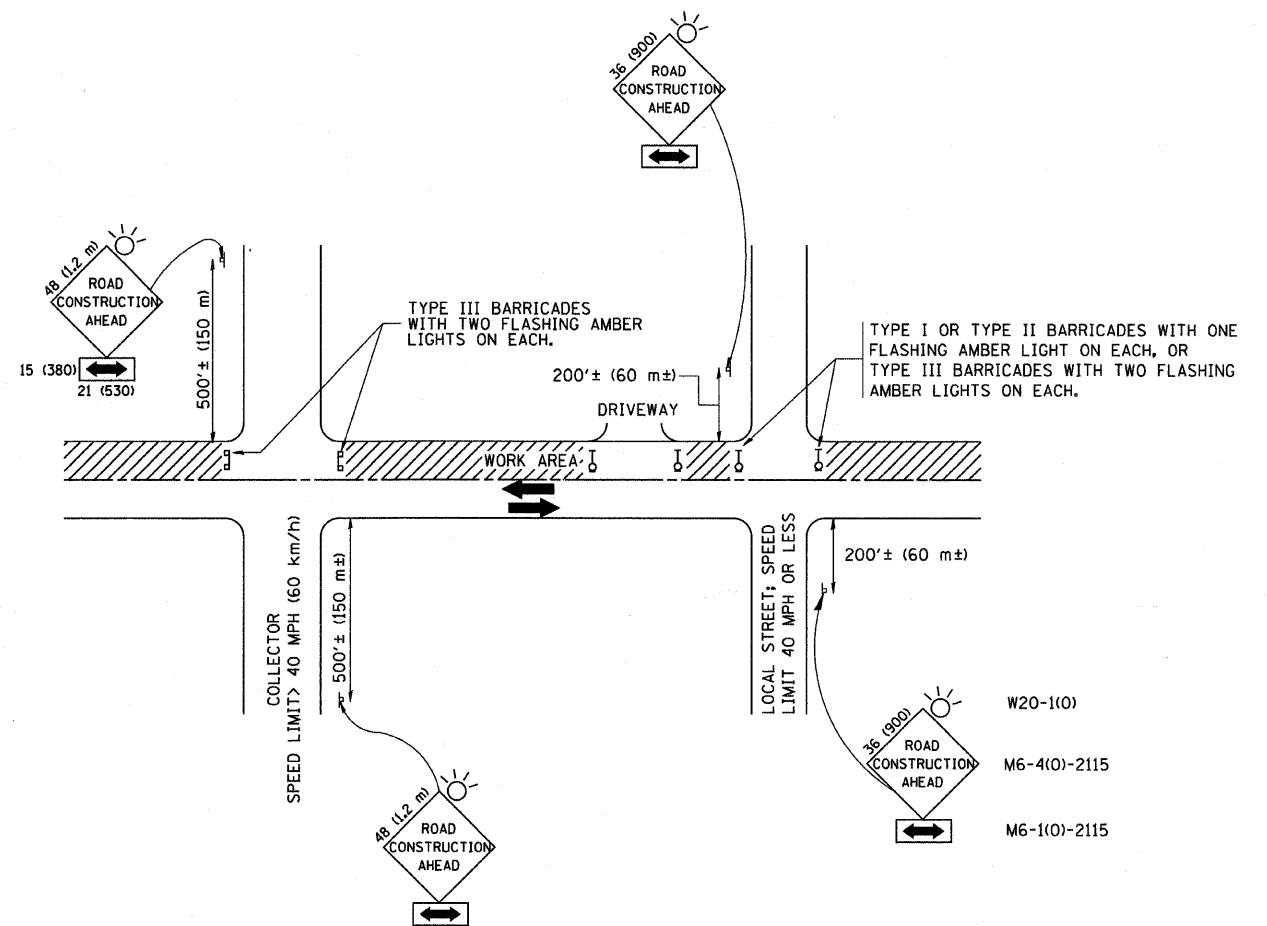
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	1818 I-7	COOK	58	54
STA. 2339+42.81		TO STA. 2364+99.12		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
				62975

TYLIN INTERNATIONAL



NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2364+00 TO STA. 2365+00

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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.

