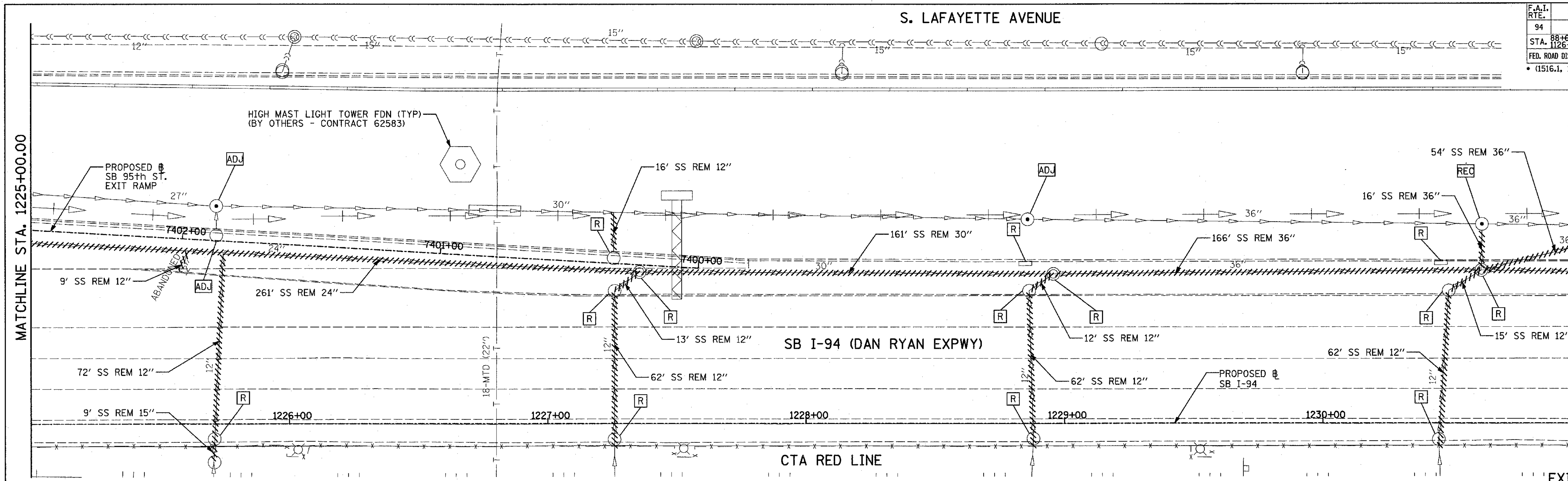
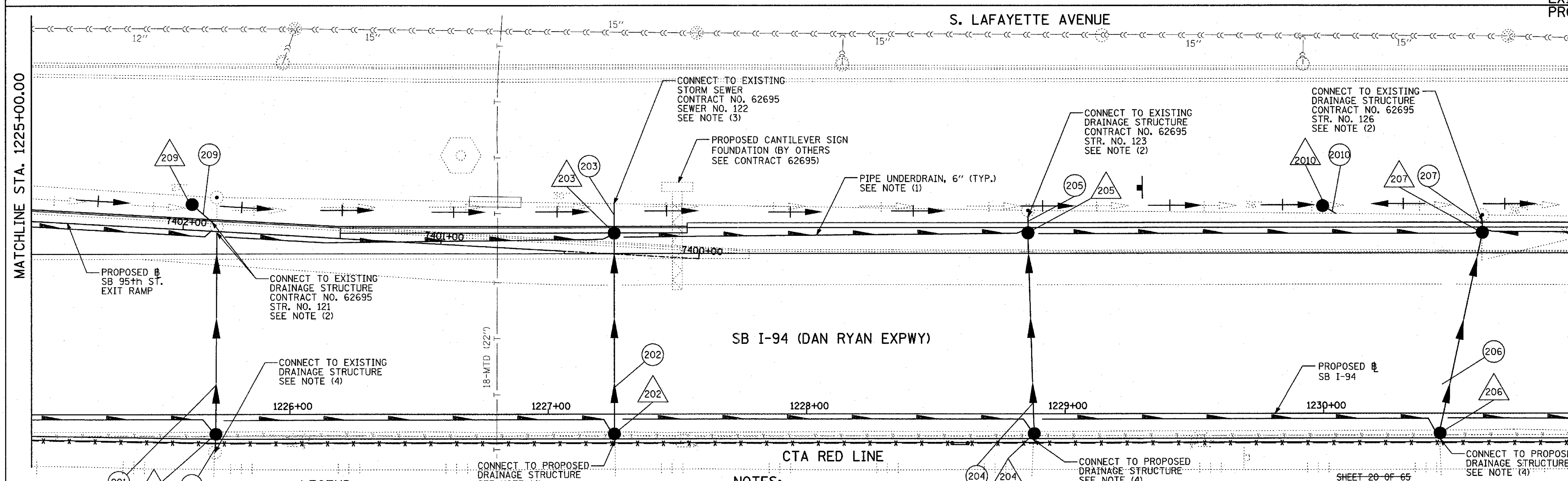
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	301
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593

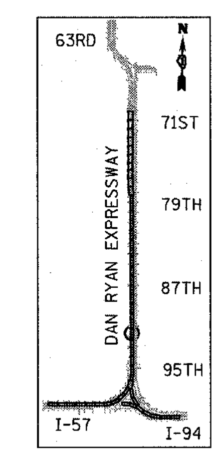
EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



LOCATION MAP



LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. ALL CONNECTIONS TO EXISTING SEWER OR STRUCTURE ALONG CTA SHALL BE FIELD VERIFIED PRIOR TO INSTALLATION AND COORDINATED WITH CTA CONSTRUCTION. COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE DRAINAGE STRUCTURE.

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 20 OF 65~~

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

SB I-94 STA. 1225+00.00 TO 1231+00.00

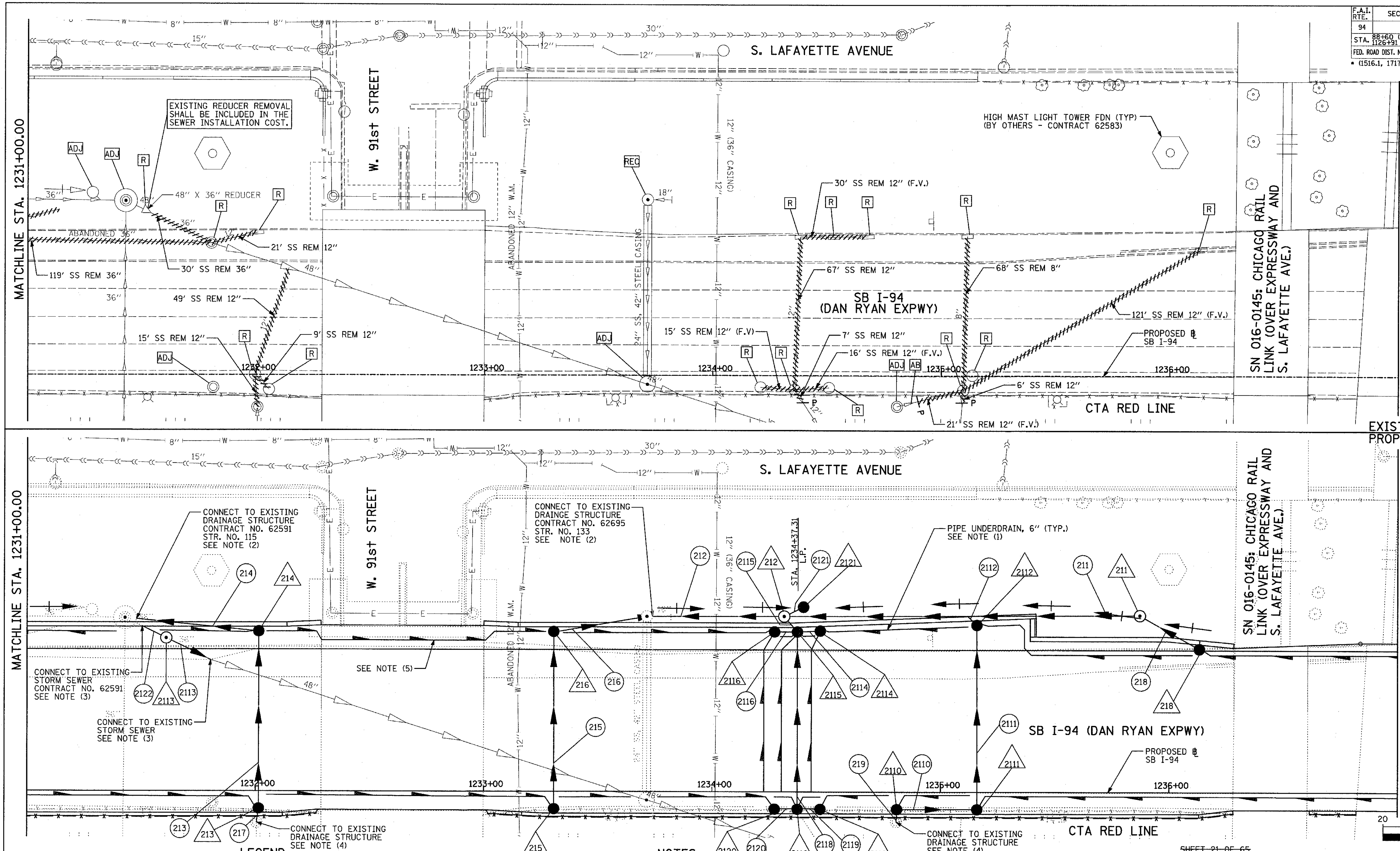
SCALE: 1"=20' DRAWN BY: NSB

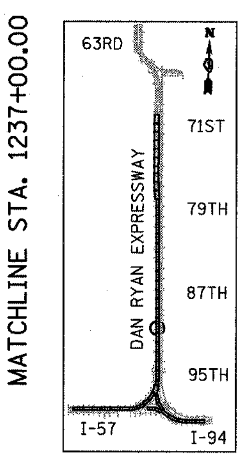
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	302
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- (XY) PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. ALL CONNECTIONS TO EXISTING SEWER OR STRUCTURE ALONG CTA SHALL BE FIELD VERIFIED PRIOR TO INSTALLATION AND COORDINATED WITH CTA CONSTRUCTION. COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE DRAINAGE STRUCTURE.
5. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.

