

**INDEX OF SHEETS**

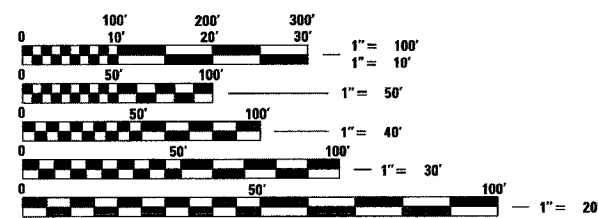
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF CHICAGO

DAN RYAN EXPRESSWAY:	ADT (2010)	DESIGN SPEED	POSTED SPEED
NB I-94 (DAN RYAN)	151,800	60 MPH	55 MPH
NB I-94 (BISHOP FORD)	94,200	60 MPH	55 MPH
NB I-57	58,000	60 MPH	55 MPH
NB MICHIGAN AVENUE ENTRANCE RAMP	9,000	45 MPH	40 MPH
NB 95TH STREET ENTRANCE RAMP	10,600	45 MPH	40 MPH
EB I-57 TO I-94 CROSS-CONNECTOR	22,800	50 MPH	50 MPH
WB I-94 TO I-57 CROSS-CONNECTOR	24,900	50 MPH	50 MPH
SB I-94 (DAN RYAN)	140,500	60 MPH	55 MPH
SB I-94 (BISHOP FORD)	87,570	60 MPH	55 MPH
SB I-57	69,390	60 MPH	55 MPH
SB 87TH STREET EXIT RAMP	12,590	45 MPH	40 MPH
SB 87TH STREET ENTRANCE RAMP	13,350	45 MPH	40 MPH
SB 95TH STREET EXIT RAMP	11,900	45 MPH	40 MPH
SB WENTWORTH AVE. EXIT RAMP	4,770	45 MPH	40 MPH

**PROJECT DESCRIPTION**

PROJECT INCLUDES THE CONSTRUCTION OF CONCRETE SERVICE PADS AROUND 31 HIGH MAST LIGHT TOWERS LOCATIONS.



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

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

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

CONTRACT NO. 60A23

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED HIGHWAY PLANS**

F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)  
SECTION 2005-048 L  
I-57 INTERCHANGE TO 83RD STREET  
HIGH MAST LIGHT TOWER SERVICE PADS

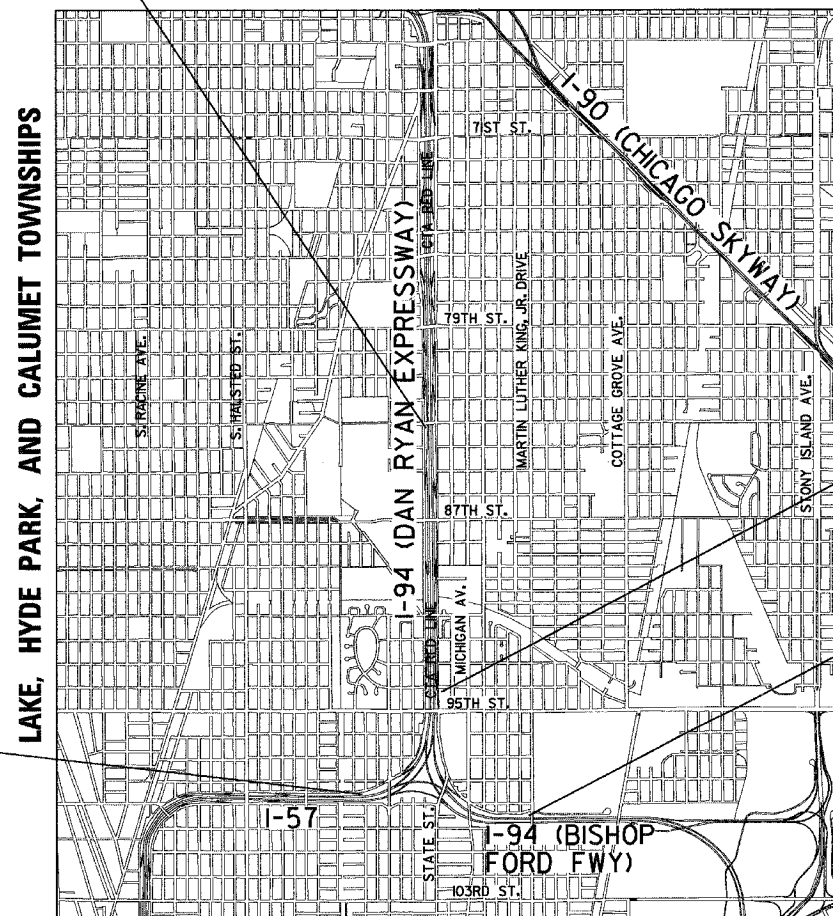
COOK COUNTY  
C-91-290-05  
R. 14 E.

F.A.I. 94 (RYAN) PROJECT LIMIT  
STA. 1284+04 (SB I-94)

F.A.I. 94 (RYAN) PROJECT LIMIT  
STA. 2211+12 (NB I-94)

F.A.I. 94 (FORD) PROJECT LIMIT  
STA. 2002+83 (NB I-94)

F.A.I. 57 PROJECT LIMIT  
STA. 121+76 (SB I-57)



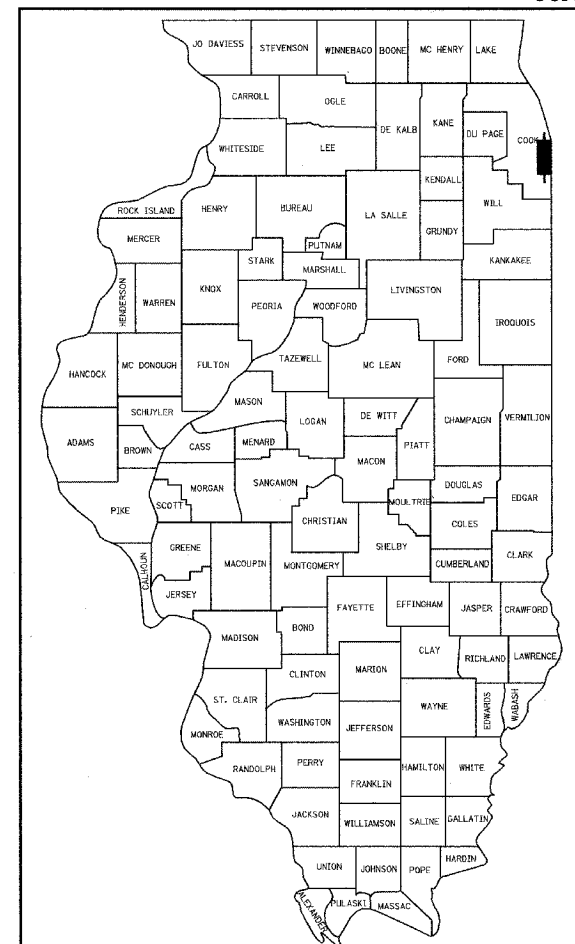
LOCATION MAP

GROSS LENGTH OF PROJECT = 11804.64 FT. = 2.236 MI.  
NET LENGTH OF PROJECT = 11804.64 FT. = 2.236 MI.



Signed Dean A. Kieseling  
Dean A. Kieseling, P.E., Ill. Lic. No. 32957  
Expires 11-30-2009  
Date 01-08-07

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	1
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			D-91-290-05 60A23	



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Jan 8 2007  
Diane O'Keefe DISTRICT ENGINEER  
February 2, 2007  
Eric F. Horn ENGINEER OF DESIGN AND ENVIRONMENT  
February 2, 2007  
Milton R. Sues, P.E. DIRECTOR, DIVISION OF HIGHWAYS

CONTRACT 40B

TYLIN INTERNATIONAL  
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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















































































































































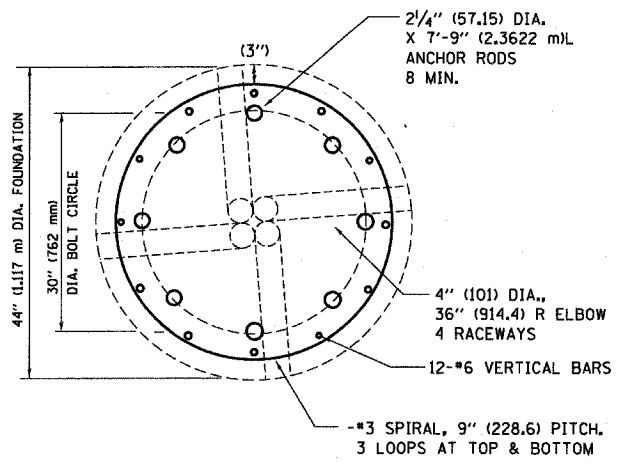
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			85	63
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**LIGHT TOWER FOUNDATION DEPTH "D"**

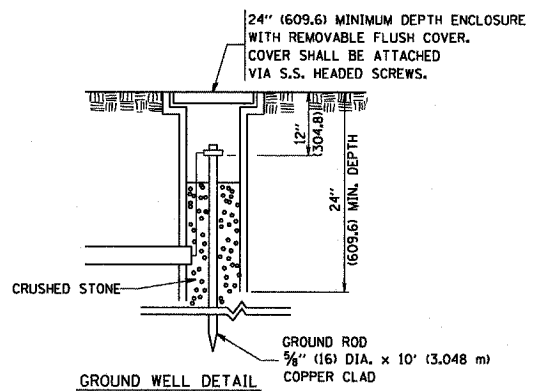
MOUNTING HEIGHT	SOIL CONDITIONS					
	SOFT CLAY Qu = 0.375 TON/SQ. FT	MEDIUM CLAY Qu = 0.75 TON/SQ. FT	STIFF CLAY Qu = 1.50 TON/SQ. FT	LOOSE SAND φ = 34°	MEDIUM SAND φ = 37.5°	DENSE SAND φ = 40°
90 FT (27m)	29 FT (8.779m)	20 FT (6.035m)	15 FT (4.389m)	15 FT (4.389m)	13 FT (3.840m)	12 FT (3.429m)
100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

**DESIGN NOTES**

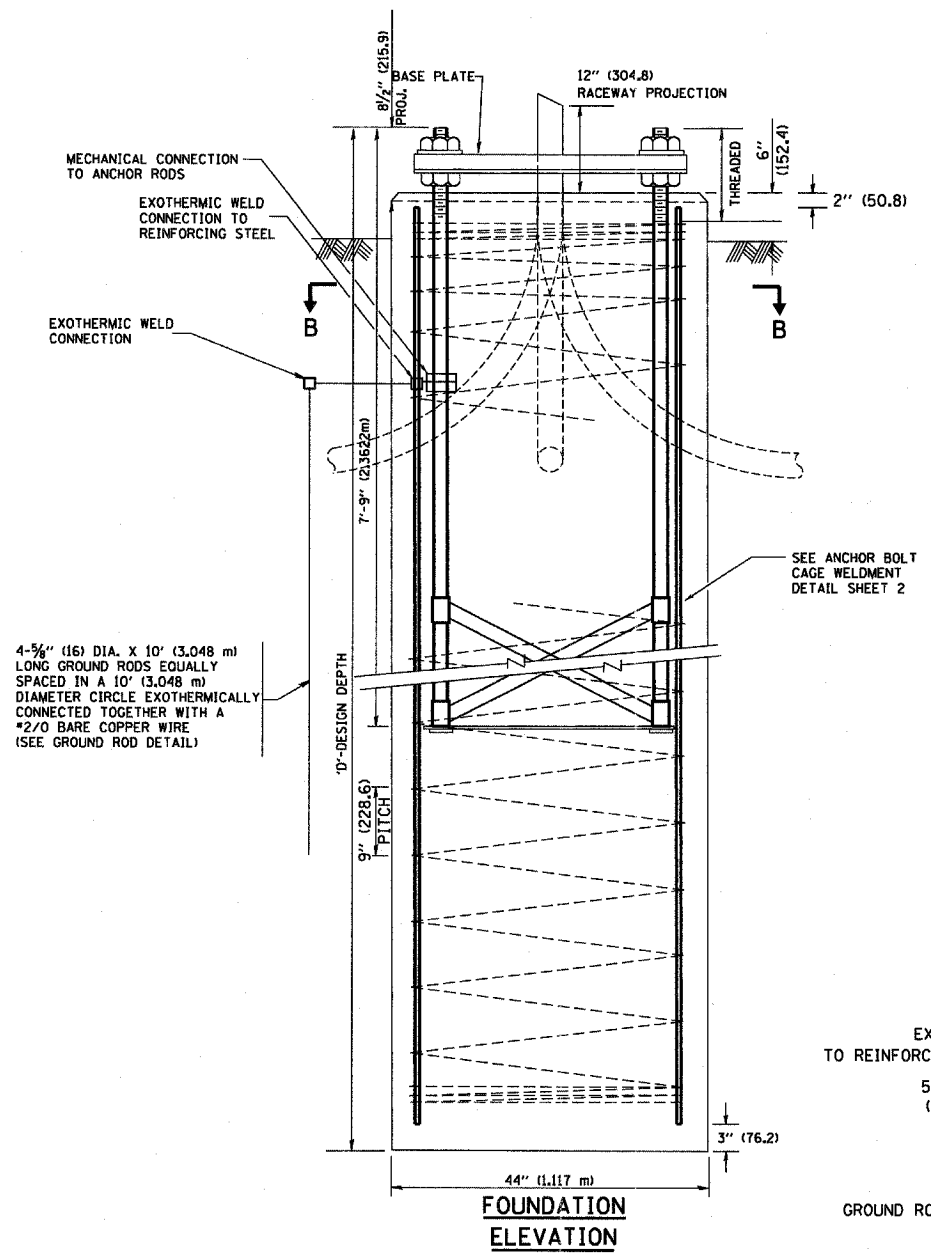
- (1) ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN
- (2) THE ANCHOR RODS SHALL BE VERTICAL NO ADJUSTMENT SHALL BE ALLOWED AFTER THE FOUNDATION IS PLACED.
- (3) THE GAP BETWEEN THE FOUNDATION AND THE BASE PLATE SHALL BE ENCLOSED WITH A STAINLESS STEEL SCREEN FASTENED WITH A STAINLESS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



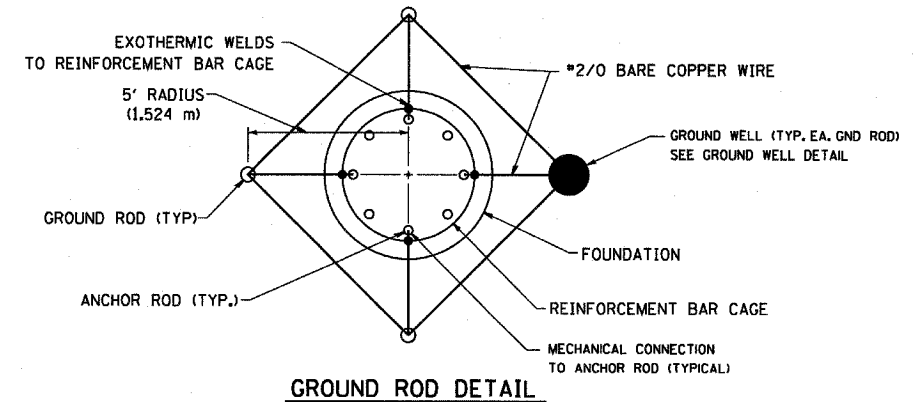
**SECTION-B-B**



**GROUND WELL DETAIL**



**FOUNDATION ELEVATION**



**GROUND ROD DETAIL**

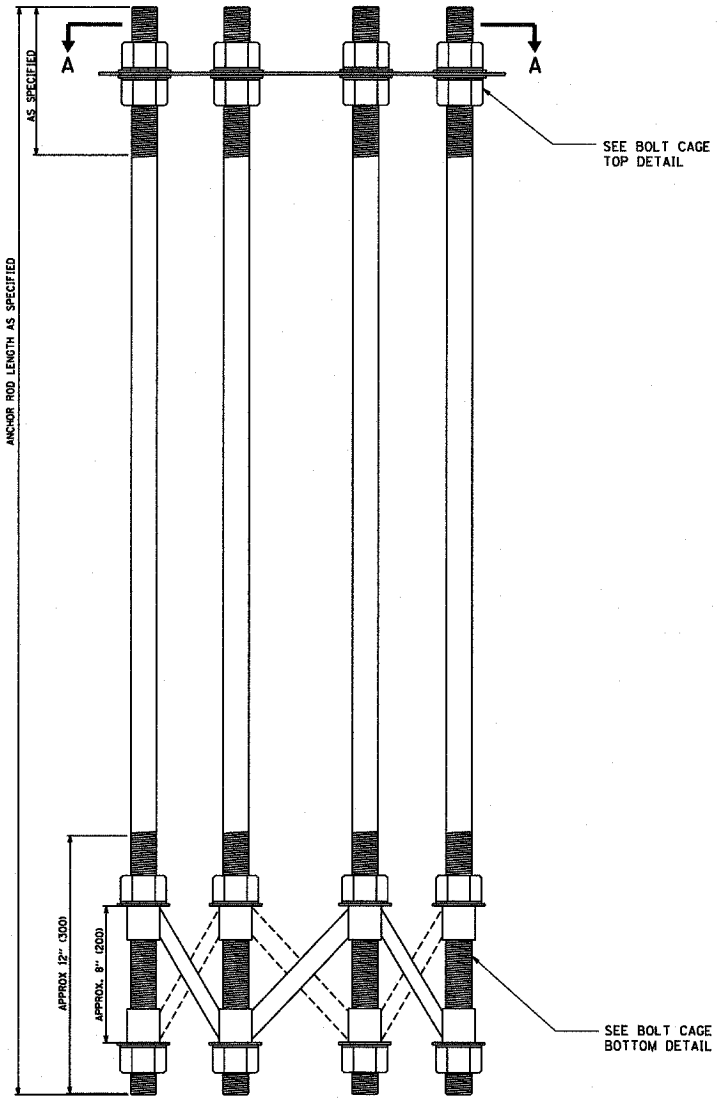
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**HIGH MAST LIGHT TOWER**  
 90FT TO 120FT (27m TO 36m)  
 FOUNDATION DETAIL  
 SHEET 1 OF 2