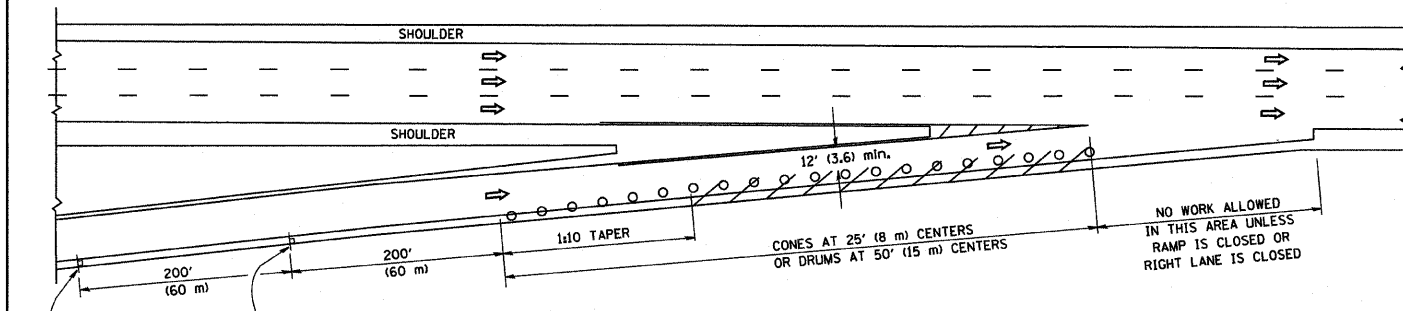
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

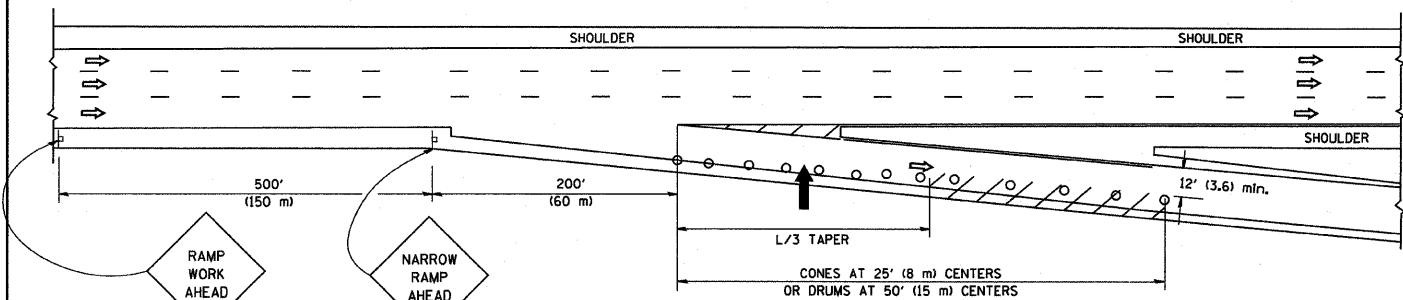
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 I-7	COOK	58	55
TC-10			CONTRACT NO. 62975	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

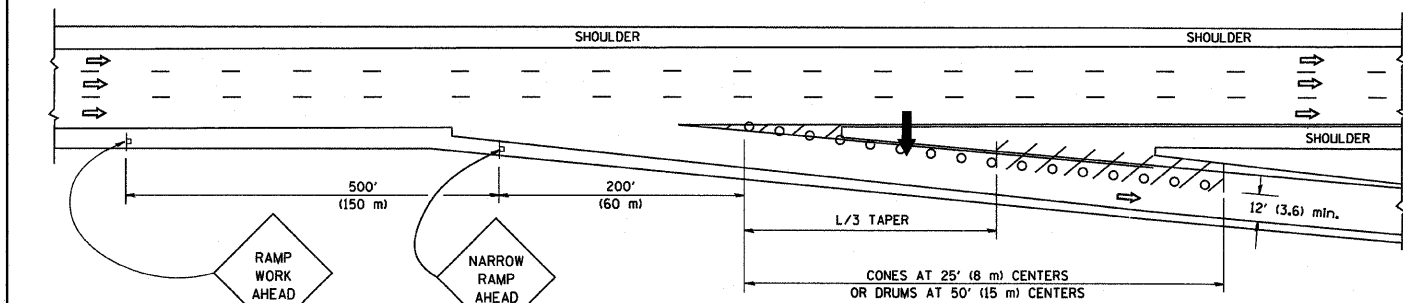
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