TYLIN INTERNATIONAL

~~SHEET 21 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1231+00.00 TO 1237+00.00

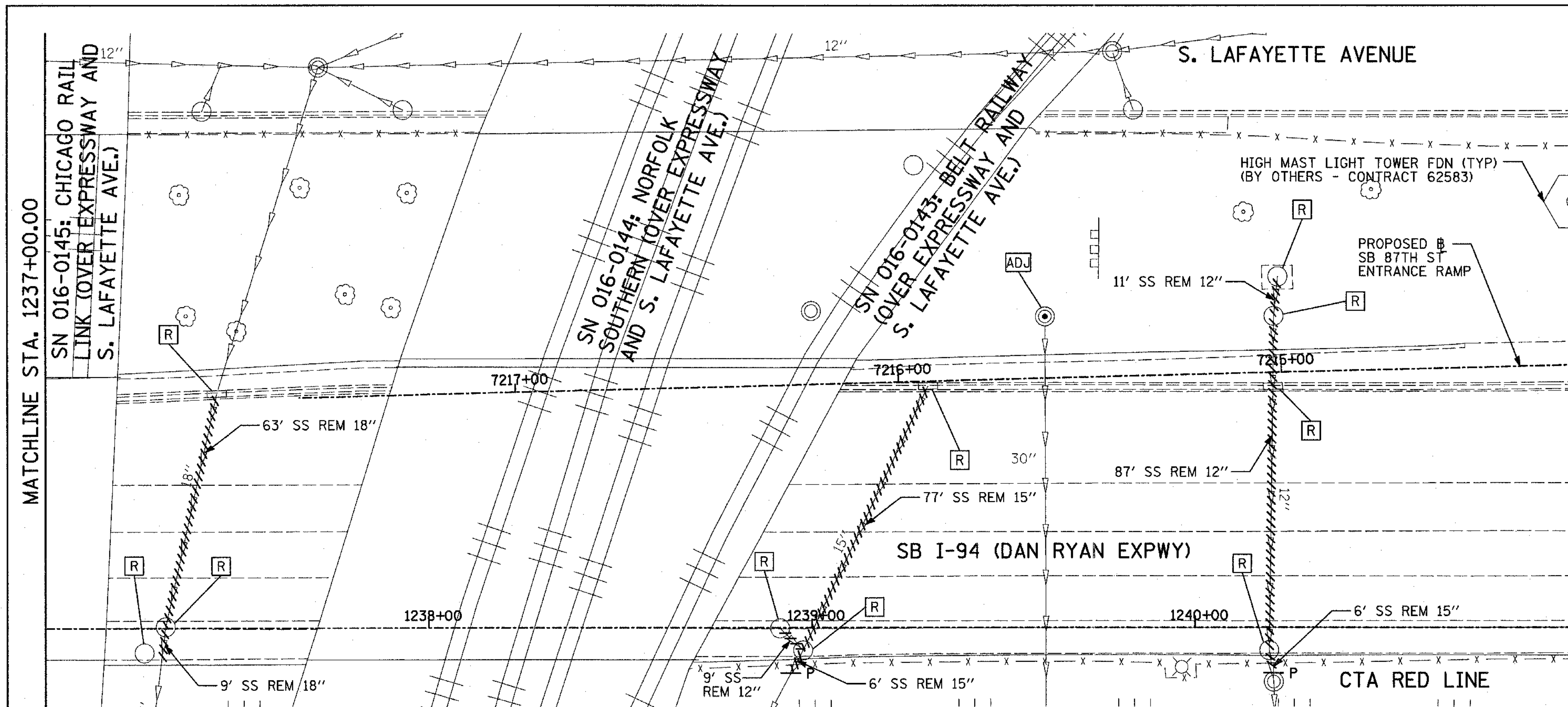
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	303
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

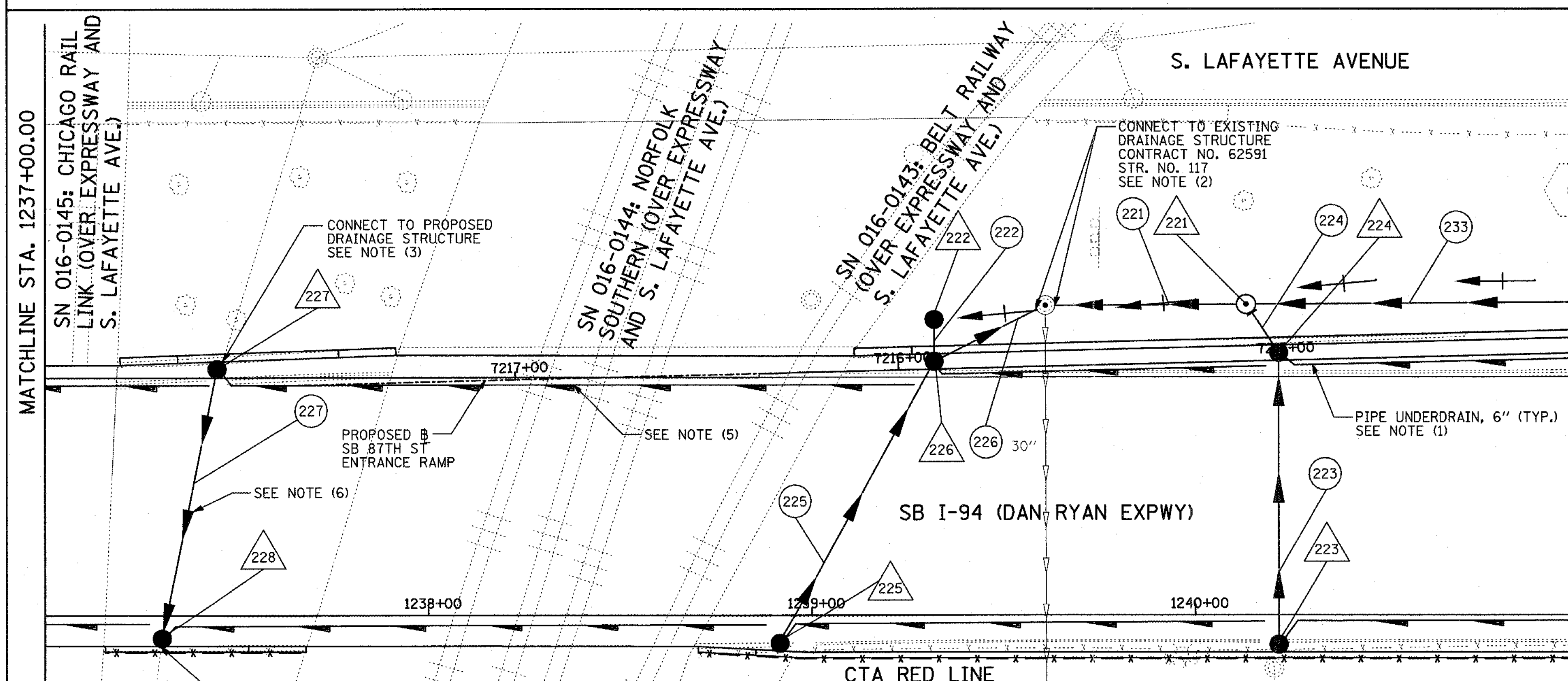
• (1516.1, 1717, & 1818) R-5

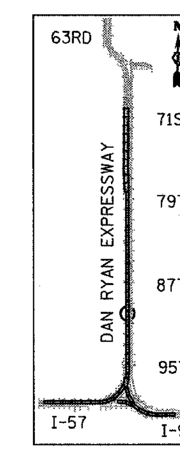
62593

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

SCALE: 1" = 20'-0"

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. ALL CONNECTIONS TO EXISTING SEWER OR STRUCTURE ALONG CTA SHALL BE FIELD VERIFIED PRIOR TO INSTALLATION AND COORDINATED WITH CTA CONSTRUCTION. COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE DRAINAGE STRUCTURE.
5. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.
6. REMOVE EXISTING 18" SEWER AND REPLACE IN KIND (I.E., SAME SIZE AND SLOPE). THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO ORDER OF MATERIAL.