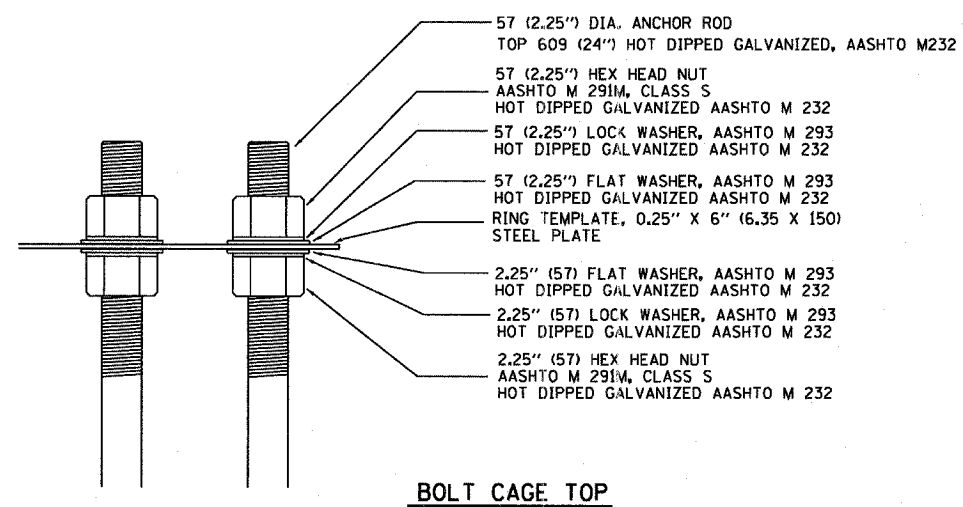
SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: 1/18/2007  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 BE08 (BE501)  
 REVISION DATE: 01/01/07

PLOT DATE = 1/18/2007  
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 PLOT SCALE = 50.0000' / IN.  
 USER NAME = greglenob

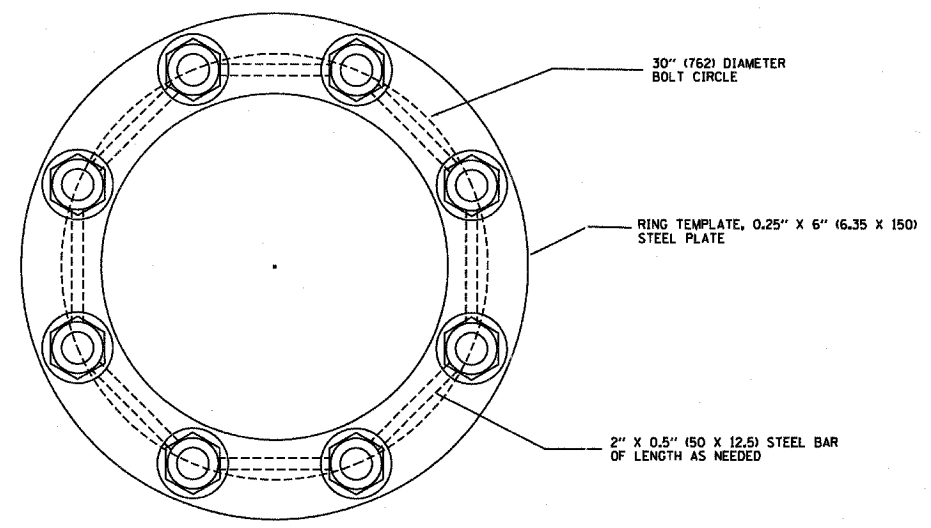
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			85	67
STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT		



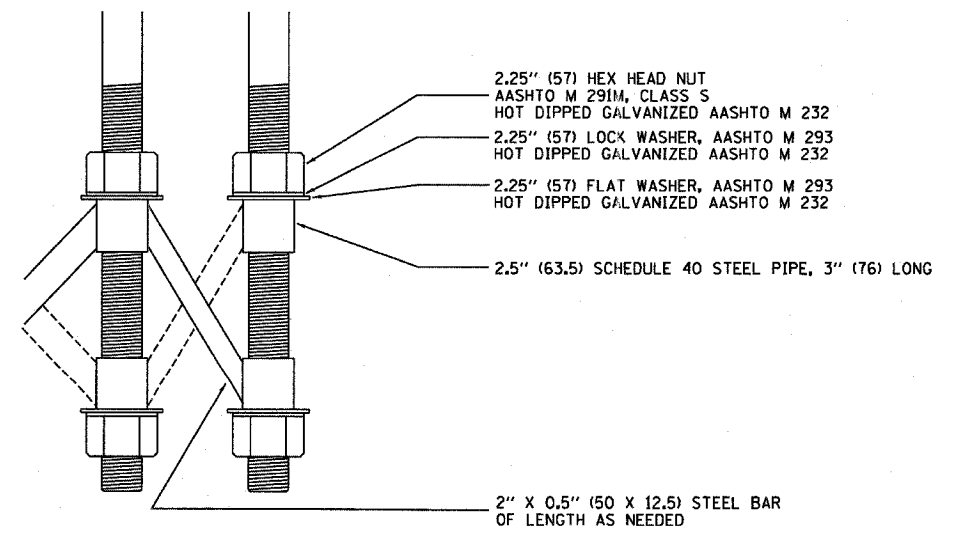
**ANCHOR BOLT CAGE**



**BOLT CAGE TOP**



**SECTION A-A**



**BOLT CAGE BOTTOM**

**NOTES**

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

PLOT DATE = 1/18/2007  
 PLOT SCALE = 1/8\"/>

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 HIGH MAST LIGHT TOWER  
 90FT TO 120FT (27m TO 36m)  
 FOUNDATION DETAIL  
 SHEET 2 OF 2

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE: 1/18/2007

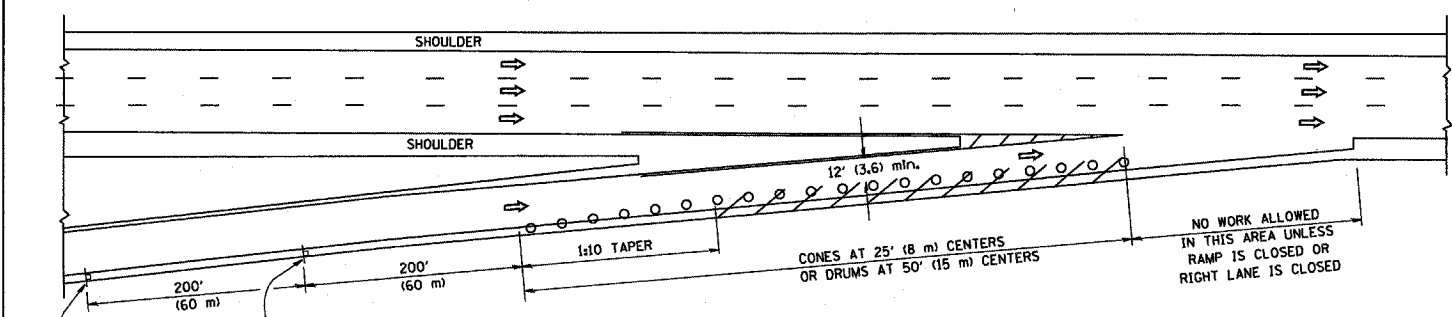
DRAWN BY \_\_\_\_\_  
 CHECKED BY BE08 (BE501)  
 REVISION DATE: 01/01/07



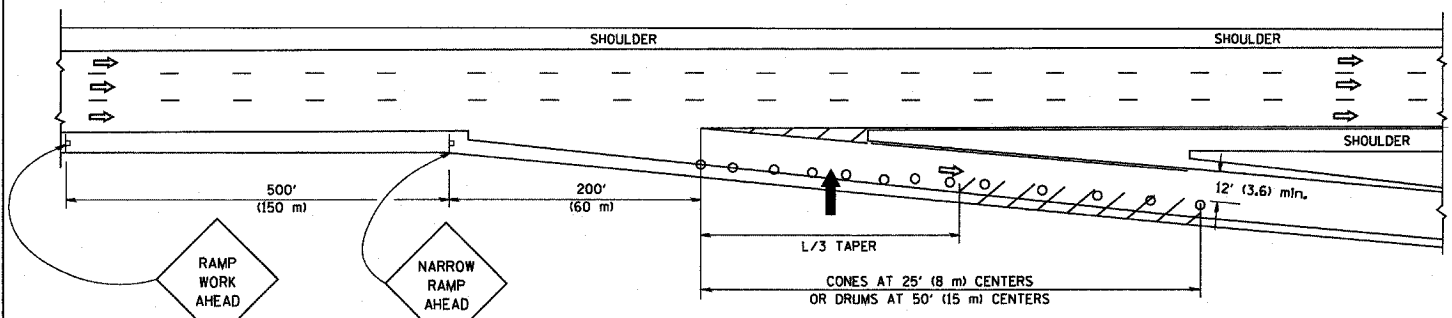
PARTIAL RAMP CLOSURE DETAILS

SHOULDER CLOSURE DETAILS

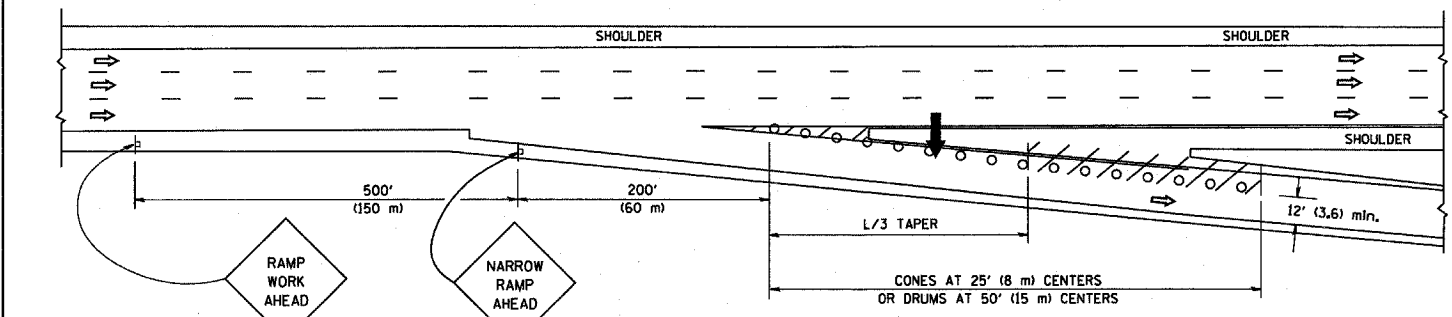
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			85	65
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

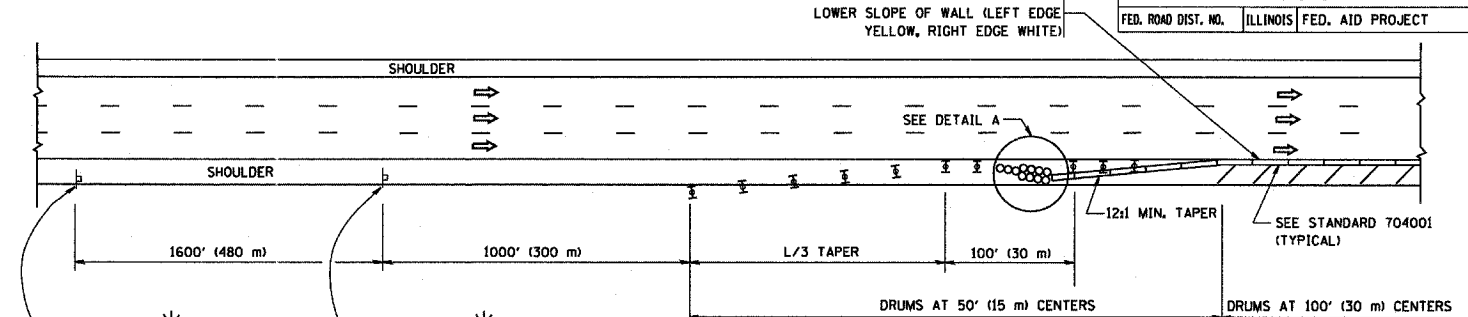
SYMBOLS

- 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

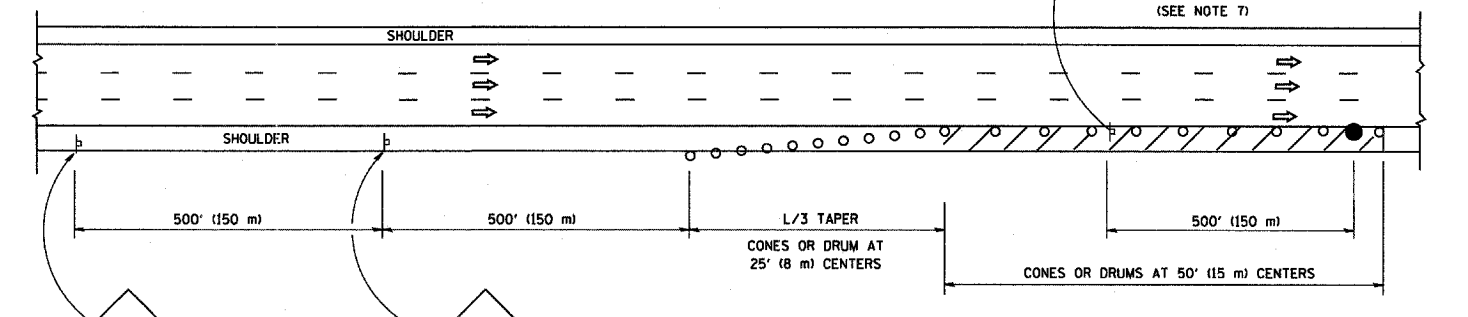
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:
 

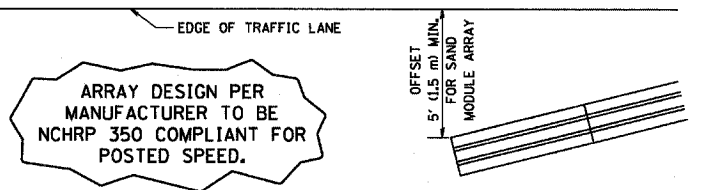
SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W/S)$ $L=(W/S)$
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



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

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

REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03
JAF	2/06
SPB	1/07

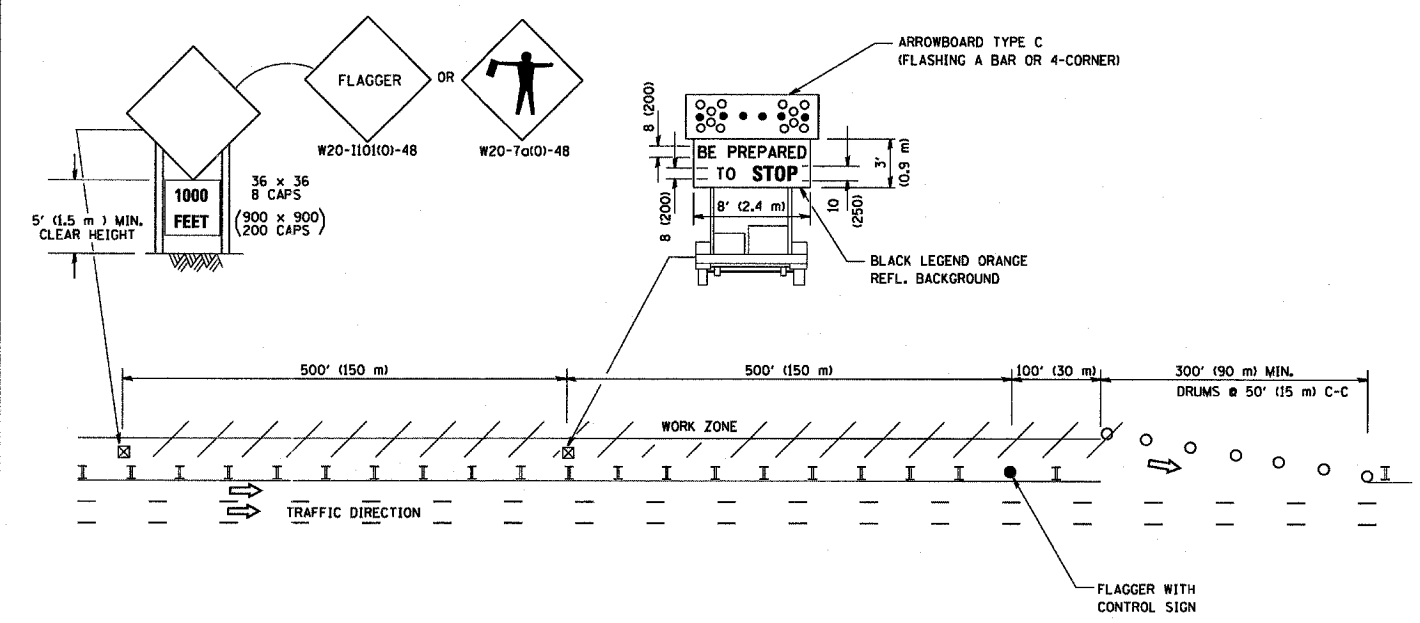
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES**  
 PARTIAL RAMP CLOSURES  
 DESIGNED BY: DWS  
 DRAWN BY:  
 CHECKED BY:  
 TC-17