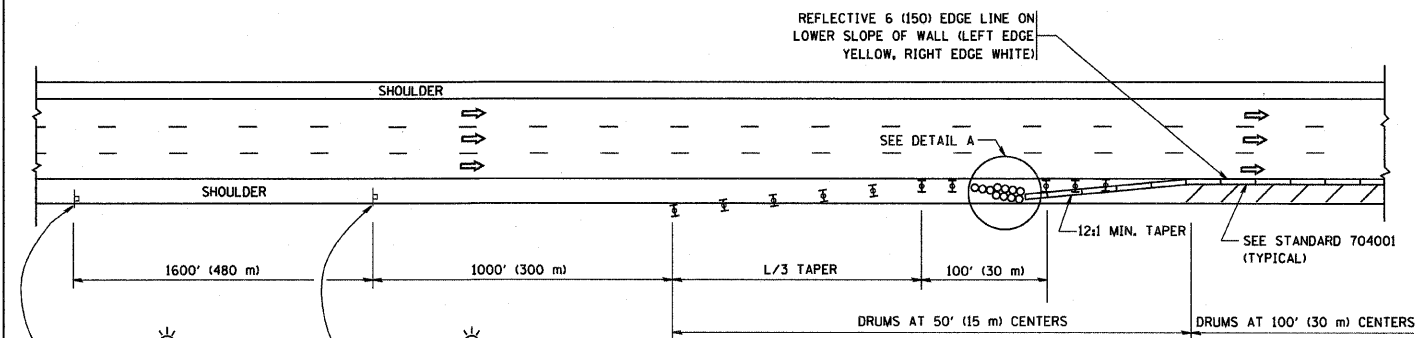
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

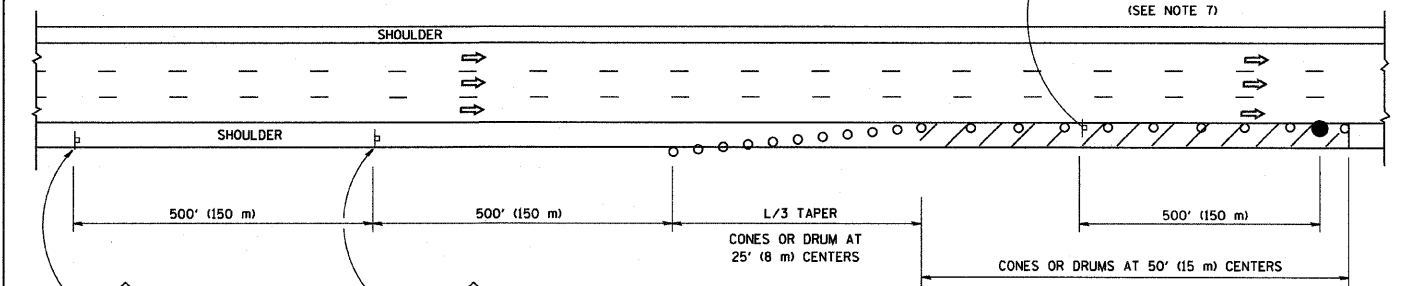
1. THE "L" DISTANCE EQUALS:

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

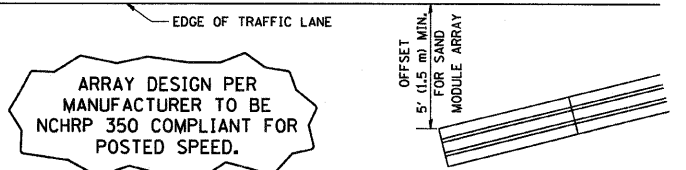
SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