TYLIN INTERNATIONAL

~~SHEET 22 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

SB I-94 STA. 1237+00.00 TO 1241+00.00

SCALE: 1"=20' DRAWN BY: NSB

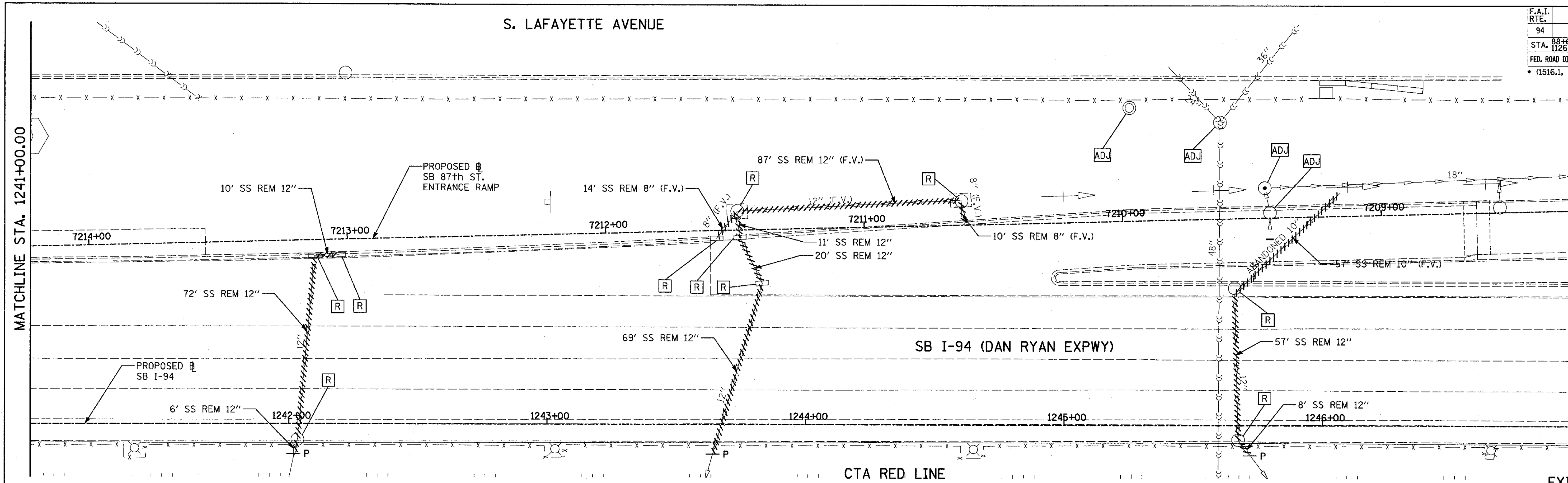
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	304
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

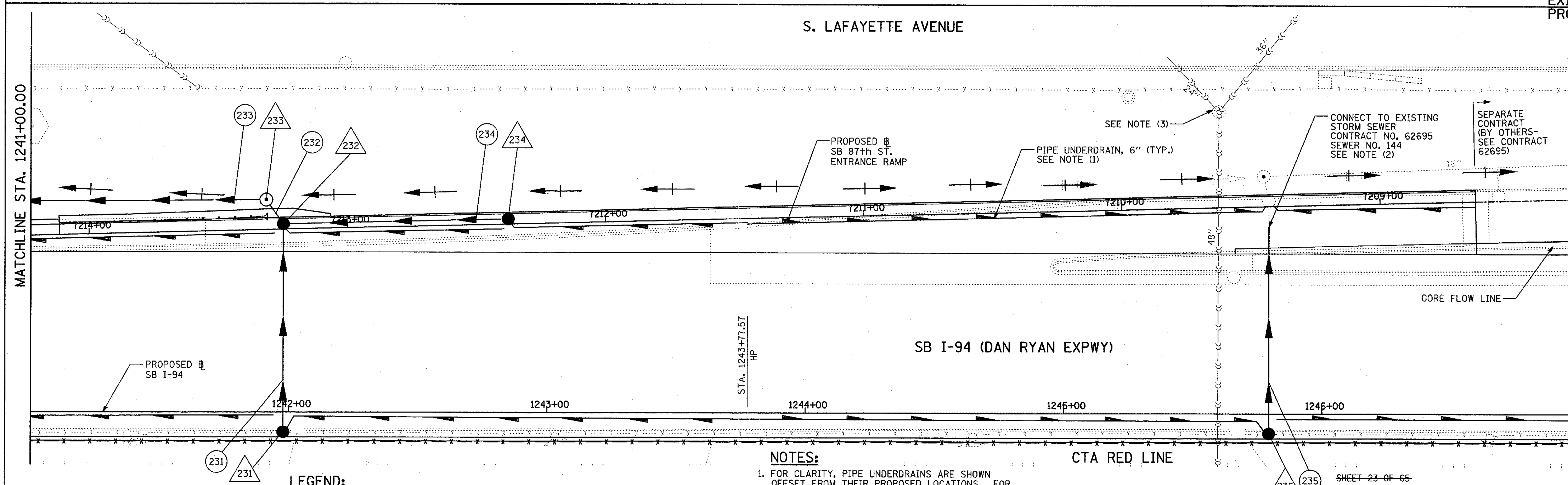
• (1516.1, 1717, & 1818) R-5

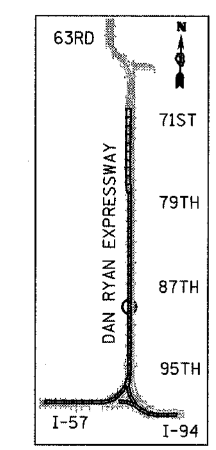
62593

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDER-DRAINS DETAIL."
2. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
3. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH COC-DOWM SEWER SECTION PRIOR TO ANY EXCAVATION. RISER SHAFTS, IF ENCOUNTERED, SHALL BE CONSTRUCTED AND PAID FOR AS PER DETAIL SHOWN ON DRAINAGE DETAIL SHEET 3 OF 3.

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 23 OF 65~~

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

SB I-94 STA. 1241+00.00 TO 1247+00.00

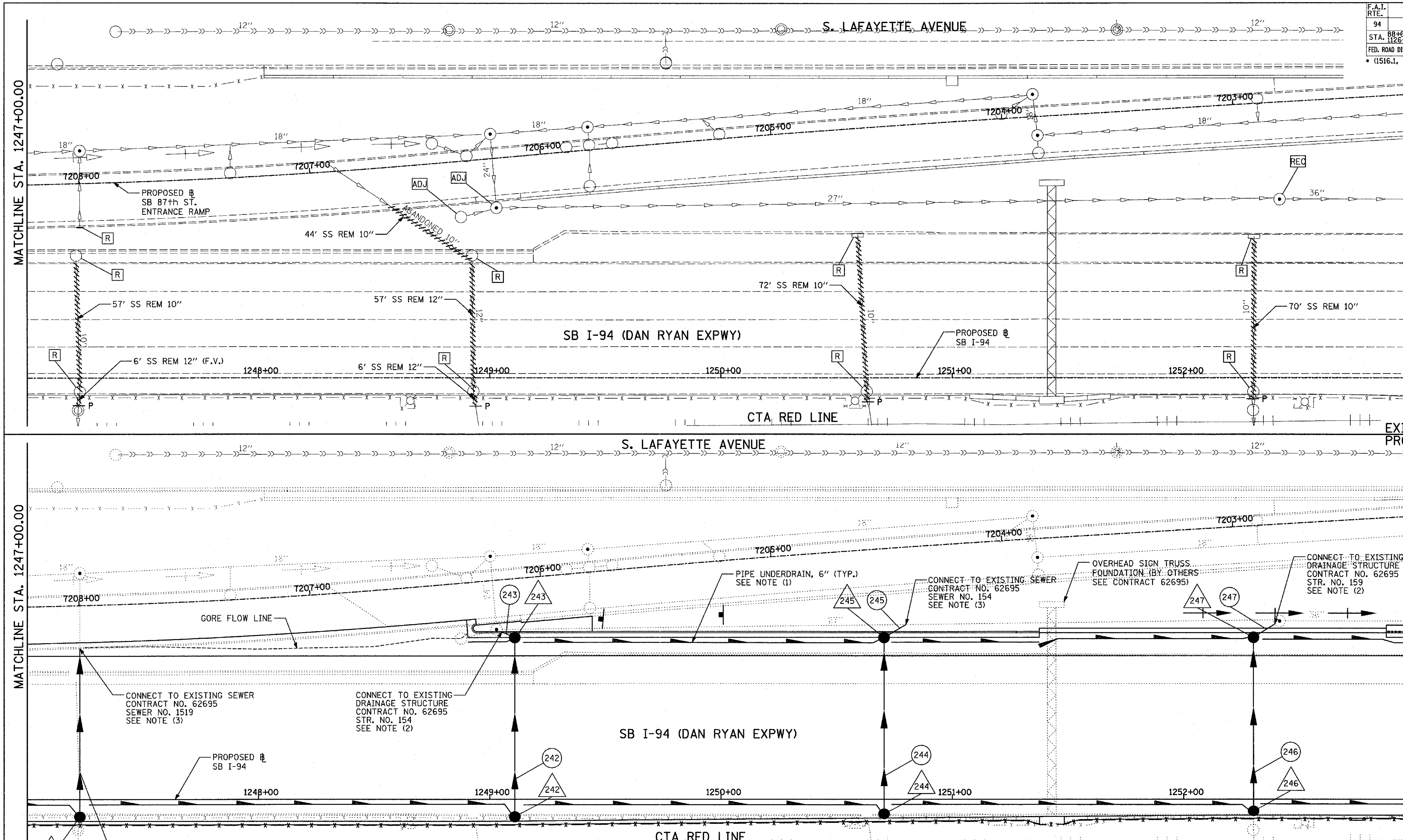
SCALE: 1"=20' DRAWN BY: NSB

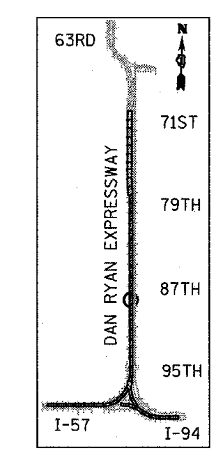
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	305
STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- —P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