PLOT DATE = 3/7/2007  
 FILE NAME = K:\dss\ss\17.dgn  
 PLOT SCALE = 80.00000 / IN.  
 USER NAME = bbaumrd

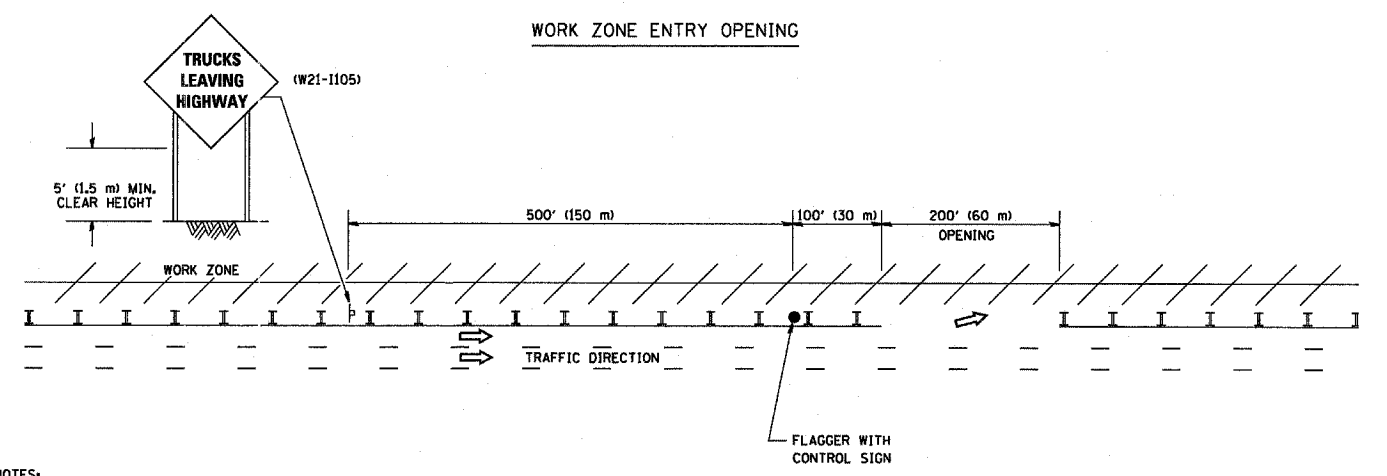
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			85	66
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

REVISIONS	
NAME	DATE
DWS	8/98
JAF	4/03
JAF	2/06
SPB	1/07

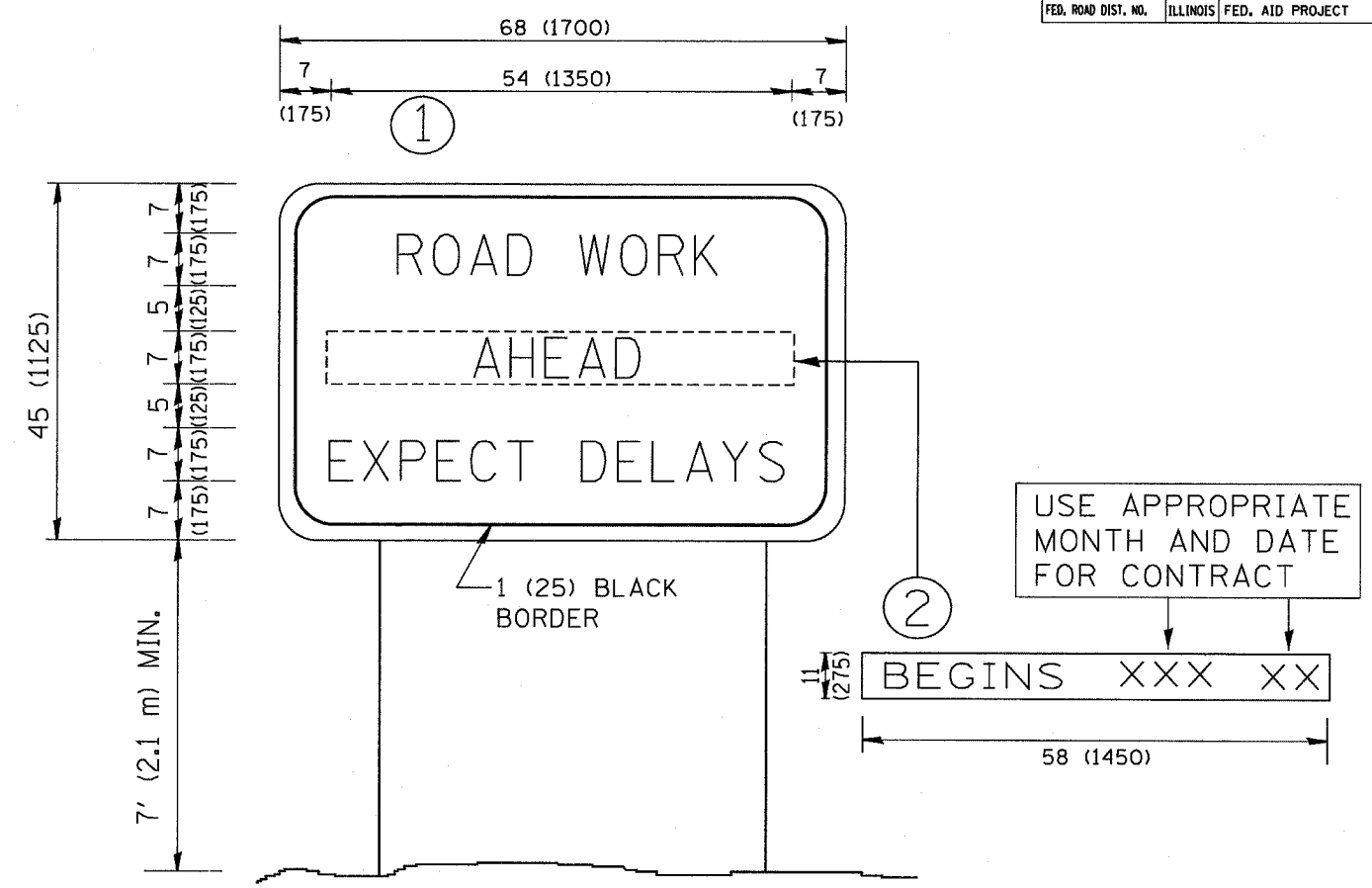
ILLINOIS DEPARTMENT OF TRANSPORTATION  
SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SCALE: NONE

DRAWN BY CADD  
CHECKED BY  
TC-18

PLOT DATE = 3/7/2007  
PLOT SCALE = 8/8/88 1/16"  
USER NAME = baurnd

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			85	67
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

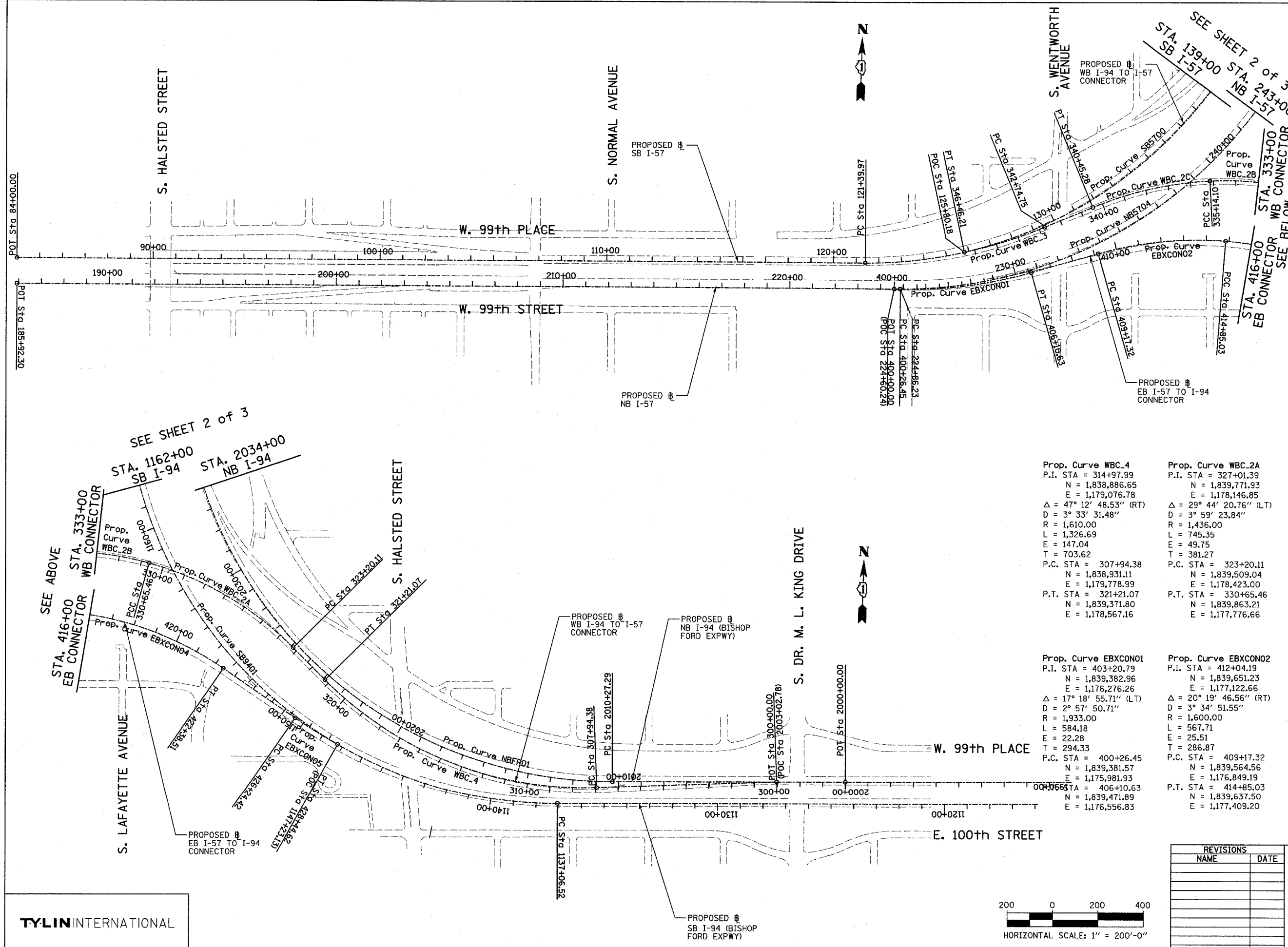
REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**ARTERIAL ROAD  
 INFORMATION SIGN**

SCALE: NONE  
 DRAWN BY DESIGN  
 CHECKED BY  
 TC22

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	68
STA. ----- TO STA. -----		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

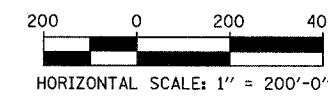
60A23



Prop. Curve NB5704 P.I. STA = 235+20.23 N = 1,839,407.65 E = 1,177,015.14 Δ = 56° 09' 47.10" (LT) D = 2° 57' 23.18" R = 1,938.00 L = 1,899.69 E = 258.59 T = 1,033.99 P.C. STA = 224+86.23 N = 1,839,382.09 E = 1,175,981.46 P.T. STA = 243+85.92 N = 1,840,280.48 E = 1,177,569.49	Prop. Curve 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
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	Prop. Curve NBFDR1 P.I. STA = 2029+29.73 N = 1,838,902.75 E = 1,177,946.02 Δ = 90° 04' 24.06" (RT) D = 3° 00' 56.04" R = 1,900.00 L = 2,986.95 E = 788.73 T = 1,902.43 P.C. STA = 2010+27.29 N = 1,838,959.64 E = 1,179,847.60 P.T. STA = 2040+14.24 N = 1,840,804.40 E = 1,177,891.56

Prop. Curve WBC.4 P.I. STA = 314+97.99 N = 1,838,886.65 E = 1,179,076.78 Δ = 47° 12' 48.53" (RT) D = 3° 33' 31.48" R = 1,610.00 L = 1,326.69 E = 147.04 T = 703.62 P.C. STA = 307+94.38 N = 1,838,931.11 E = 1,179,778.99 P.T. STA = 321+21.07 N = 1,839,371.80 E = 1,178,567.16	Prop. Curve WBC.2A P.I. STA = 327+01.39 N = 1,839,771.93 E = 1,178,146.85 Δ = 29° 44' 20.76" (LT) D = 3° 59' 23.84" R = 1,436.00 L = 745.35 E = 49.75 T = 381.27 P.C. STA = 323+20.11 N = 1,839,509.04 E = 1,178,423.00 P.T. STA = 330+65.46 N = 1,839,863.21 E = 1,177,776.66	Prop. Curve WBC.2B P.I. STA = 332+91.75 N = 1,839,917.38 E = 1,177,556.95 Δ = 18° 29' 34.12" (LT) D = 4° 07' 19.19" R = 1,390.00 L = 448.64 E = 18.30 T = 226.29 P.C. STA = 330+65.46 N = 1,839,863.21 E = 1,177,776.66 P.T. STA = 335+14.10 N = 1,839,899.07 E = 1,177,331.41	Prop. Curve WBC.2C P.I. STA = 337+82.29 N = 1,839,877.37 E = 1,177,064.10 Δ = 19° 30' 39.60" (LT) D = 3° 40' 23.35" R = 1,559.85 L = 531.18 E = 22.89 T = 268.19 P.C. STA = 335+14.10 N = 1,839,899.07 E = 1,177,331.41 P.T. STA = 340+45.28 N = 1,839,767.64 E = 1,176,819.39
Prop. Curve EBXC01 P.I. STA = 403+20.79 N = 1,839,382.96 E = 1,176,276.26 Δ = 17° 18' 55.71" (LT) D = 2° 57' 50.71" R = 1,933.00 L = 584.18 E = 22.28 T = 294.33 P.C. STA = 400+26.45 N = 1,839,381.57 E = 1,175,981.93 P.T. STA = 406+10.63 N = 1,839,471.89 E = 1,176,556.83	Prop. Curve EBXC02 P.I. STA = 412+04.19 N = 1,839,651.23 E = 1,177,122.66 Δ = 20° 19' 46.56" (RT) D = 3° 34' 51.55" R = 1,600.00 L = 567.71 E = 25.51 T = 286.87 P.C. STA = 409+17.32 N = 1,839,564.56 E = 1,176,849.19 P.T. STA = 414+85.03 N = 1,839,637.50 E = 1,177,409.20	Prop. Curve EBXC04 P.I. STA = 418+70.80 N = 1,839,619.04 E = 1,177,794.53 Δ = 30° 17' 44.12" (RT) D = 4° 01' 14.72" R = 1,425.00 L = 753.48 E = 51.29 T = 385.77 P.C. STA = 414+85.03 N = 1,839,637.50 E = 1,177,409.20 P.T. STA = 422+38.51 N = 1,839,408.71 E = 1,178,117.92	Prop. Curve EBXC05 P.I. STA = 427+34.61 N = 1,839,138.24 E = 1,178,533.79 Δ = 5° 38' 50.84" (LT) D = 2° 33' 52.98" R = 2,234.00 L = 220.20 E = 2.72 T = 110.19 P.C. STA = 426+24.42 N = 1,839,198.31 E = 1,178,441.42 P.T. STA = 428+44.62 N = 1,839,087.55 E = 1,178,631.63