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

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

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

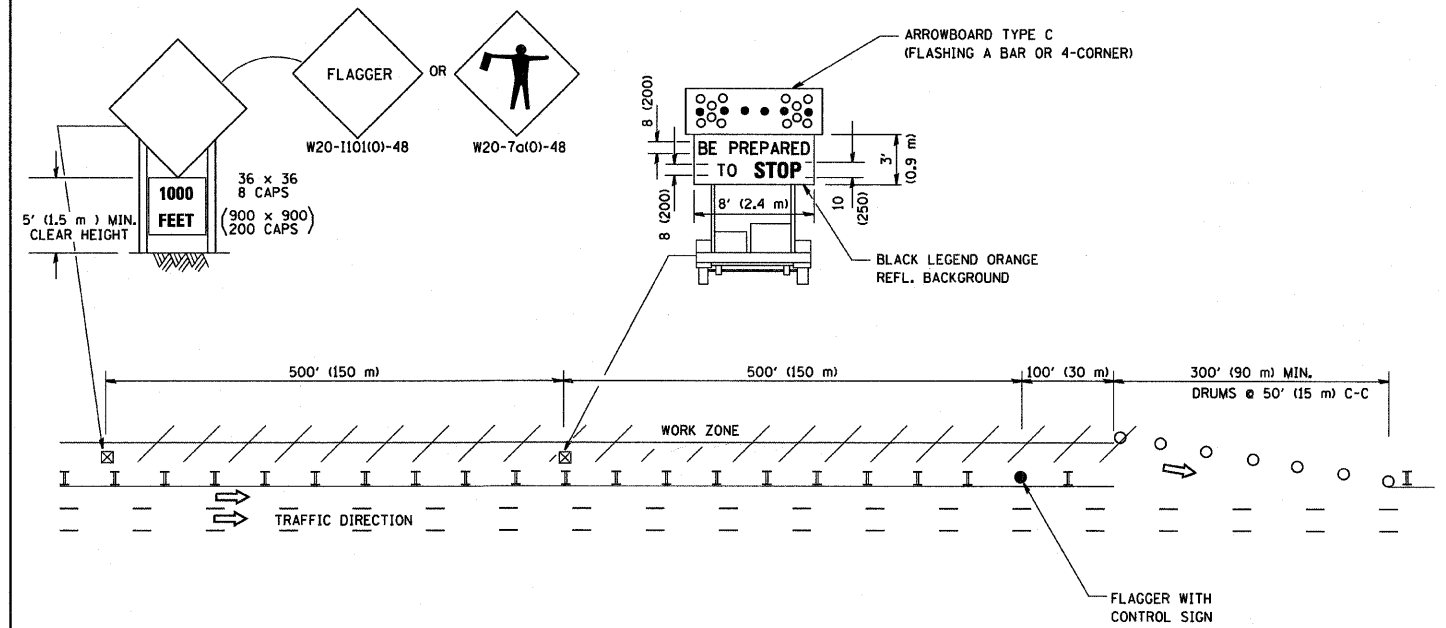
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	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - J.A.F. 12-06
	PLOT DATE = 1/4/2008	DATE - 11-96	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

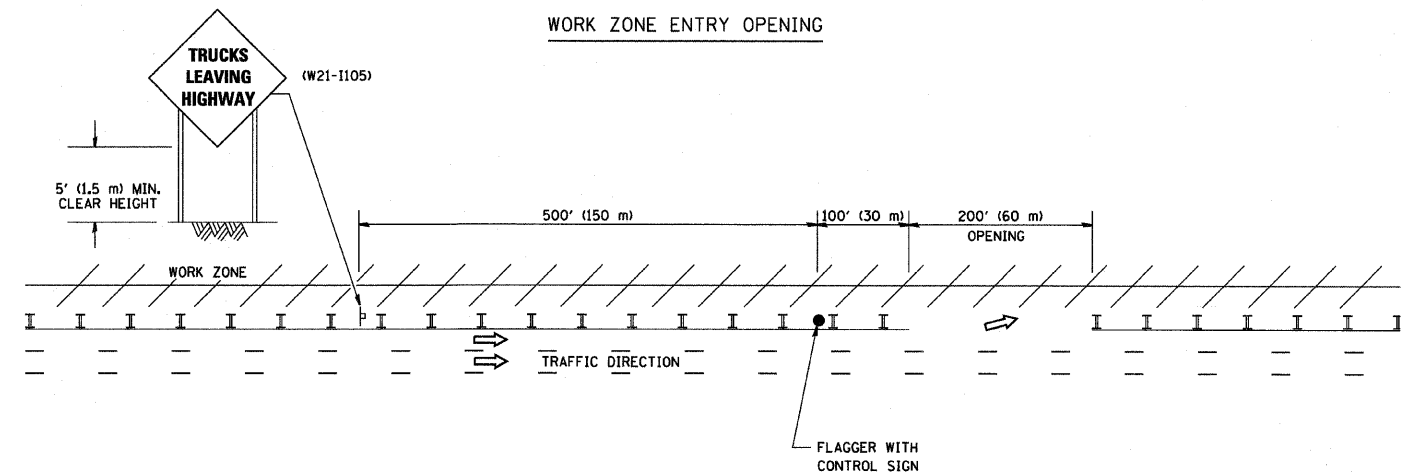
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			
F.A. RTE. = 99	SECTION = 1818 I-7	COUNTY = COOK	TOTAL SHEETS = 50
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	
STA. TO STA.		TC-17 CONTRACT NO. 62975	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