20 0 20 40

SCALE: 1″ = 20′-0″

TYLIN INTERNATIONAL

~~SHEET 24 OF 65~~

REVISIONS NAME	DATE

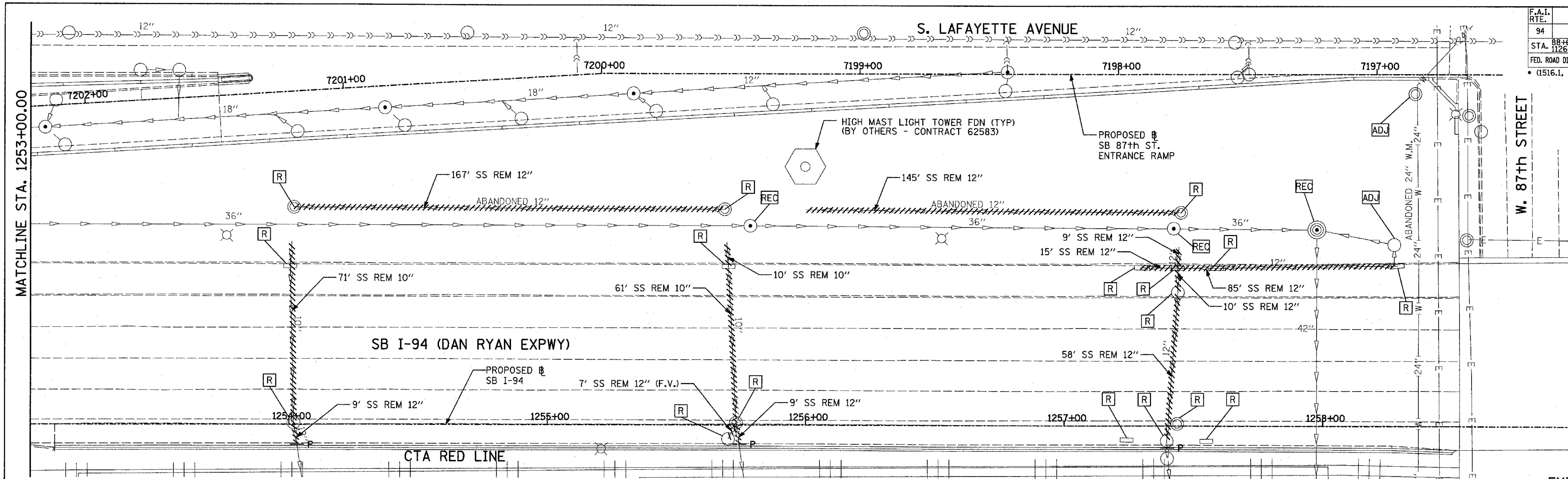
ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1247+00.00 TO 1253+00.00

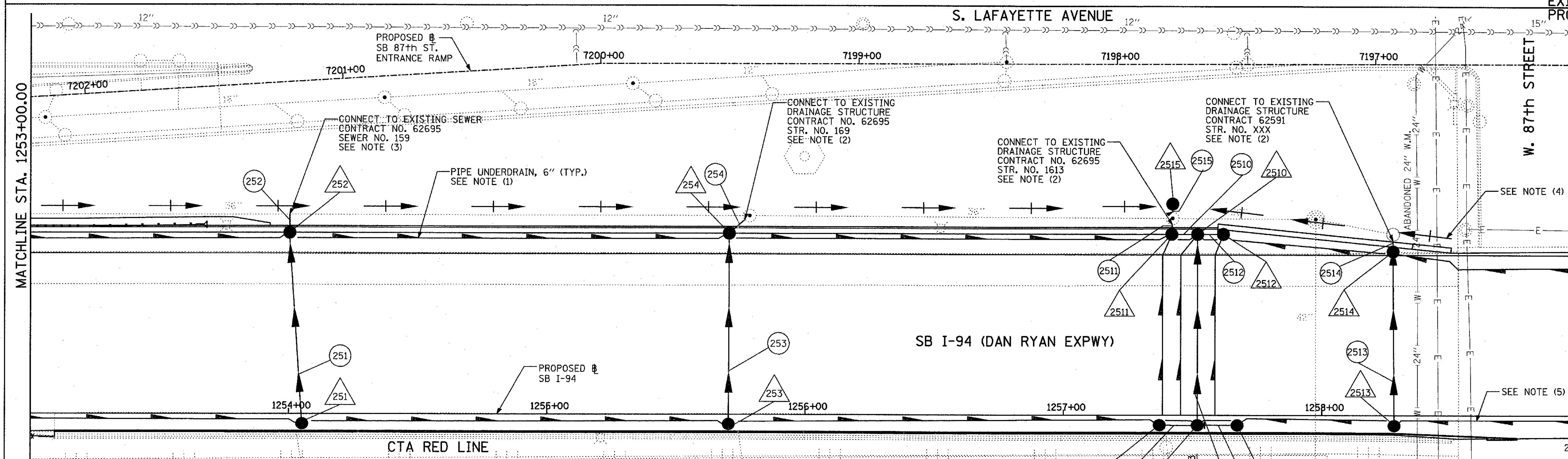
SCALE: 1″=20′ DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

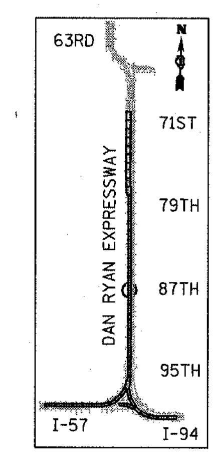
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	306
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593



EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. CONSTRUCT SWALE TO DRAIN TO EXISTING STRUCTURE.
5. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.

TYLININTERNATIONAL

~~SHEET 25 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

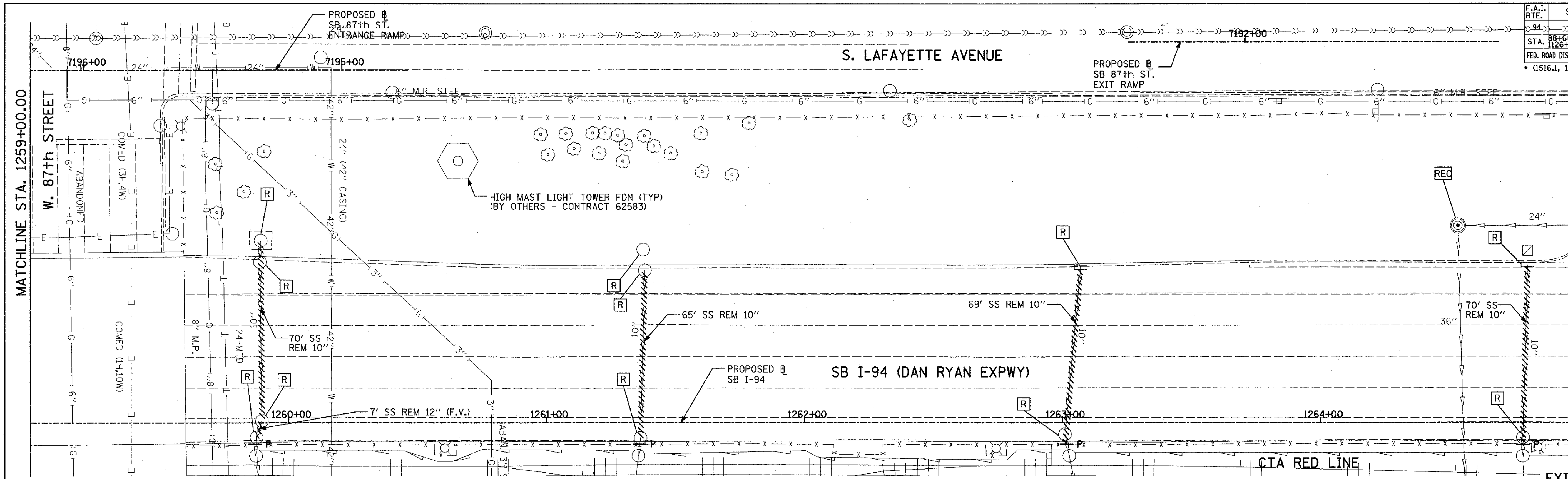
F.A.I. 94 (DAN RYAN EXPRESSWAY)