TYLIN INTERNATIONAL

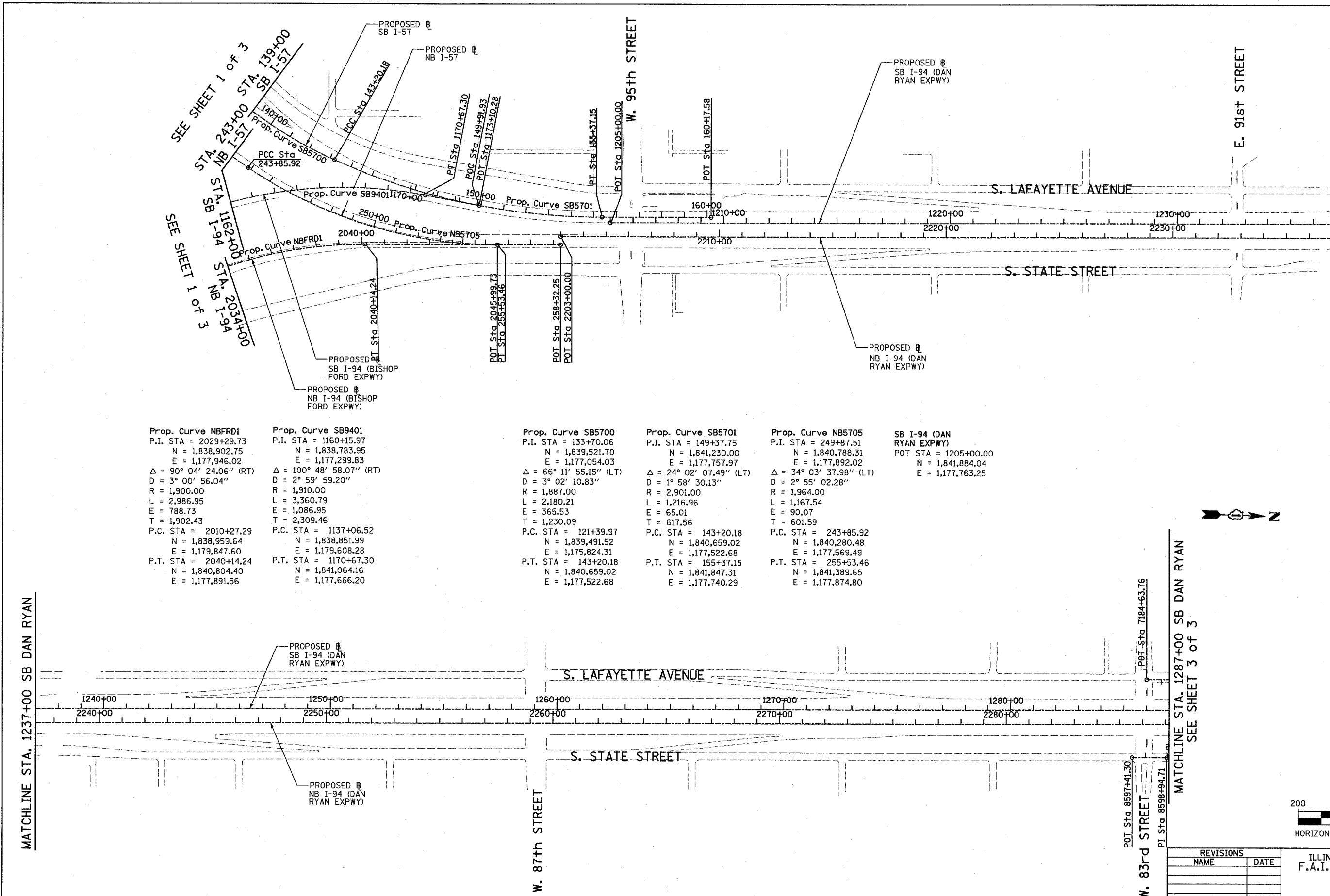
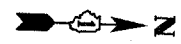


REVISIONS	
NAME	DATE

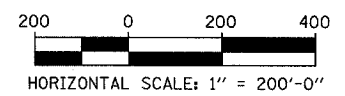
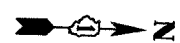
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
I-57 TO 71ST STREET

ALIGNMENT  
SHEET 1 OF 3

SCALE: 1"=200'-0"  
DATE: JANUARY 9, 2007  
DRAWN BY: JPM  
CHECKED BY: DAK



<b>Prop. Curve NBRD1</b> P.I. STA = 2029+29.73 N = 1,838,902.75 E = 1,177,946.02 $\Delta = 90^\circ 04' 24.06''$ (RT) $D = 3^\circ 00' 56.04''$ R = 1,900.00 L = 2,986.95 E = 788.73 T = 1,902.43 P.C. STA = 2010+27.29 N = 1,838,959.64 E = 1,179,847.60 P.T. STA = 2040+14.24 N = 1,840,804.40 E = 1,177,891.56	<b>Prop. Curve SB9401</b> P.I. STA = 1160+15.97 N = 1,838,783.95 E = 1,177,299.83 $\Delta = 100^\circ 48' 58.07''$ (RT) $D = 2^\circ 59' 59.20''$ R = 1,910.00 L = 3,360.79 E = 1,086.95 T = 2,309.46 P.C. STA = 1137+06.52 N = 1,838,851.99 E = 1,179,608.28 P.T. STA = 1170+67.30 N = 1,841,064.16 E = 1,177,666.20	<b>Prop. Curve SB5700</b> P.I. STA = 133+70.06 N = 1,839,521.70 E = 1,177,054.03 $\Delta = 66^\circ 11' 55.15''$ (LT) $D = 3^\circ 02' 10.83''$ R = 1,887.00 L = 2,180.21 E = 365.53 T = 1,230.09 P.C. STA = 121+39.97 N = 1,839,491.52 E = 1,175,824.31 P.T. STA = 143+20.18 N = 1,840,659.02 E = 1,177,522.68	<b>Prop. Curve SB5701</b> P.I. STA = 149+37.75 N = 1,841,230.00 E = 1,177,757.97 $\Delta = 24^\circ 02' 07.49''$ (LT) $D = 1^\circ 58' 30.13''$ R = 2,901.00 L = 1,216.96 E = 65.01 T = 617.56 P.C. STA = 143+20.18 N = 1,840,659.02 E = 1,177,522.68 P.T. STA = 155+37.15 N = 1,841,847.31 E = 1,177,740.29	<b>Prop. Curve NB5705</b> P.I. STA = 249+87.51 N = 1,840,788.31 E = 1,177,892.02 $\Delta = 34^\circ 03' 37.98''$ (LT) $D = 2^\circ 55' 02.28''$ R = 1,964.00 L = 1,167.54 E = 90.07 T = 601.59 P.C. STA = 243+85.92 N = 1,840,280.48 E = 1,177,569.49 P.T. STA = 255+53.46 N = 1,841,389.65 E = 1,177,874.80	<b>SB I-94 (DAN RYAN EXPWY)</b> POT STA = 1205+00.00 N = 1,841,884.04 E = 1,177,763.25
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MATCHLINE STA. 1237+00 SB DAN RYAN

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

**TYLIN** INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)  
I-57 to 71st STREET

ALIGNMENT  
SHEET 2 OF 3

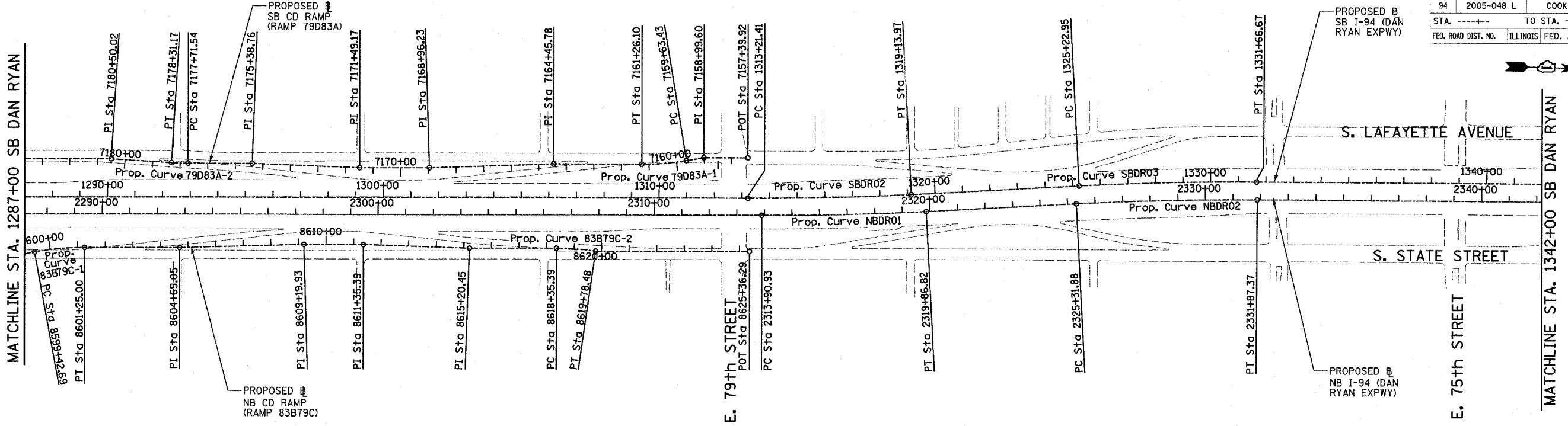
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DATE: JANUARY 9, 2007  
DRAWN BY: JPM  
CHECKED BY: DAK



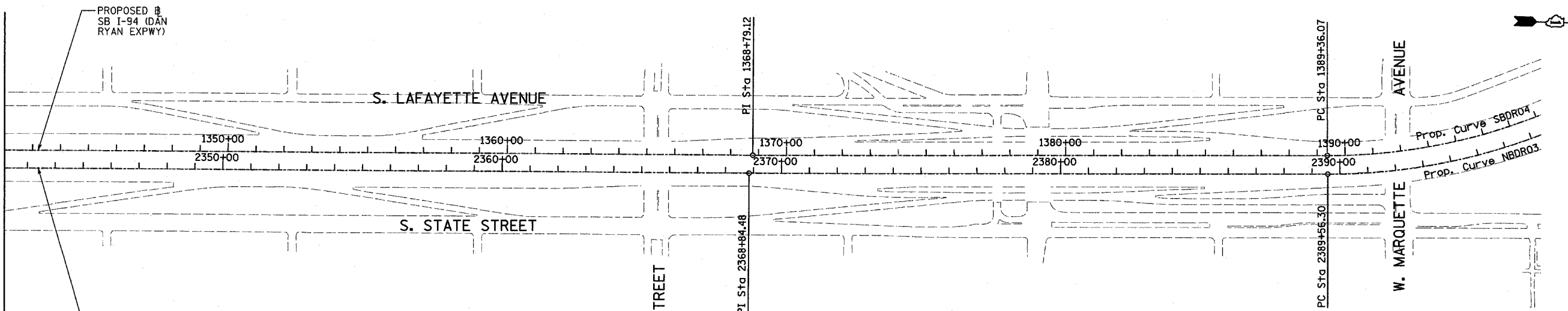
SB C-D RAMP (RAMP 79D83A)  
 POT STA = 7157+39.92  
 N = 1,852,696.86  
 E = 1,177,308.11  
 P.I. STA = 7158+99.60  
 N = 1,852,537.24  
 E = 1,177,312.68  
 P.I. STA = 7164+45.78  
 N = 1,851,993.52  
 E = 1,177,351.80  
 P.I. STA = 7168+96.23  
 N = 1,851,543.85  
 E = 1,177,378.34  
 P.I. STA = 7171+49.17  
 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

NB C-D RAMP (RAMP 83B79C)  
 POT STA = 8597+41.30  
 N = 1,849,922.39  
 E = 1,177,740.85  
 P.I. STA = 8598+94.71  
 N = 1,850,075.74  
 E = 1,177,736.46  
 P.I. STA = 8604+69.05  
 N = 1,850,647.32  
 E = 1,177,694.81  
 P.I. STA = 8609+19.93  
 N = 1,851,097.46  
 E = 1,177,669.09  
 P.I. STA = 8611+35.39  
 N = 1,851,312.84  
 E = 1,177,662.92  
 P.I. STA = 8615+20.45  
 N = 1,851,697.89  
 E = 1,177,664.73  
 POT STA = 8625+36.29  
 N = 1,852,713.12  
 E = 1,177,645.88

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

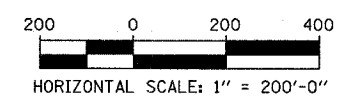


MATCHLINE STA. 1342+00 SB DAN RYAN



Prop. Curve 79D83A-1	Prop. Curve 79D83A-2	Prop. Curve 83B79C-1	Prop. Curve 83B79C-2	Prop. Curve NBDRO1	Prop. Curve NBDRO2	Prop. Curve NBDRO3	Prop. Curve SBDR02	Prop. Curve SBDR03	Prop. Curve SBDR04
P.I. STA = 7160+44.94	P.I. STA = 7178+01.36	P.I. STA = 8600+34.10	P.I. STA = 8619+07.06	P.I. STA = 2316+88.94	P.I. STA = 2328+59.71	P.I. STA = 2398+13.58	P.I. STA = 1316+17.76	P.I. STA = 1328+44.90	P.I. STA = 1397+75.78
N = 1,852,394.55	N = 1,850,638.94	N = 1,850,212.04	N = 1,852,084.35	N = 1,853,051.58	N = 1,854,218.69	N = 1,861,170.38	N = 1,852,997.25	N = 1,854,220.54	N = 1,861,149.16
E = 1,177,340.32	E = 1,177,390.59	E = 1,177,707.28	E = 1,177,653.66	E = 1,177,504.84	E = 1,177,410.58	E = 1,177,231.19	E = 1,177,445.02	E = 1,177,346.22	E = 1,177,163.97
Δ = 9° 19' 12.90" (RT)	Δ = 3° 24' 57.69" (RT)	Δ = 10° 26' 43.92" (RT)	Δ = 8° 11' 54.52" (RT)	Δ = 2° 58' 38.60" (LT)	Δ = 3° 16' 48.34" (RT)	Δ = 44° 36' 17.12" (LT)	Δ = 2° 58' 38.60" (LT)	Δ = 3° 16' 11.04" (RT)	Δ = 44° 32' 58.56" (LT)
D = 5° 43' 46.48"	D = 5° 43' 46.48"	D = 5° 43' 46.48"	D = 5° 43' 46.48"	D = 0° 29' 58.77"	D = 0° 30' 01.44"	D = 2° 44' 29.13"	D = 0° 30' 08.86"	D = 0° 30' 28.59"	D = 2° 47' 41.70"
R = 1,000.00	R = 1,000.00	R = 1,000.00	R = 1,000.00	R = 11,467.00	R = 11,450.00	R = 2,090.00	R = 11,403.00	R = 11,280.00	R = 2,050.00
L = 162.67	L = 59.62	L = 182.31	L = 143.09	L = 595.89	L = 655.49	L = 1,627.06	L = 592.56	L = 643.72	L = 1,593.95
E = 3.32	E = 0.44	E = 4.17	E = 2.56	E = 3.87	E = 4.69	E = 168.99	E = 3.85	E = 4.59	E = 165.31
T = 81.51	T = 29.82	T = 91.41	T = 71.67	T = 298.01	T = 327.84	T = 857.27	T = 296.35	T = 321.95	T = 839.71
P.C. STA = 7159+63.43	P.C. STA = 7177+71.54	P.C. STA = 8599+42.69	P.C. STA = 8618+35.39	P.C. STA = 2313+90.93	P.C. STA = 2325+31.88	P.C. STA = 2389+56.30	P.C. STA = 1313+21.41	P.C. STA = 1325+22.95	P.C. STA = 1389+36.07
N = 1,852,474.58	N = 1,850,668.74	N = 1,850,122.66	N = 1,852,012.71	N = 1,852,753.69	N = 1,853,891.91	N = 1,860,313.48	N = 1,852,701.02	N = 1,853,899.63	N = 1,860,309.83
E = 1,177,324.82	E = 1,177,389.73	E = 1,177,726.42	E = 1,177,655.72	E = 1,177,513.37	E = 1,177,436.97	E = 1,177,256.19	E = 1,177,453.50	E = 1,177,372.14	E = 1,177,189.29
P.T. STA = 7161+26.10	P.T. STA = 7178+31.17	P.T. STA = 8601+25.00	P.T. STA = 8619+78.48	P.T. STA = 2319+86.82	P.T. STA = 2331+87.37	P.T. STA = 2405+83.37	P.T. STA = 1319+13.97	P.T. STA = 1331+66.67	P.T. STA = 1405+30.02
N = 1,852,313.07	N = 1,850,609.13	N = 1,850,303.41	N = 1,852,155.54	N = 1,853,348.62	N = 1,854,546.43	N = 1,861,762.92	N = 1,853,292.63	N = 1,854,542.40	N = 1,861,729.54
E = 1,177,342.65	E = 1,177,389.66	E = 1,177,704.66	E = 1,177,661.85	E = 1,177,480.85	E = 1,177,402.92	E = 1,176,611.65	E = 1,177,421.16	E = 1,177,338.64	E = 1,176,557.11