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

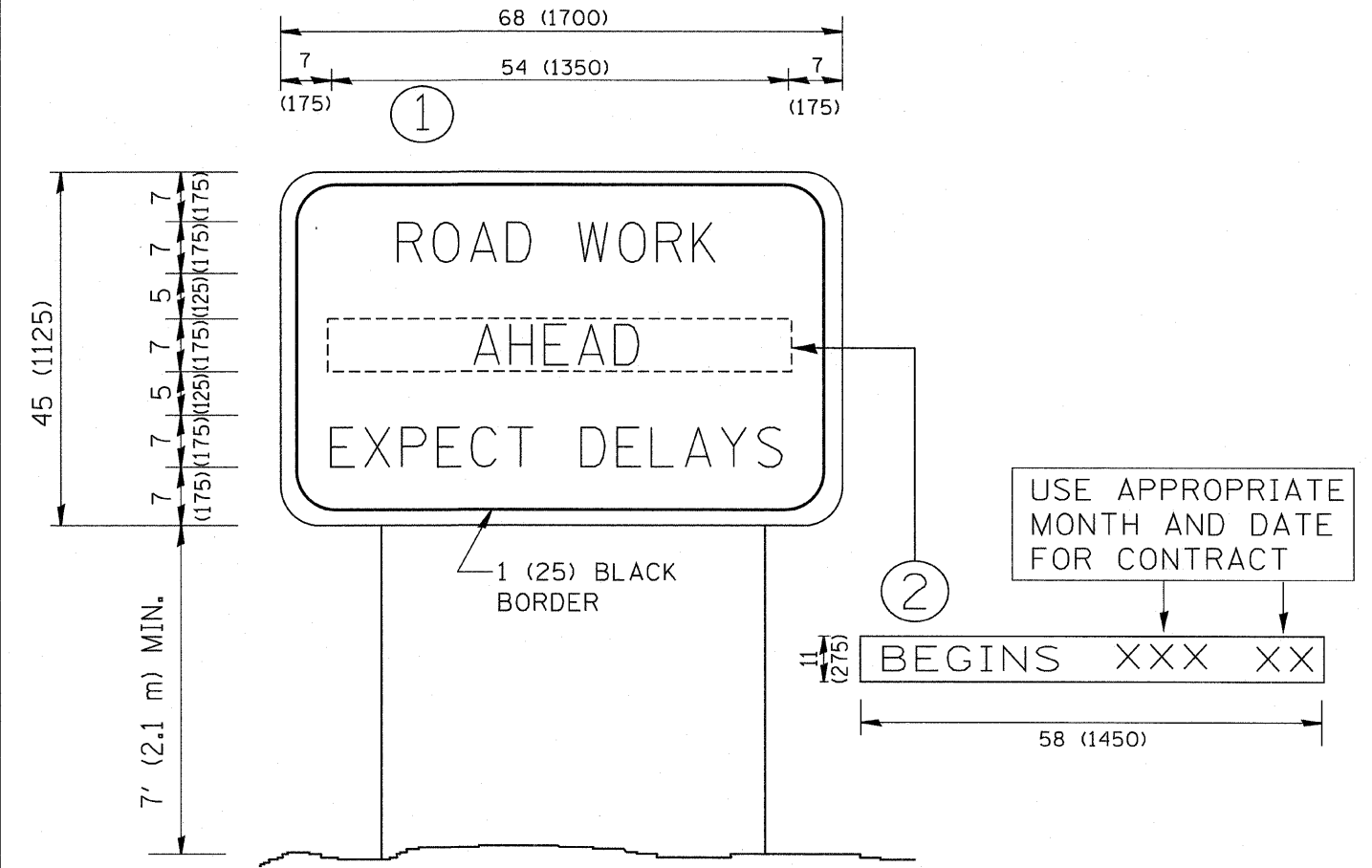
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	PLOT DATE = 1/4/2008	DATE -	REVISED - S.P.B. 01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	1818 E-7	COOK	50	57
TC-18			CONTRACT NO. 62975	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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



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.

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		DESIGNED - CHECKED -	REVISED - REVISED -
		DESIGNED - DATE -	REVISED - REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE. 94	SECTION 1818 I-7	COUNTY COOK	TOTAL SHEETS 58	SHEET NO. 58
TC-22			CONTRACT NO. 02975	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				