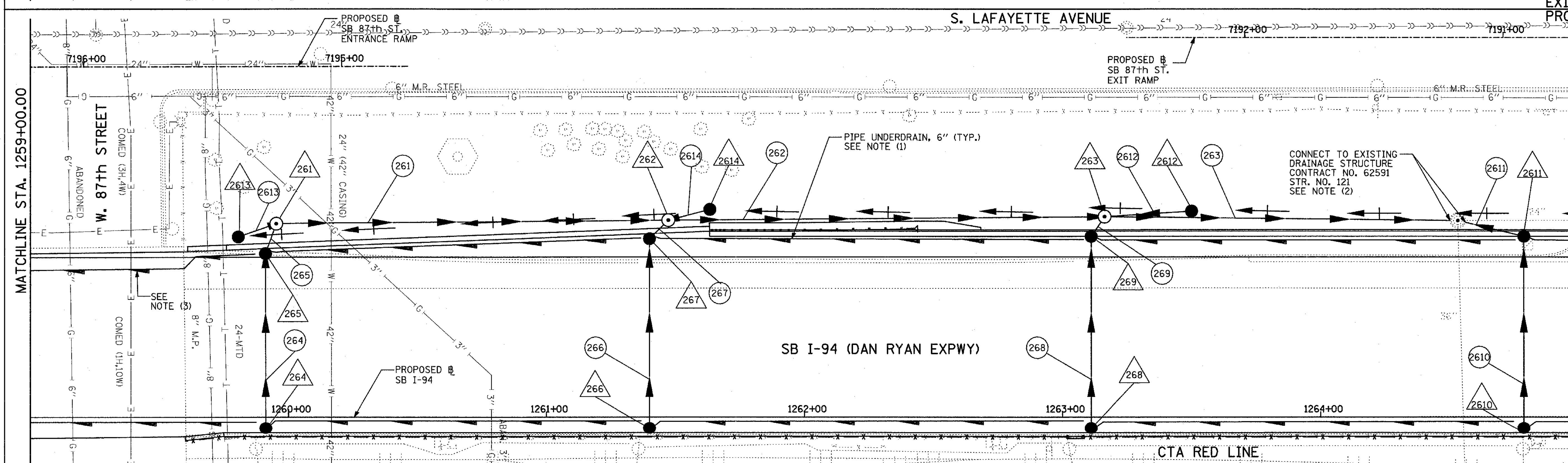
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1253+00.00 TO 1259+00.00

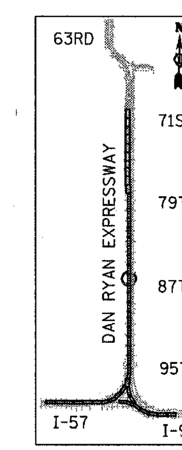
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	307
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.

20 0 20 40
SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

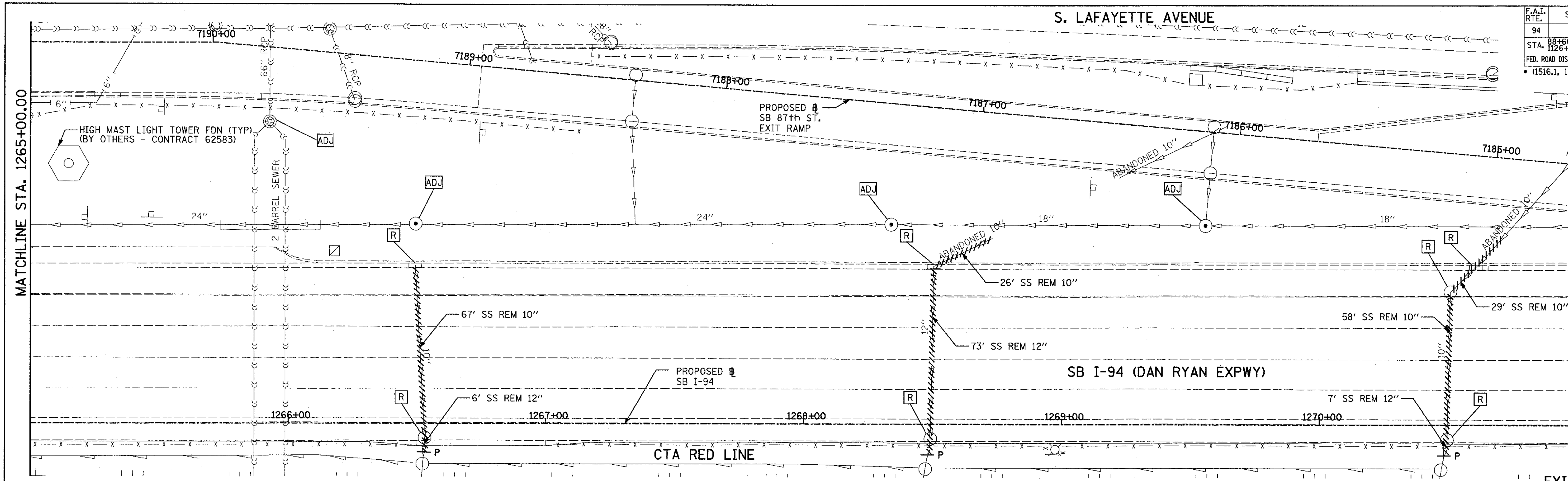
~~SHEET 26 OF 65~~

REVISIONS	
NAME	DATE

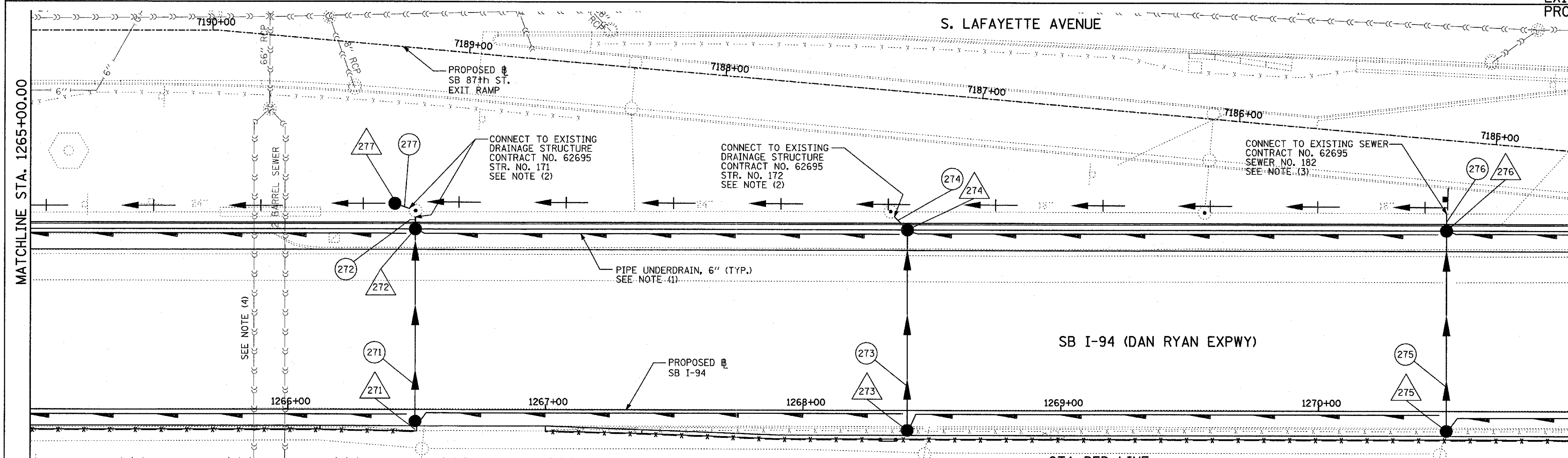
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1259+00.00 TO 1265+00.00

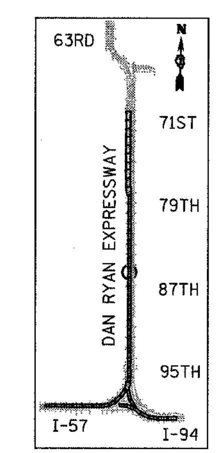
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	308
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593



PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH COC-DOWM SEWER SECTION PRIOR TO ANY EXCAVATION. RISER SHAFTS, IF ENCOUNTERED, SHALL BE CONSTRUCTED AND PAID FOR AS PER DETAIL SHOWN ON DRAINAGE DETAIL SHEET 3 OF 3.