TYLIN INTERNATIONAL



REVISIONS	
NAME	DATE

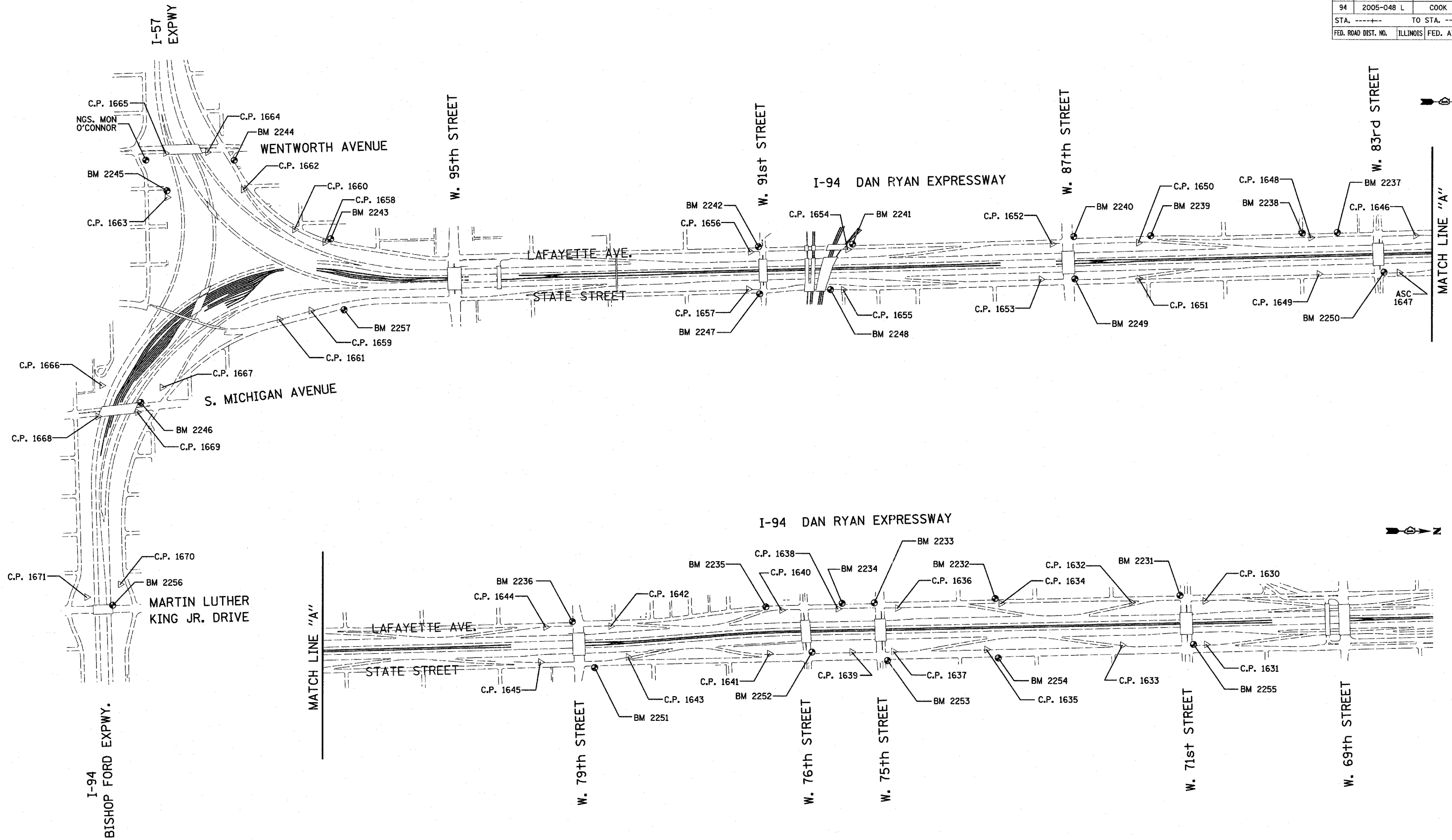
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 I-57 to 71st STREET

ALIGNMENT  
 SHEET 3 OF 3

SCALE: 1"=200'  
 DATE: JANUARY 9, 2007  
 DRAWN BY: JPM  
 CHECKED BY: DAK

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	71
STA. -----		TO STA. -----		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

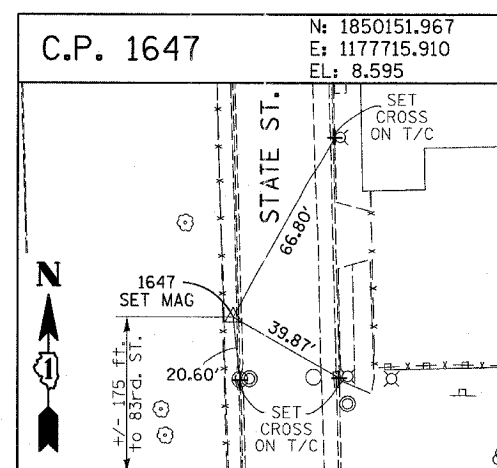
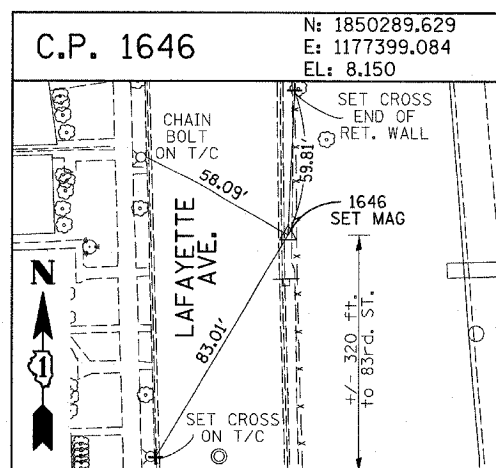
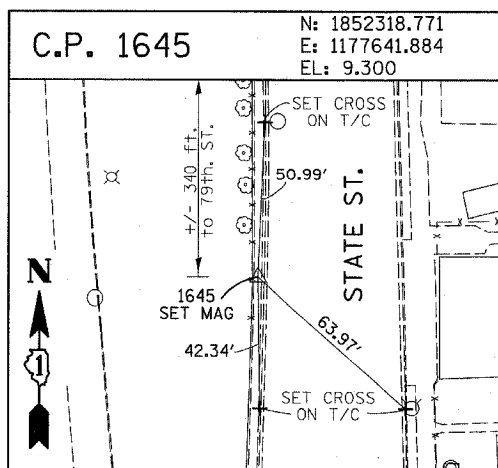
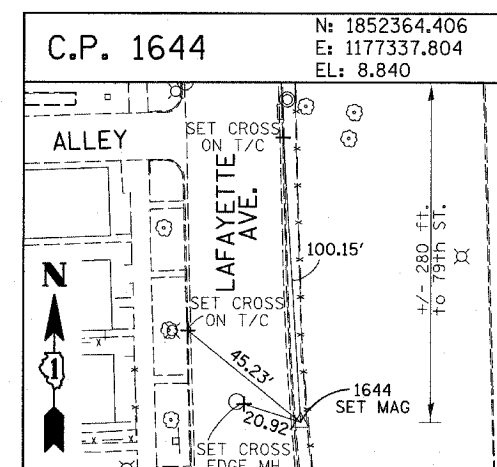
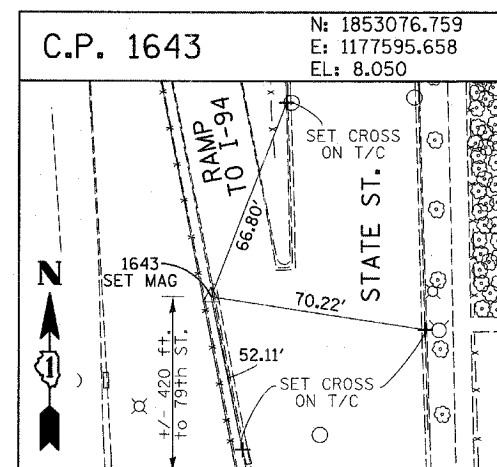
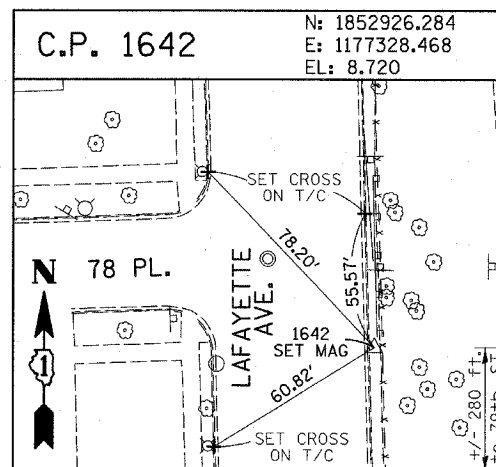
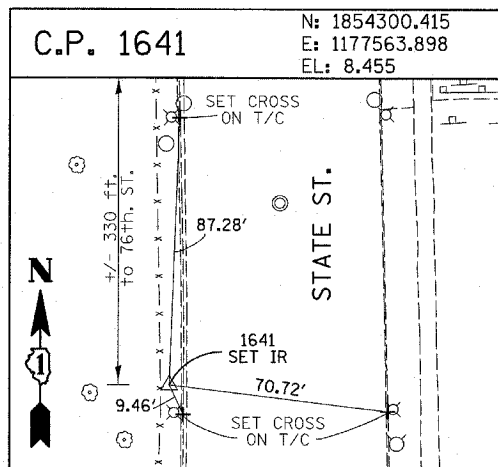
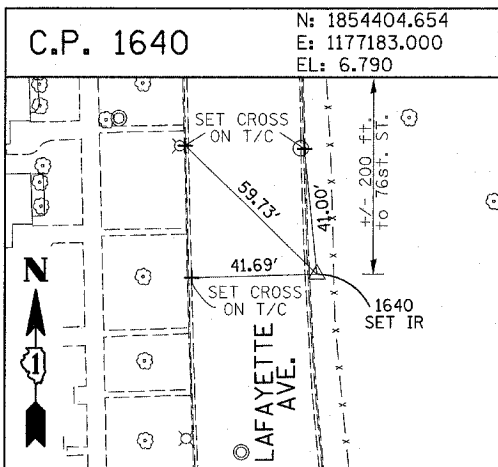
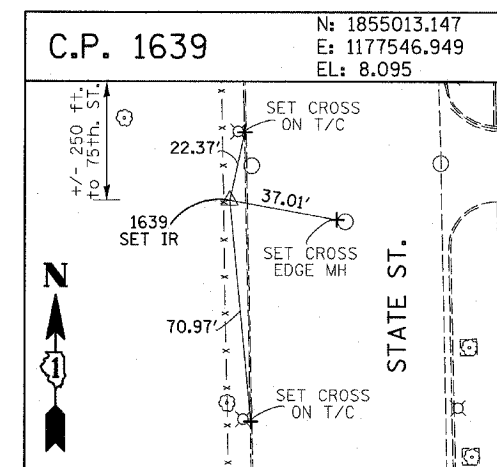
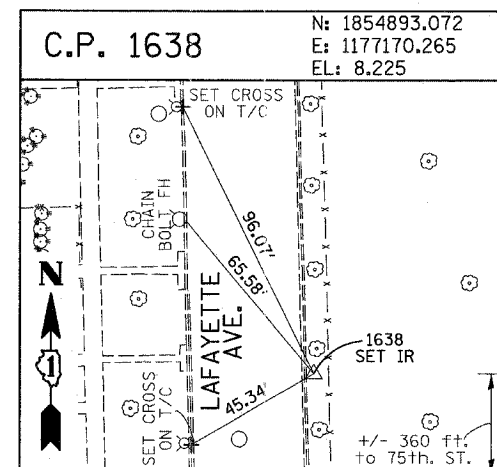
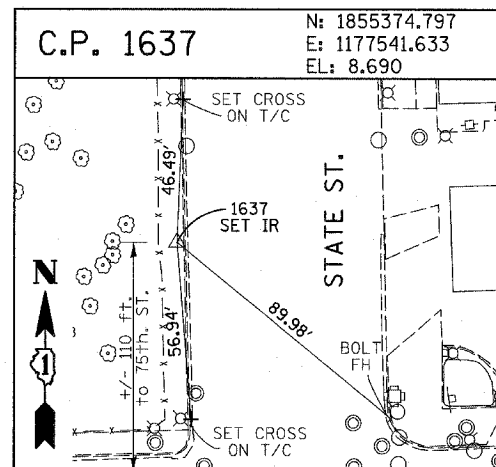
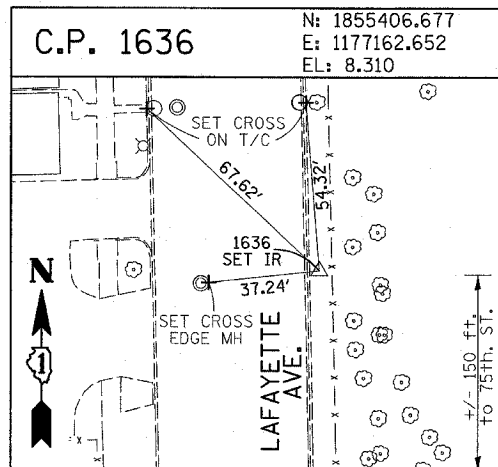
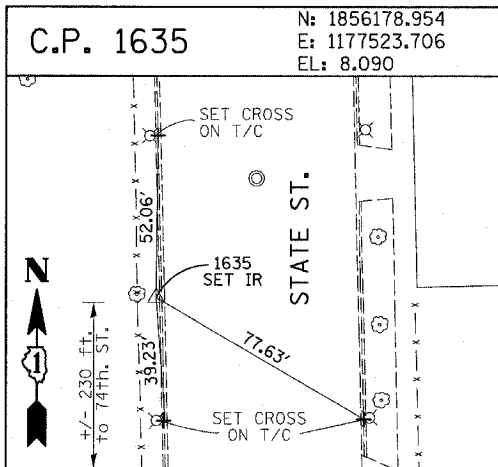
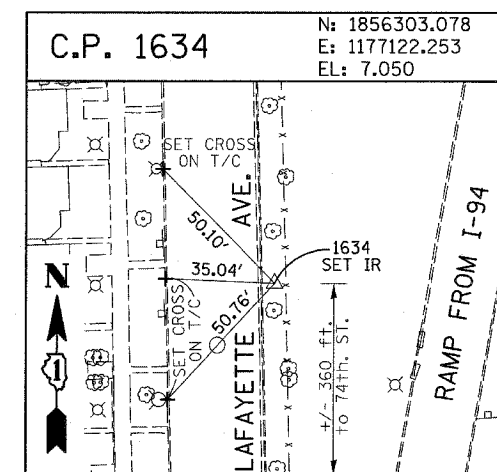
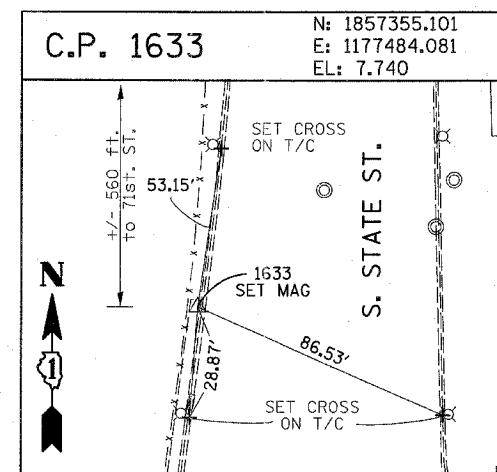
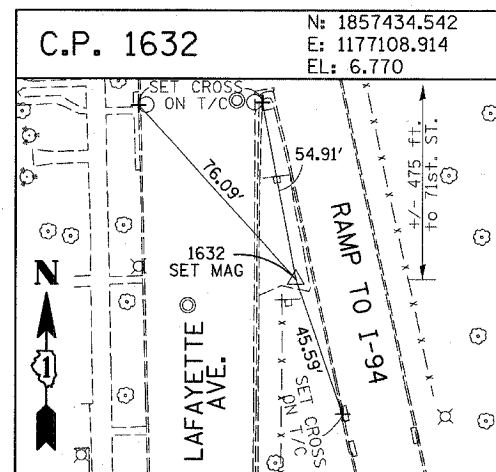
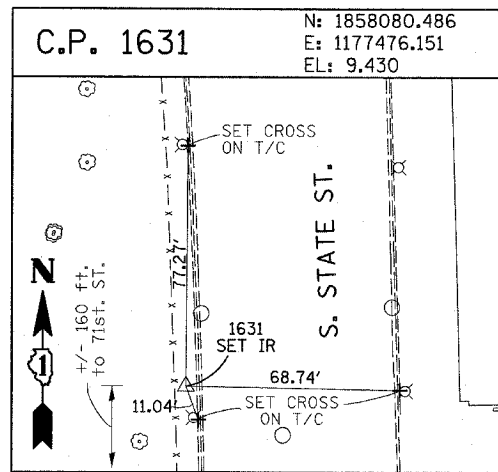
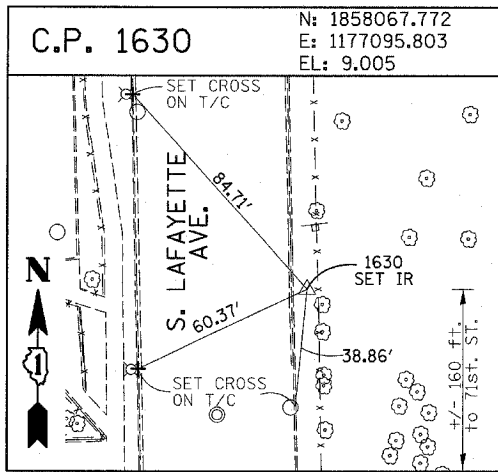
60A23



American Surveying Consultants, P.C.  
 1437 Park Rd., Chicago, IL 60621 630 N. Northbrook Rd., Northbrook, IL 60062  
 312-424-2221 773-522-1281