20 0 20 40

SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 27 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

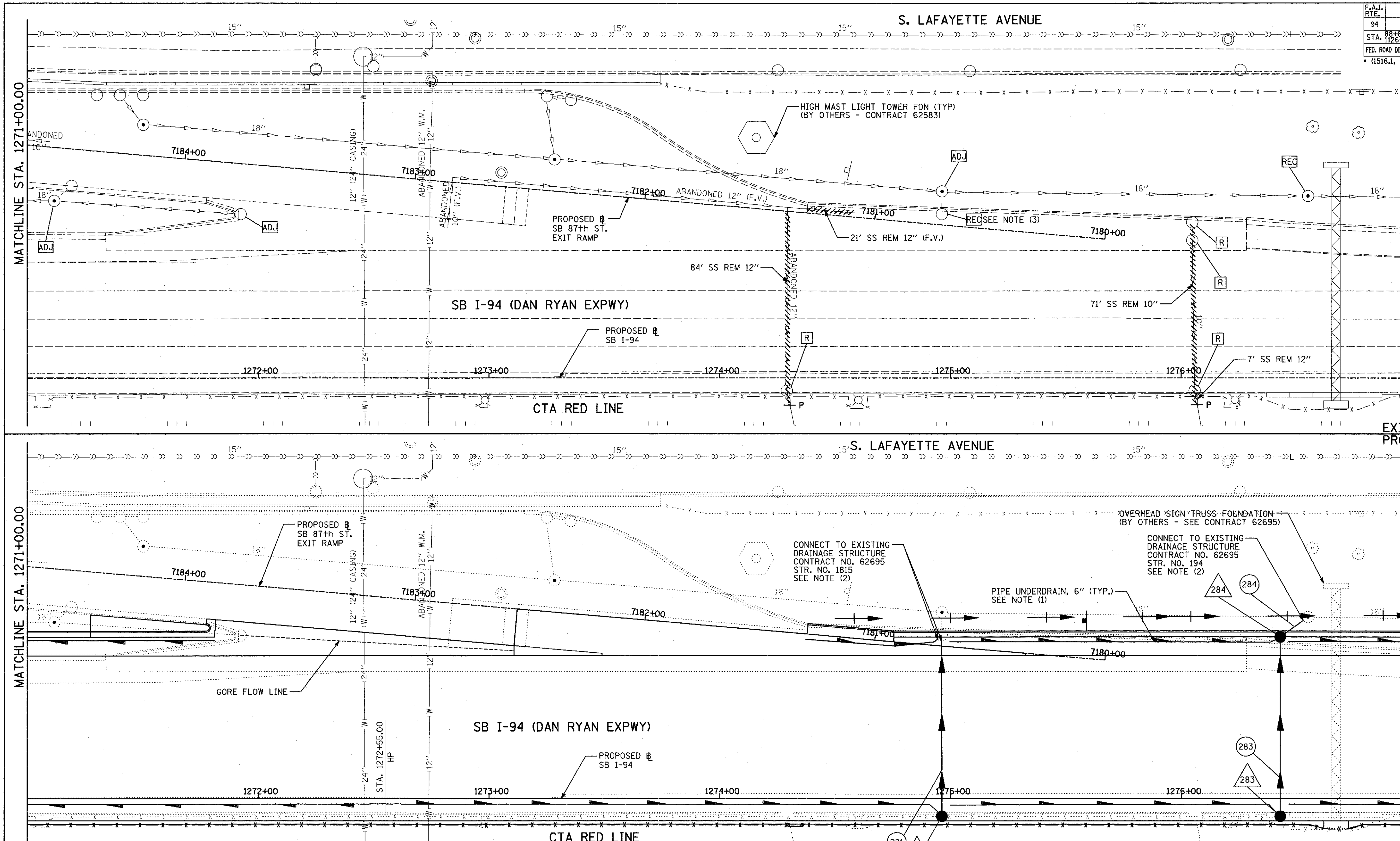
F.A.I. 94 (DAN RYAN EXPRESSWAY)

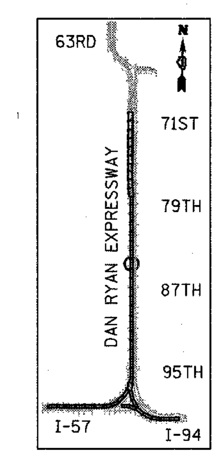
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1265+00.00 TO 1271+00.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	309
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- ------ PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. REMOVE AND REPLACE CONE. ROTATE CONE AND INSTALL LID IN THE GUTTER.

TYLIN INTERNATIONAL

20 0 20 40
SCALE: 1" = 20'-0"

~~SHEET 28 OF 65~~

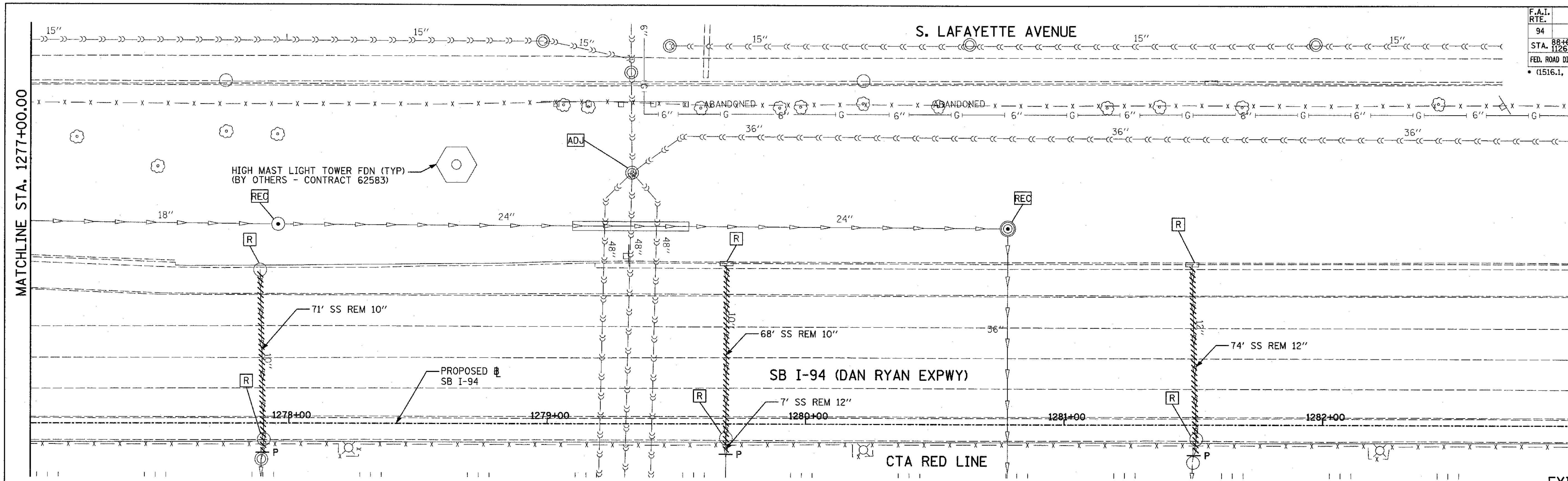
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1271+00.00 TO 1277+00.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

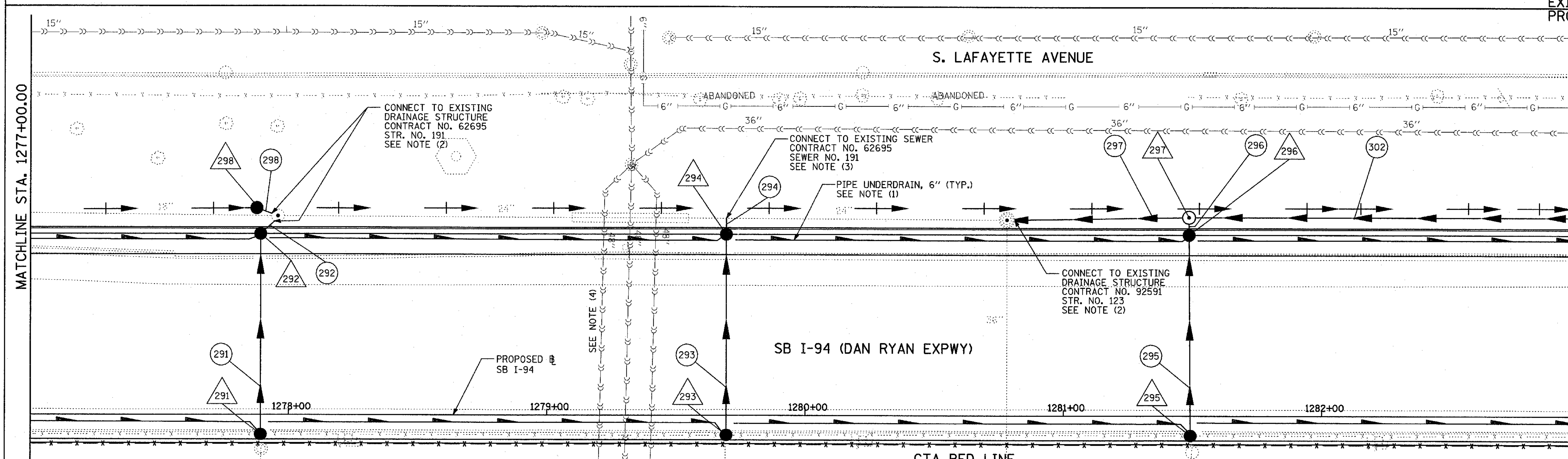
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	310
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

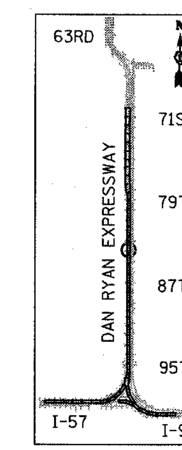
• (1516.1, 1717, & 1818) R-5 62593



EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDER-DRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH COC-DOWM SEWER SECTION PRIOR TO ANY EXCAVATION. RISER SHAFTS, IF ENCOUNTERED, SHALL BE CONSTRUCTED AND PAID FOR AS PER DETAIL SHOWN ON DRAINAGE DETAIL SHEET 3 OF 3.

20 0 20 40

SCALE: 1″ = 20′-0″

~~SHEET 29 OF 65~~

REVISIONS	
NAME	DATE

T·Y·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

SB I-94 STA. 1277+00.00 TO 1283+00.00

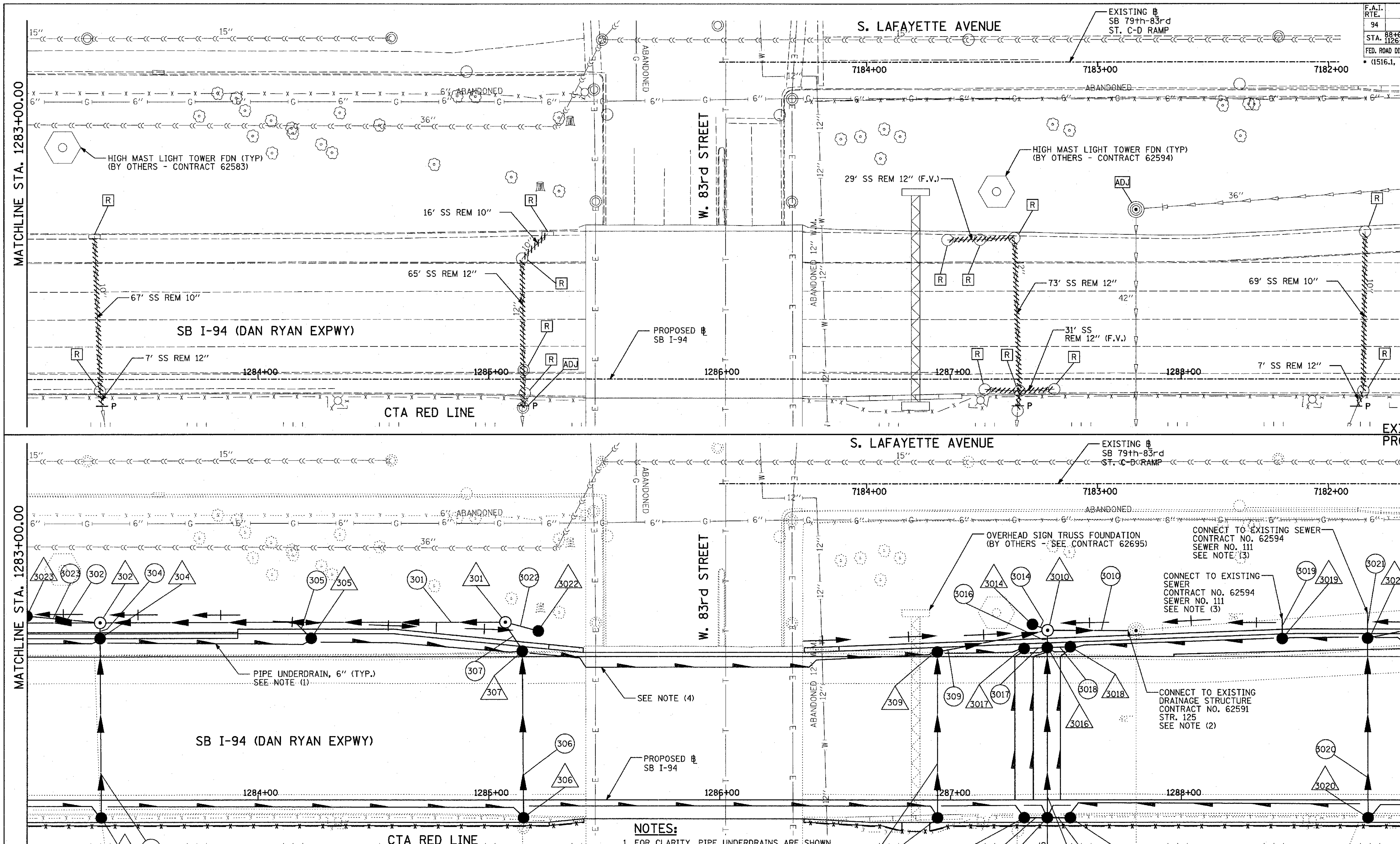
SCALE: 1″=20′ DRAWN BY: NSB

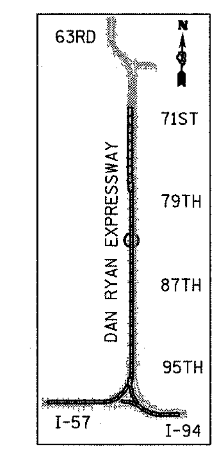
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	311
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △ XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
4. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.

TYLIN INTERNATIONAL

~~SHEET 30 OF 65~~

REVISIONS	
NAME	DATE

20 0 20 40

SCALE: 1" = 20'-0"

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

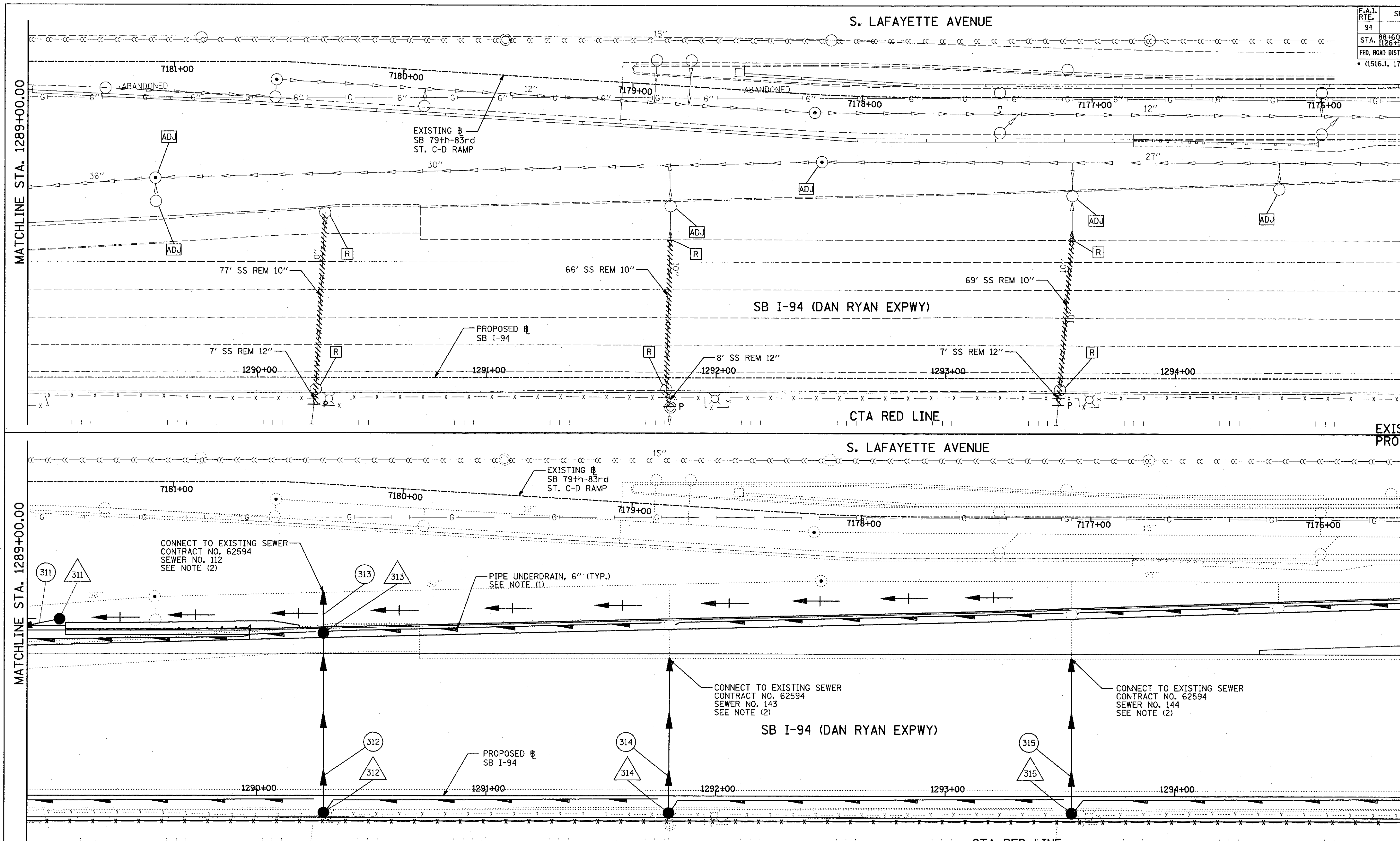
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1283+00.00 TO 1289+00.00

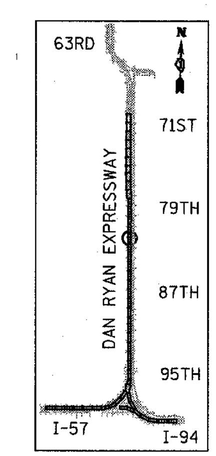
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	312
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

TYLIN INTERNATIONAL

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 31 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