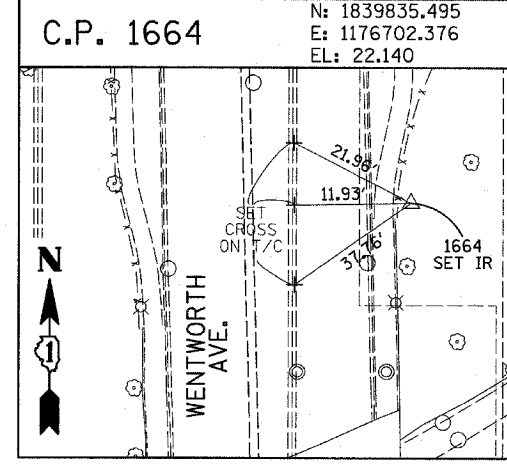
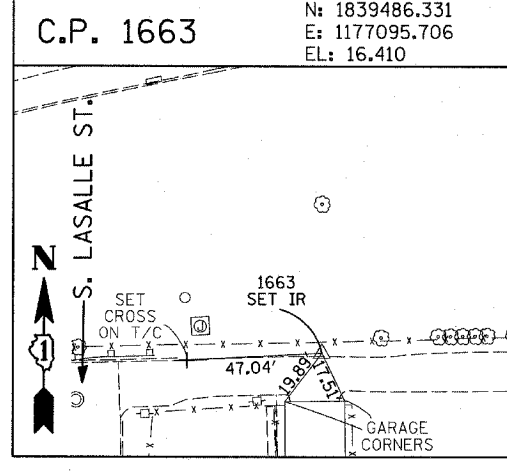
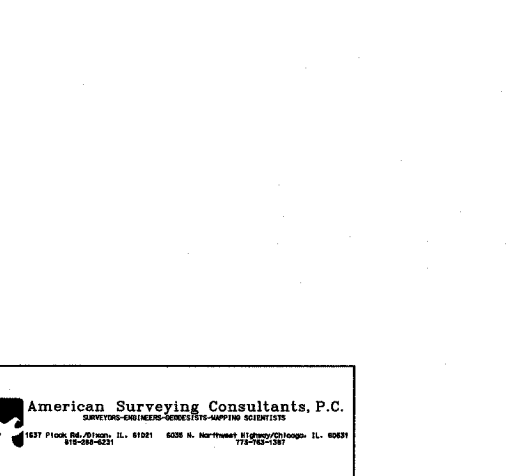
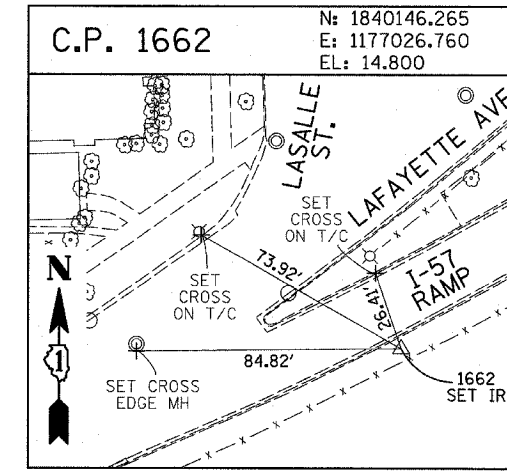
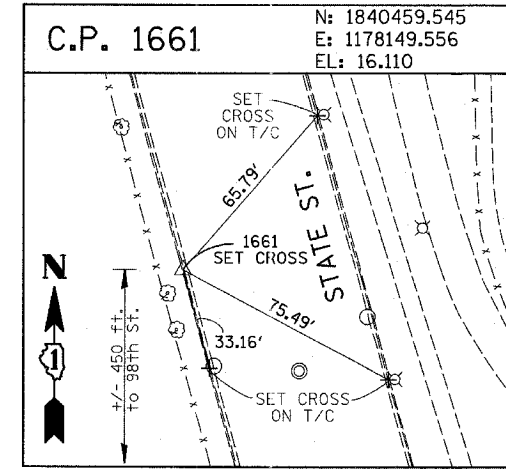
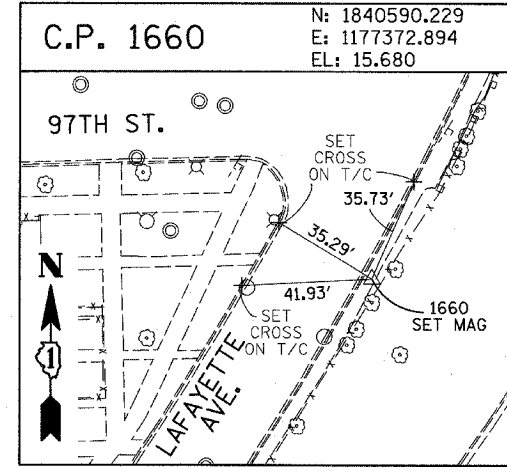
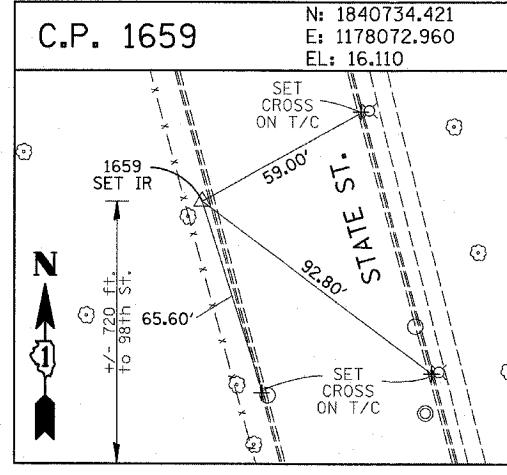
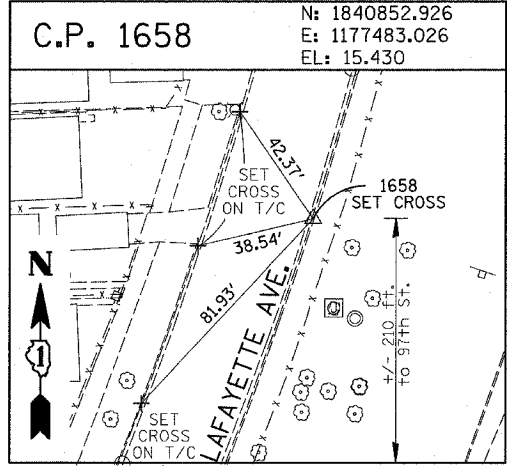
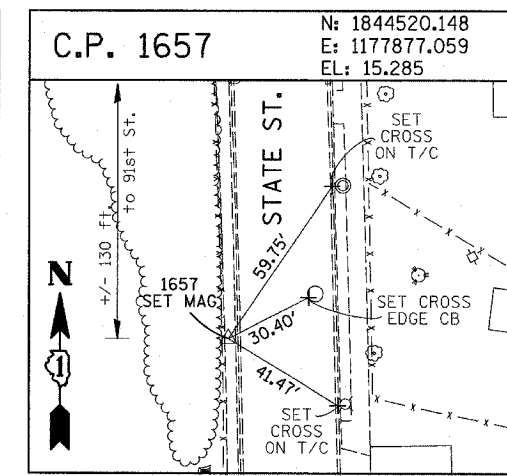
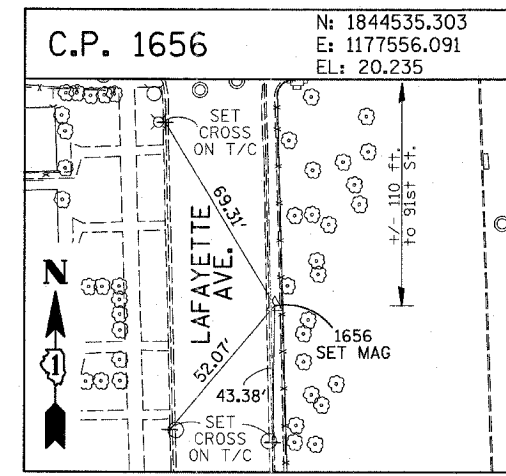
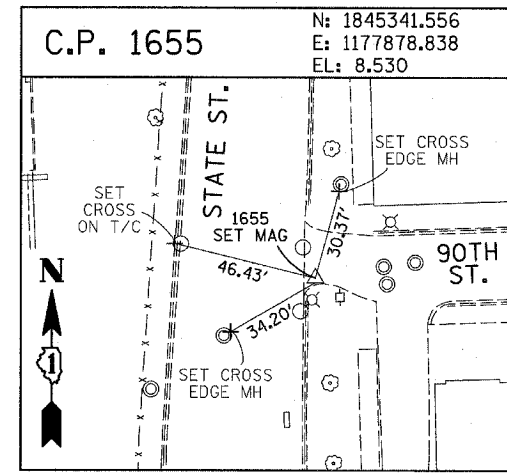
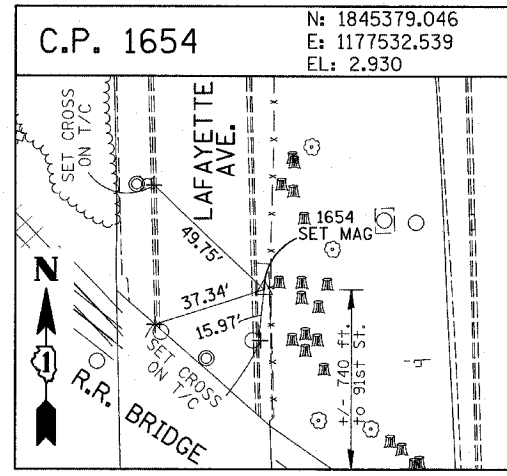
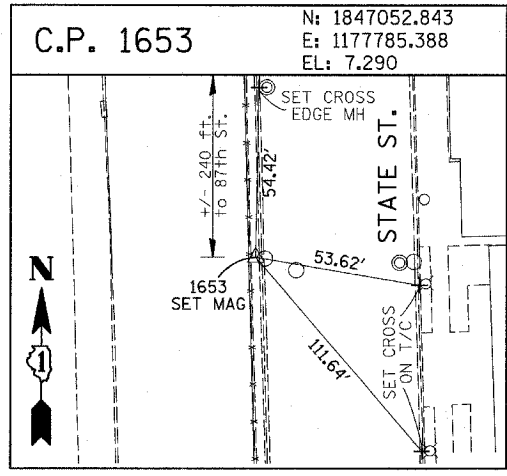
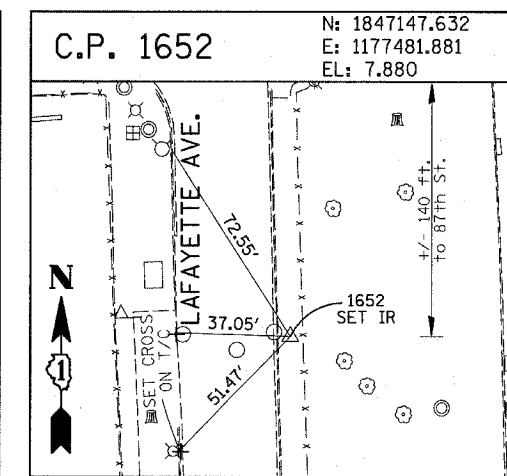
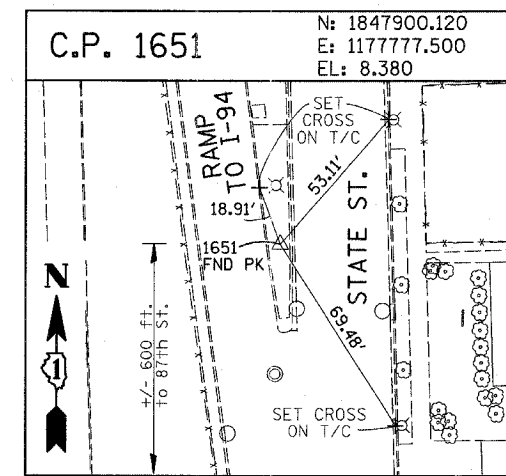
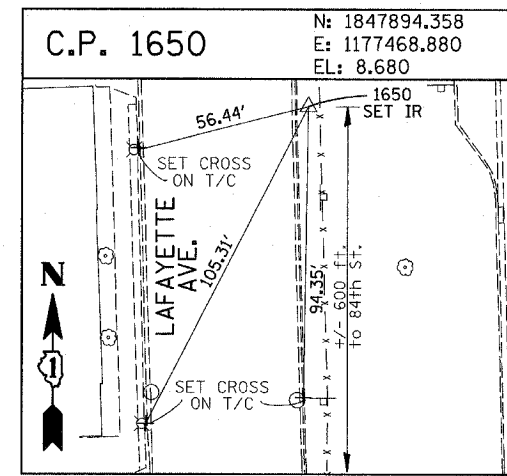
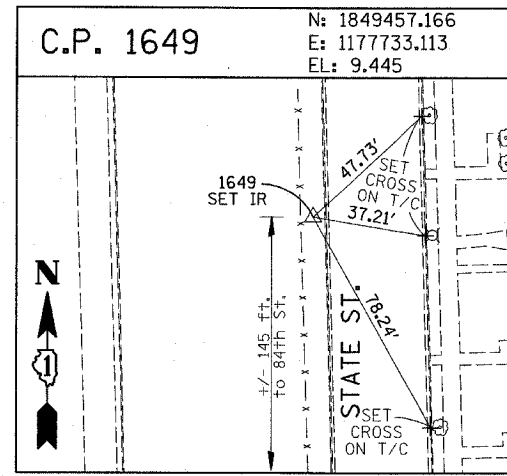
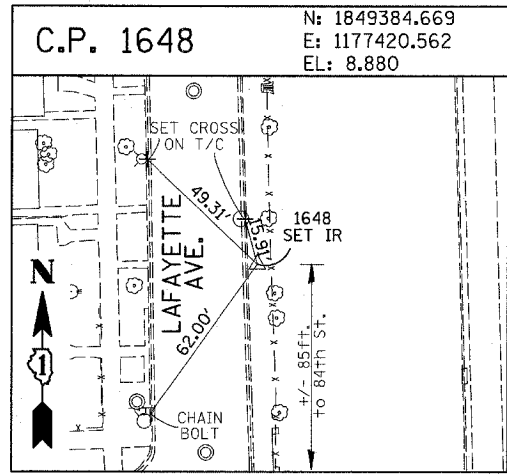
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 I-57 TO 71ST STREET  
 SURVEY TIES FOR CONTROL POINTS  
 SHEET 1 OF 4  
 SCALE: 1"=400'  
 DATE: JANUARY 9, 2007  
 DRAWN BY: GSP  
 CHECKED BY: MMW



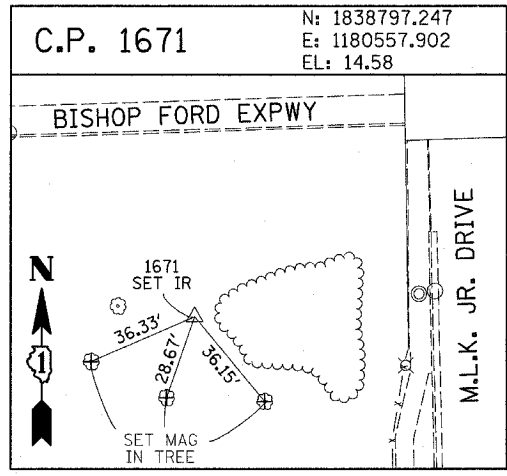
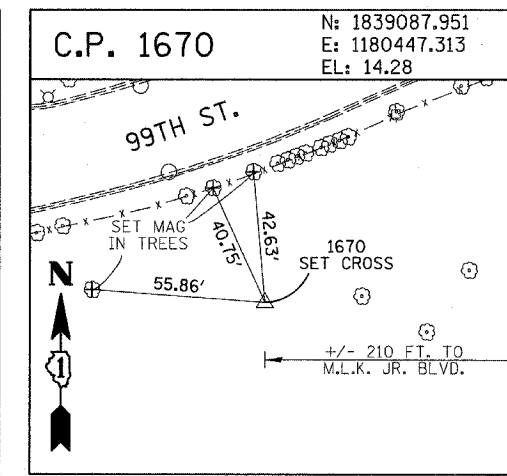
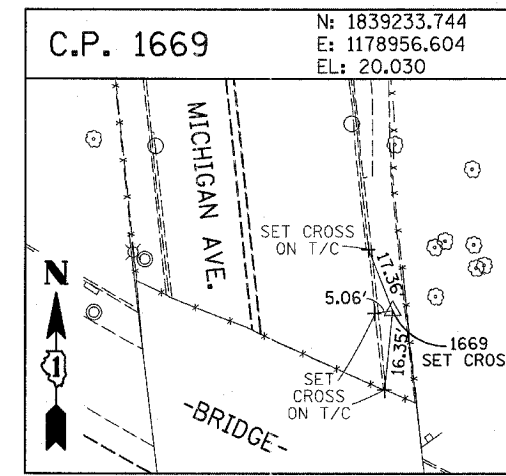
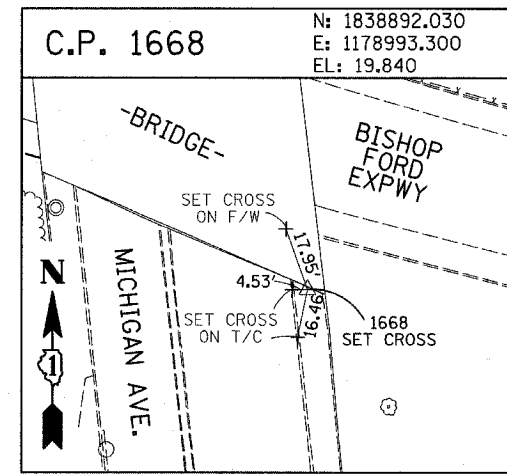
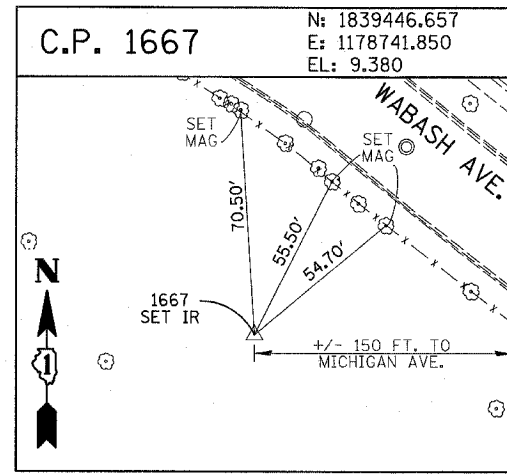
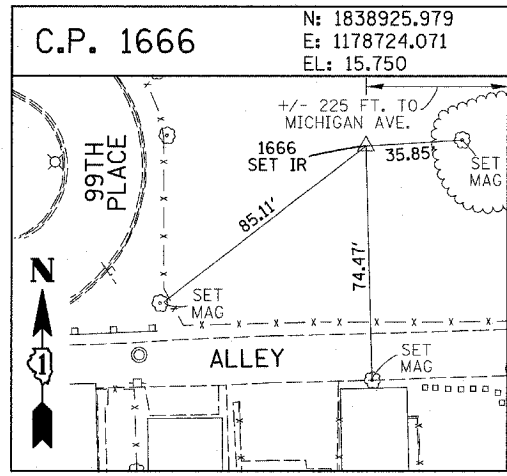
REVISIONS	
NAME	DATE





REVISIONS	
NAME	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	74
STA. -----		TO STA. -----		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		60A23



**PROJECT BENCHMARKS**  
 CITY OF CHICAGO DATUM

- BM 2231 ELEVATION= 10.24 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 71ST STREET AND LAFAYETTE AVENUE.
- BM 2232 ELEVATION= 8.46 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 73RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 330 FEET SOUTH OF 73RD STREET.
- BM 2233 ELEVATION= 9.90 FEET  
SET CROSS ON NORTHWEST BOLT OF FIRE HYDRANT ON THE NORTHWEST CORNER OF 75TH STREET AND LAFAYETTE AVENUE.
- BM 2234 ELEVATION= 9.56 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 75TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 320 FEET SOUTH OF 75TH STREET.
- BM 2235 ELEVATION= 7.50 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT SOUTH OF 76TH STREET ON THE WEST SIDE OF LAFAYETTE. APPROXIMATELY 330 FEET SOUTH OF 76TH STREET.
- BM 2236 ELEVATION= 10.41 FEET  
SET CROSS ON WEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 79TH STREET AND LAFAYETTE AVENUE.
- BM 2237 ELEVATION= 9.20 FEET  
SET CROSS ON CHAIN BOLT OF FIRST FIRE HYDRANT NORTH OF 83RD STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 350 FEET NORTH OF 83RD STREET.
- BM 2238 ELEVATION= 10.04 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT OF THE NORTHWEST CORNER OF 4TH STREET AND LAFAYETTE AVENUE.
- BM 2239 ELEVATION= 9.59 FEET  
SET CROSS ON CHAIN BOLT OF SECOND FIRE HYDRANT NORTH OF 87TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 720 FEET NORTH OF 87TH STREET.
- BM 2240 ELEVATION= 9.49 FEET  
SET CROSS ON THE NORTHWEST BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 78TH STREET AND LAFAYETTE AVENUE.
- BM 2241 ELEVATION= 3.63 FEET  
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTHWEST CORNER OF LAFAYETTE AVENUE AND RAILROAD BRIDGE. APPROXIMATELY 770 FEET NORTH OF 91ST STREET.
- BM 2242 ELEVATION= 22.82 FEET  
SET CROSS ON CHAIN BOLT OF FIRE HYDRANT ON THE SOUTHWEST CORNER OF 91ST STREET AND LAFAYETTE AVENUE.
- BM 2243 ELEVATION= 15.68 FEET  
SET SQUARE CUT ON THE TOP OF CURB NEXT TO THIRD LIGHT POLE NORTH OF 97TH STREET ON THE WEST SIDE OF LAFAYETTE AVENUE. APPROXIMATELY 260 FEET NORTH OF 97TH STREET.
- BM 2244 ELEVATION= 15.94 FEET  
SET SQUARE CUT ON TOP OF CURB NEXT TO LIGHT POLE ON THE NORTH SIDE OF 98TH STREET. APPROXIMATELY 120 FEET EAST OF WENTWORTH AVENUE.
- BM 2245 ELEVATION= 16.35 FEET  
SET SQUARE CUT ON THE EAST END OF CURB AT THE NORTHEAST CORNER OF FIRST ALLEY NORTH OF 99TH STREET. APPROXIMATELY 35 FEET EAST OF LASALLE STREET.
- BM 2246 ELEVATION= 20.00 FEET  
SET SQUARE CUT WITH CROSS ON TOP OF ABUTMENT WALL ON THE NORTHWEST CORNER OF STATE STREET BRIDGE OVER THE BISHOP FORD EXPRESSWAY. APPROXIMATELY 20 FEET NORTH OF THE NORTH EDGE OF THE BRIDGE.
- BM 2247 ELEVATION= 14.81 FEET  
SET CROSS ON NORTHEAST BOLT OF BASE FOR TRAFFIC SIGNAL AND LIGHT AT THE SOUTHEAST CORNER OF 91ST AND STATE STREET.
- 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 2253 ELEVATION= 9.07 FEET  
SET CROSS ON EAST BOLT OF FIRE HYDRANT ON THE NORTHEAST CORNER OF 75TH STREET AND STATE 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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 I-57 to 71st STREET

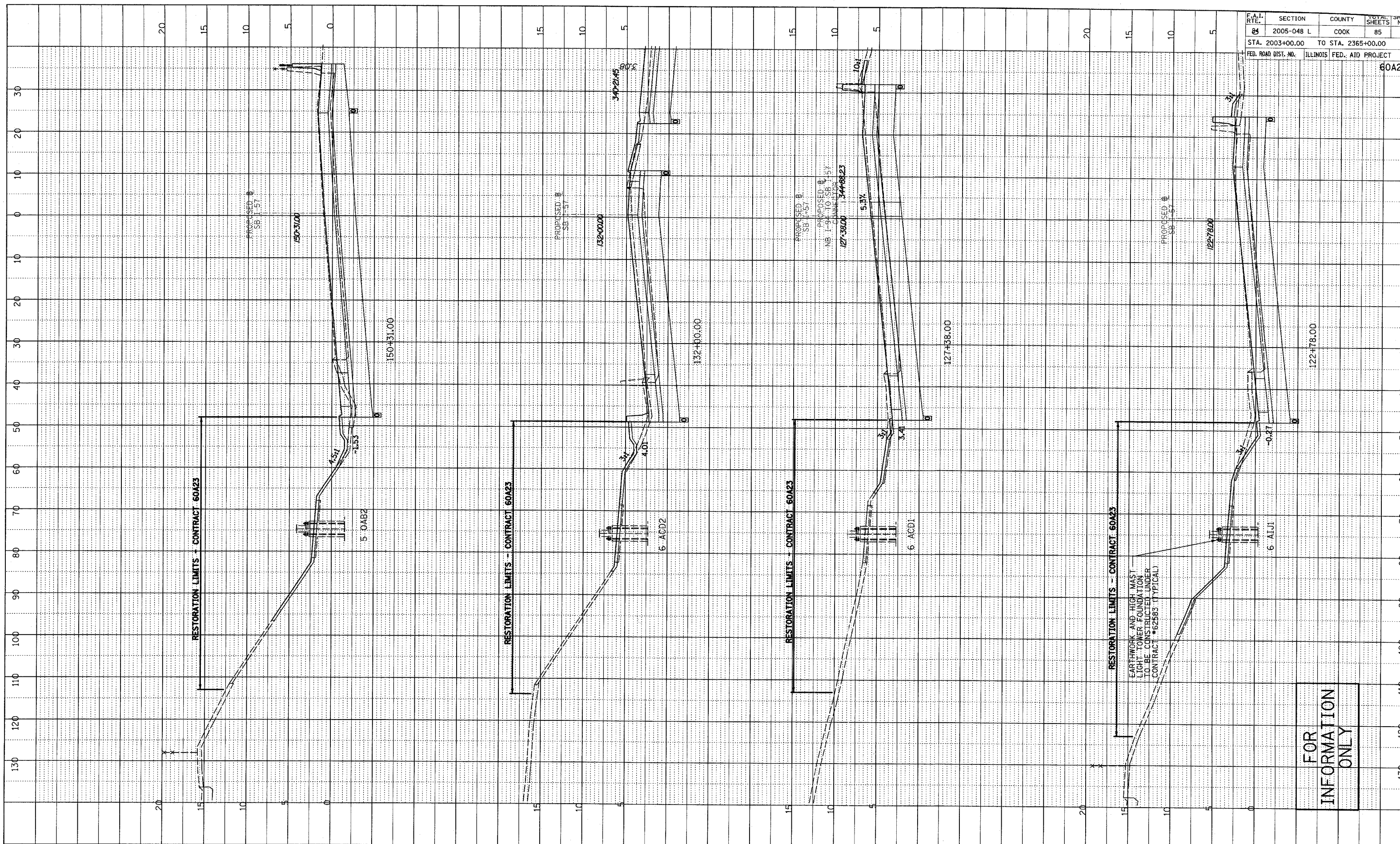
SURVEY TIES FOR CONTROL POINTS  
 SHEET 4 OF 4

SCALE: 1"=30'  
 DATE: JANUARY 9, 2007

DRAWN BY: GSP  
 CHECKED BY: MMW

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 PROFILE: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 GRADES CHECKED: \_\_\_\_\_  
 STRUCTURE: \_\_\_\_\_  
 NO. \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
84	2005-048 L	COOK	85	75
STA. 2003+00.00 TO STA. 2365+00.00		ILLINOIS FED. AID PROJECT		



FOR  
 INFORMATION  
 ONLY

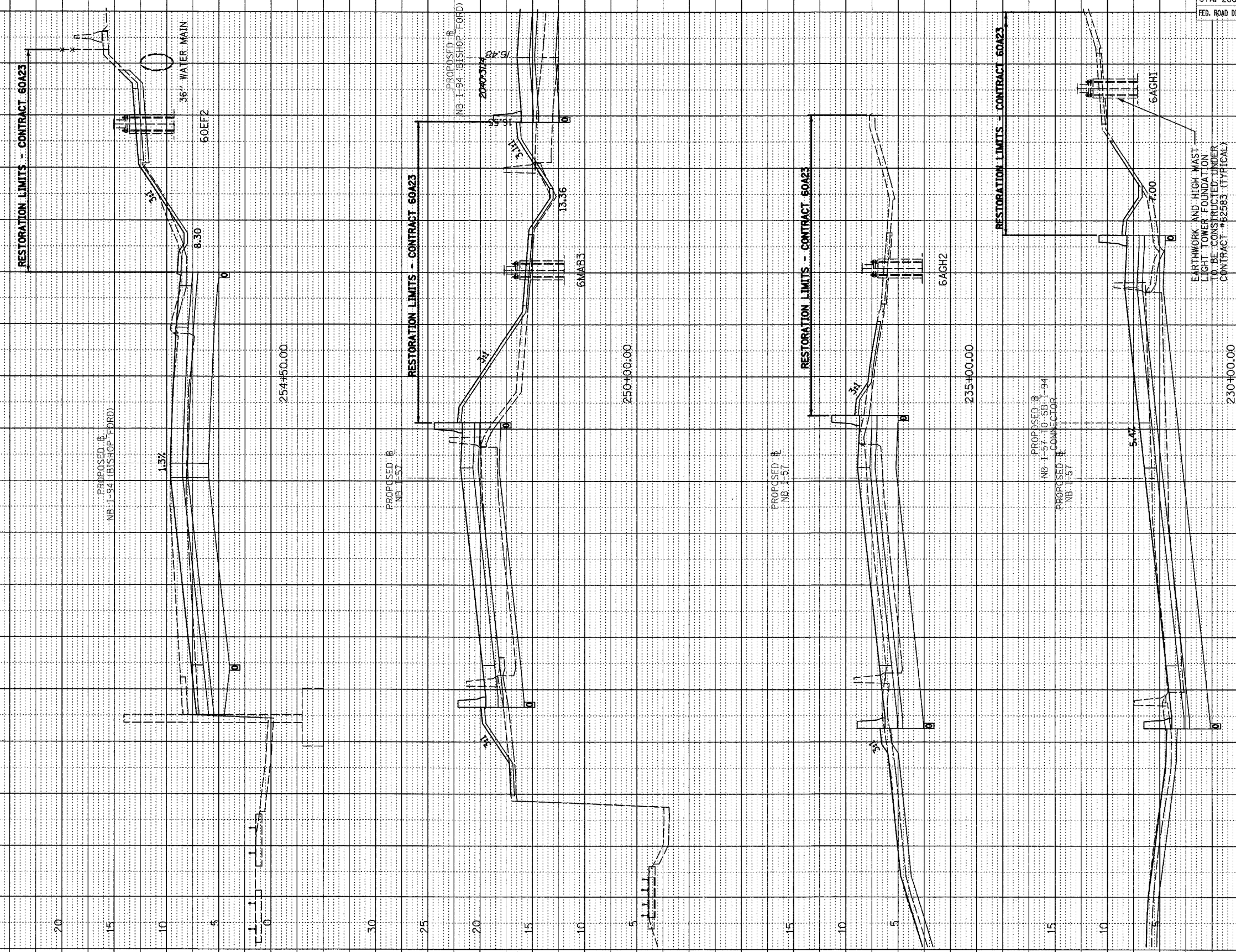
TYLIN INTERNATIONAL



SOUTHBOUND I-57  
 STA. 122+78 TO STA. 150+31

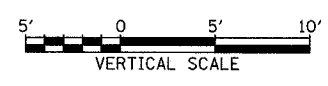
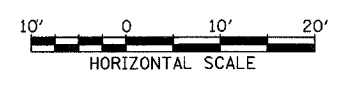


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 GRADES CHECKED BY  
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EARTHWORK AND HIGH MAINT LIGHT TOWER FOUNDATION TO BE CONSTRUCTED UNDER CONTRACT #52583 (TYPICAL)

FOR INFORMATION ONLY





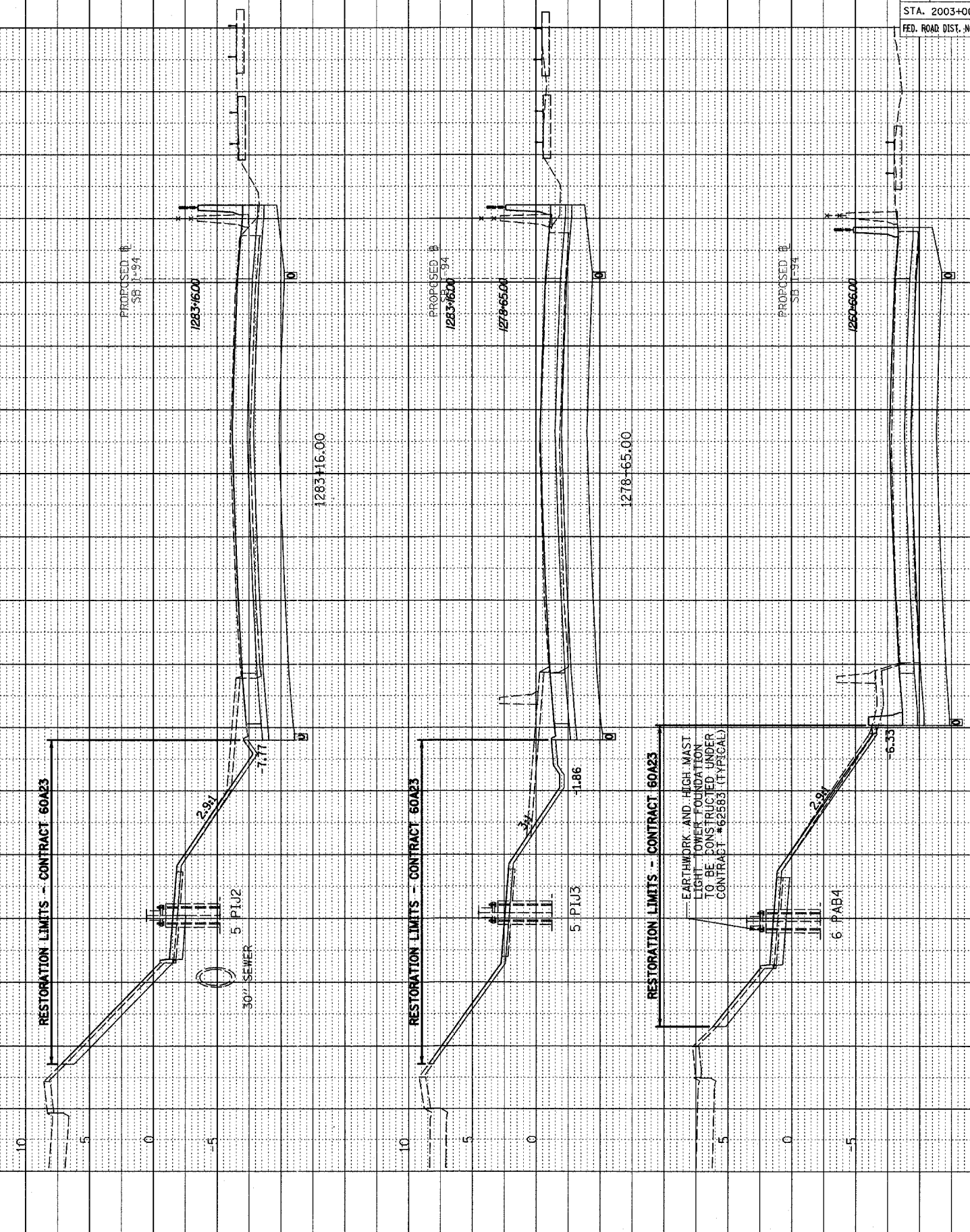






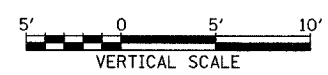
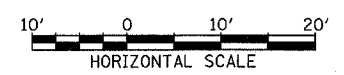


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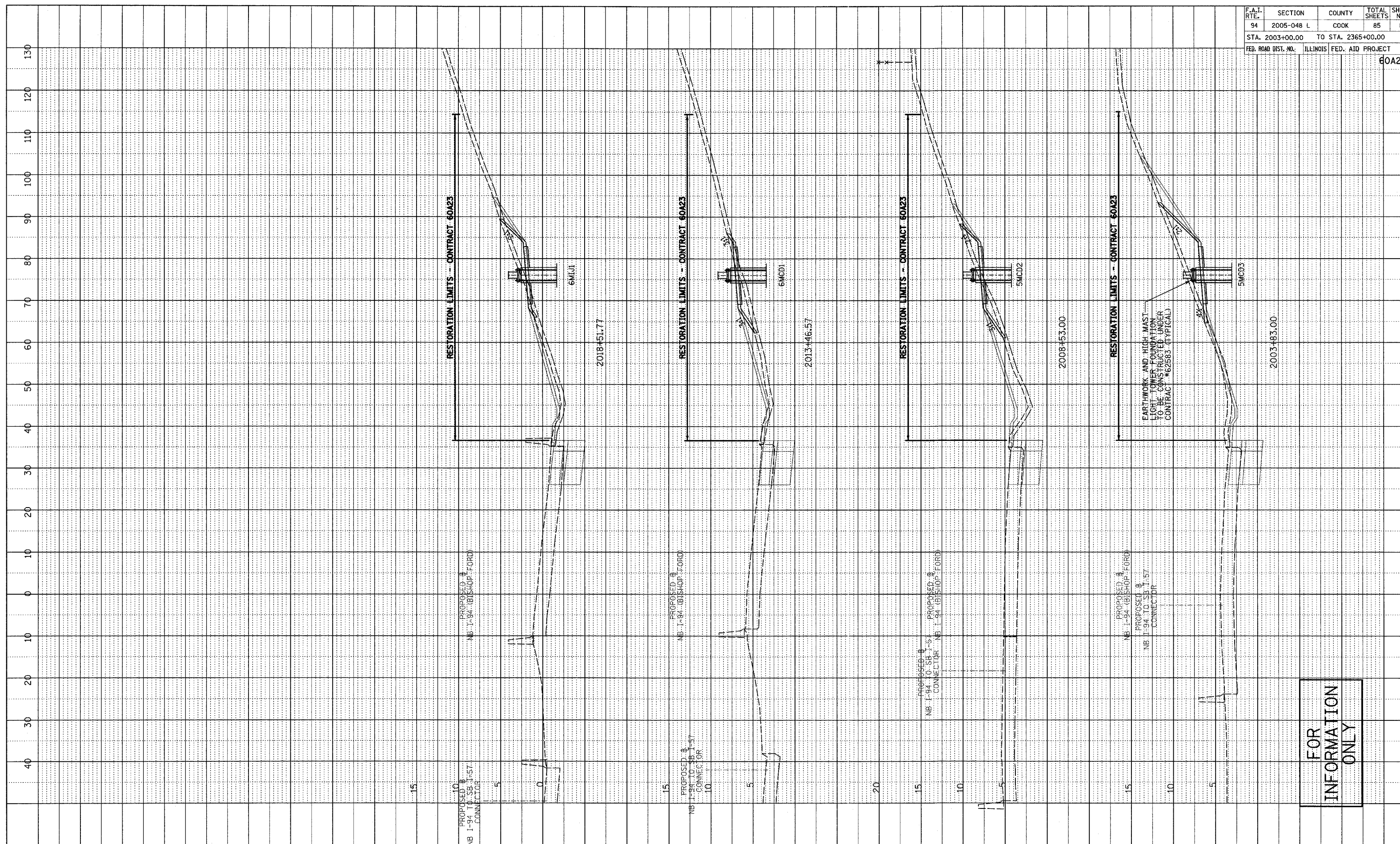
RESTORATION LIMITS - CONTRACT 60A23  
 EARTHWORK AND HIGH MAST LIGHT TOWER FOUNDATION TO BE CONSTRUCTED UNDER CONTRACT #62583 (TYPICAL)

FOR INFORMATION ONLY





PROFILE  
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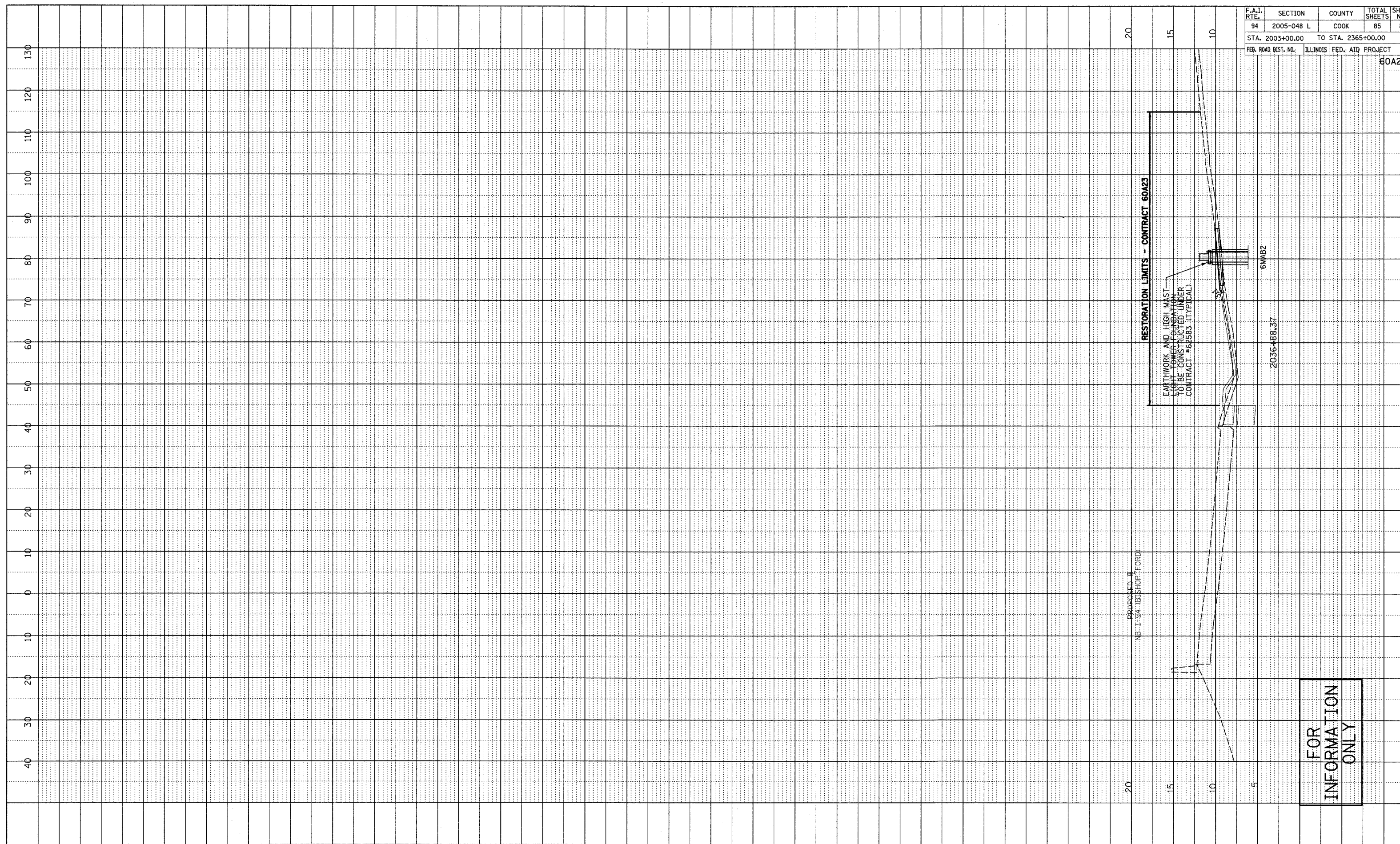


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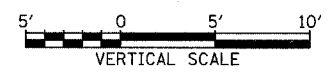
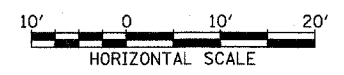


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 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_  
 STRUCTURE NOTATIONS CHVD \_\_\_\_\_

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	82
STA. 2003+00.00		TO STA. 2365+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



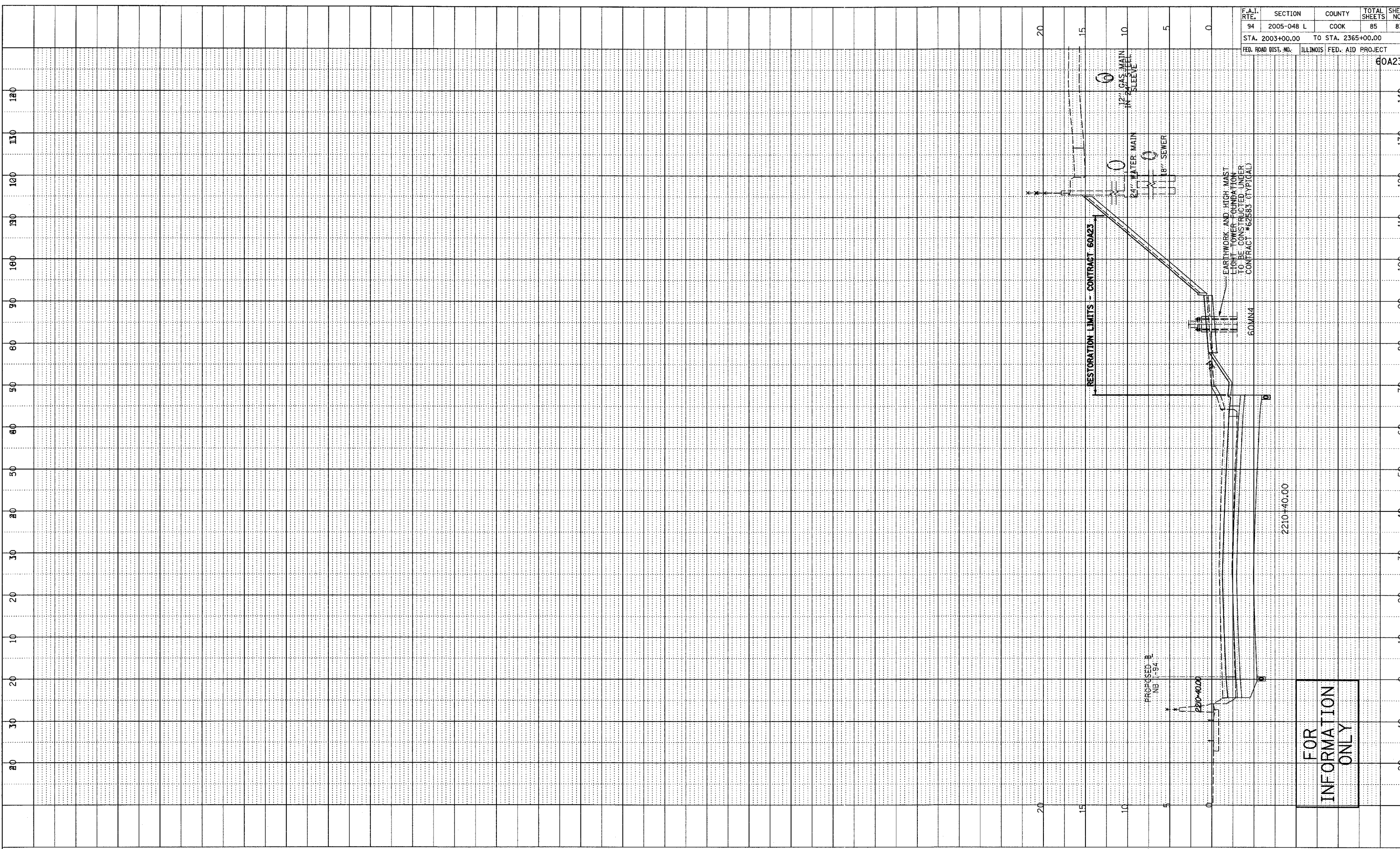
FOR  
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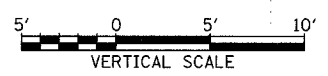
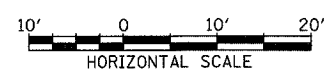
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	83
STA. 2003+00.00		TO STA. 2365+00.00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60A23



PROFILE	REVIEWED	DATE
NOTE BOOK	PLOTTED	
NO.	DATE	
	BY	
	DATE	

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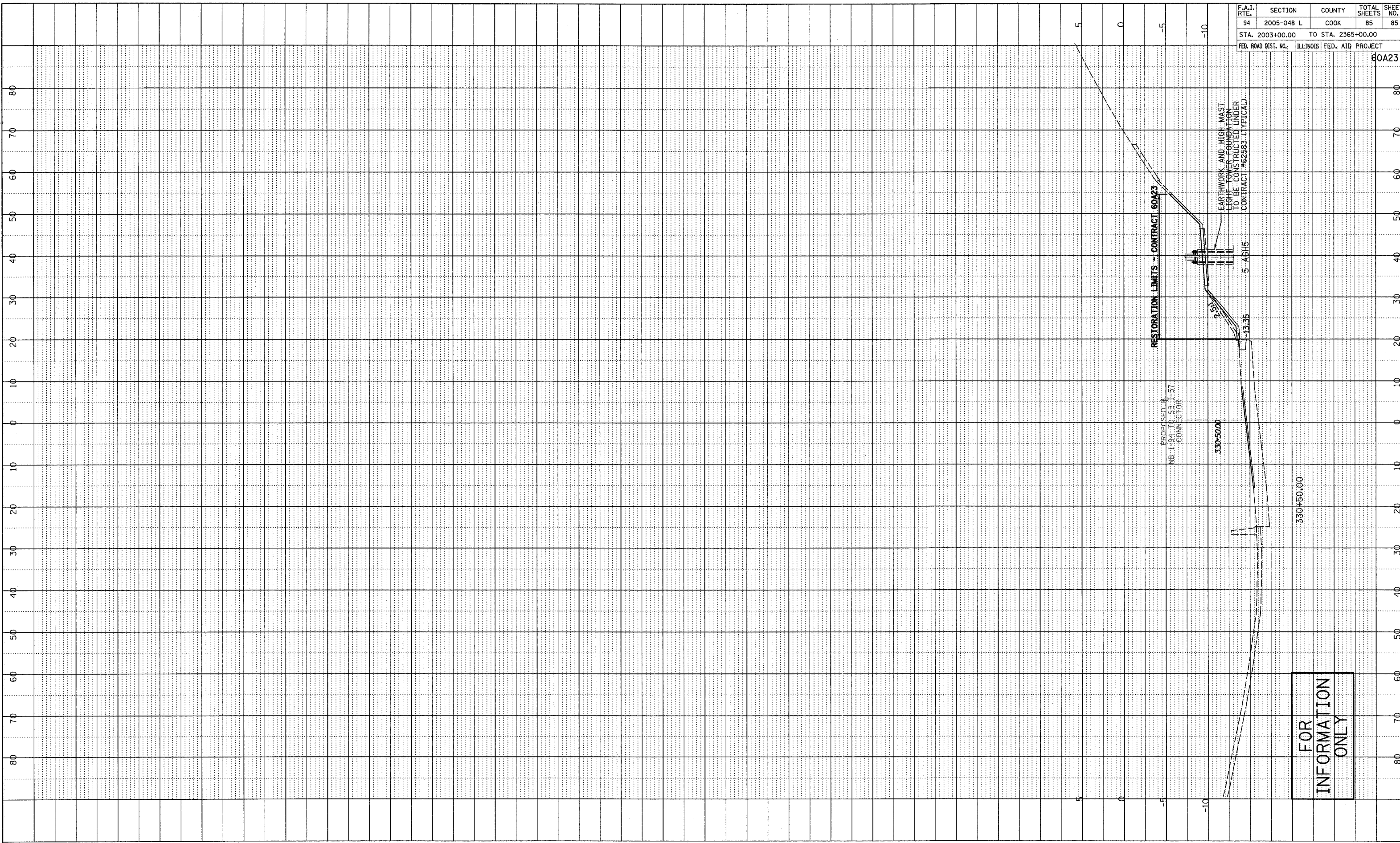
NORTHBOUND I-94 (DAN RYAN)  
STA. 2210+40





F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	2005-048 L	COOK	85	85
STA. 2003+00.00		TO STA. 2365+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

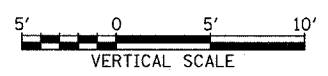
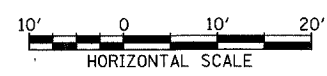
60A23



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PROFILE	SURVEYED	DATE
PLOTTED	BY	
NOTE BOOK	NO. NOTED	
NO.	STRUCTURE NOTATIONS	CHNO

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WESTBOUND I-94 (BISHOP FORD FWY)  
TO I-57, STA. 330+50