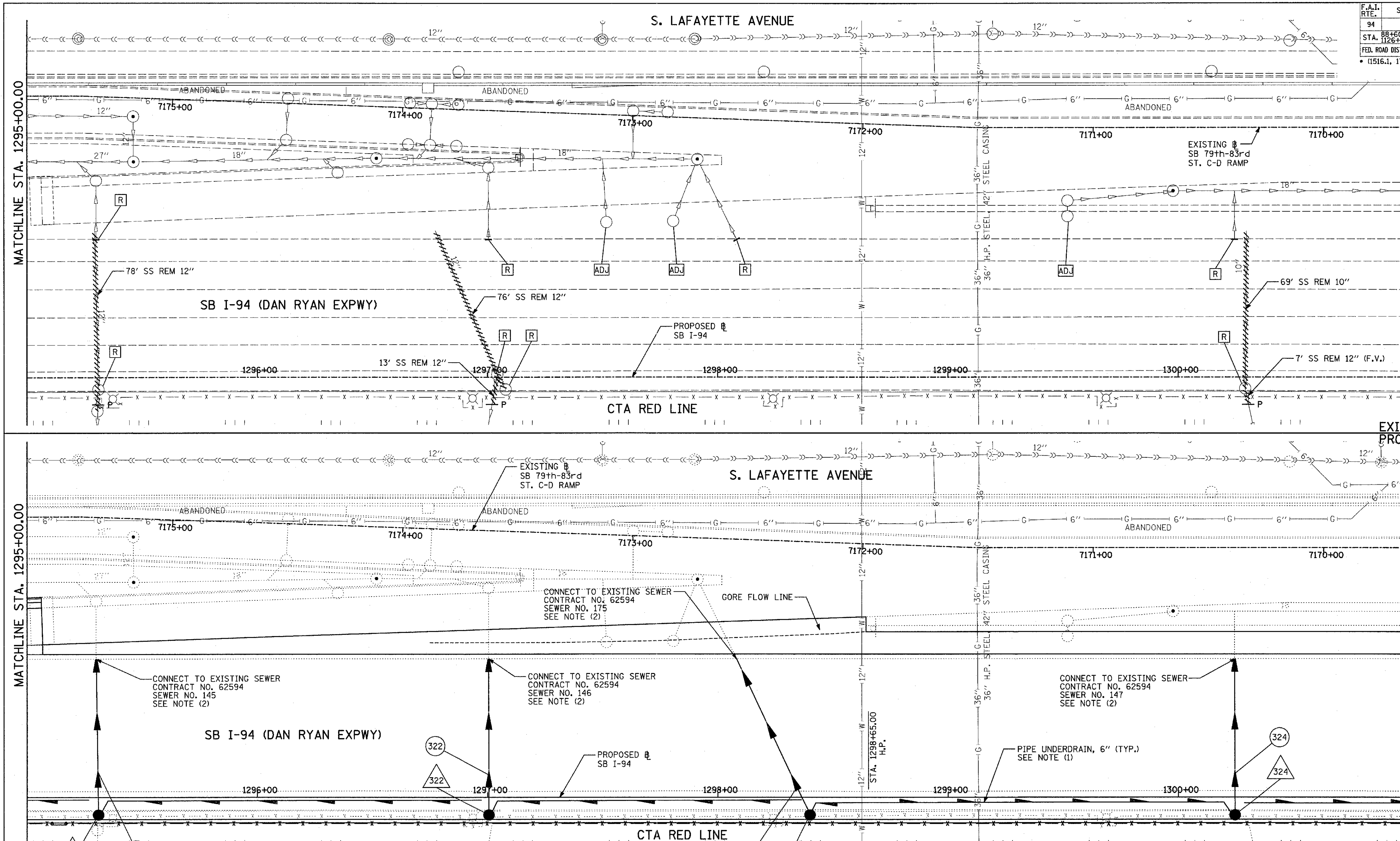
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1289+00.00 TO 1295+00.00

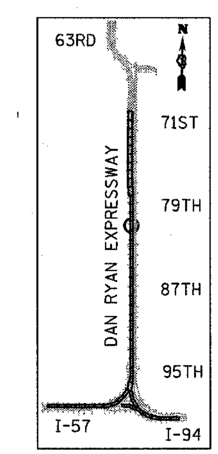
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	313
STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 32 OF 65~~

REVISIONS NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1295+00.00 TO 1301+00.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	314
STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

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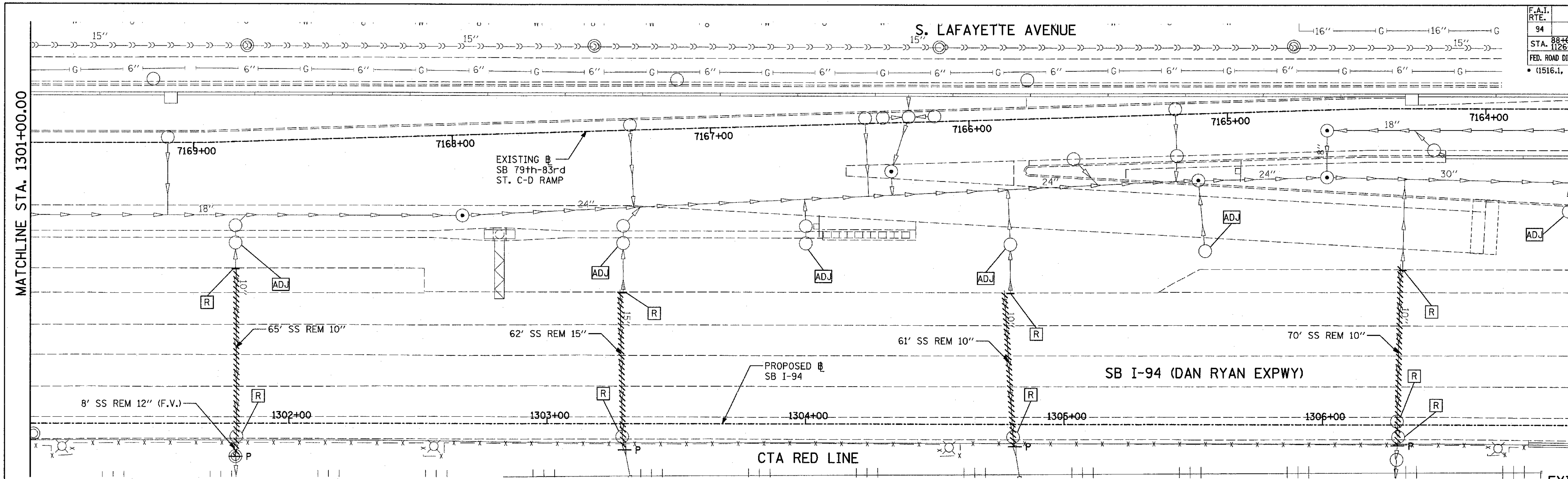
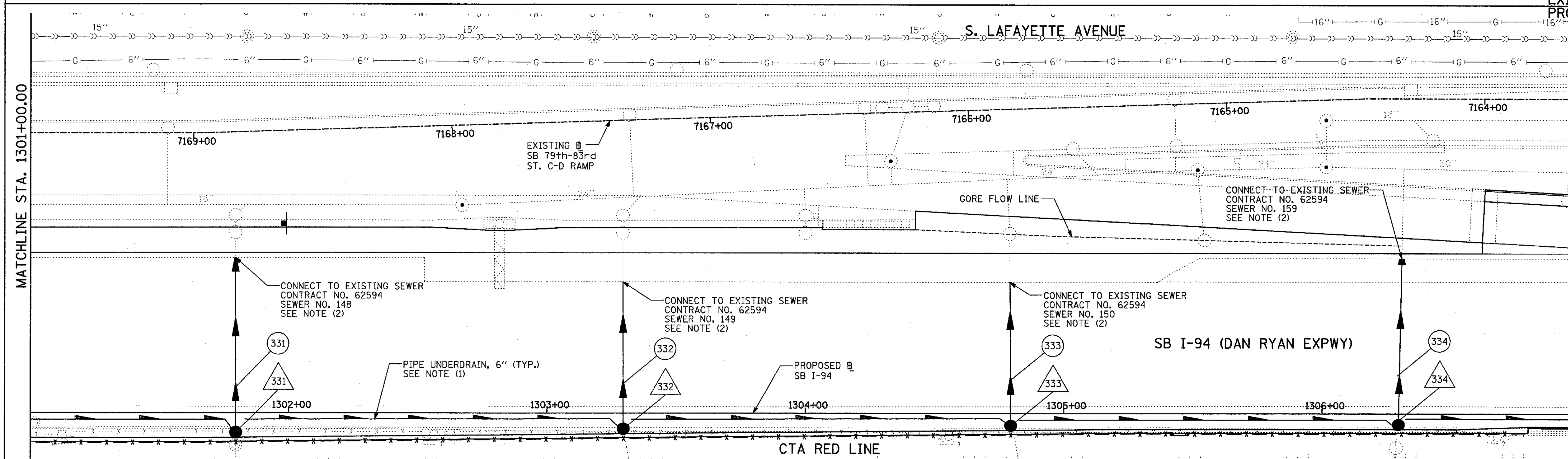
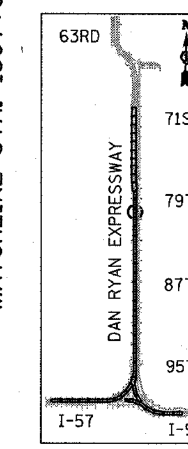


EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- ------ PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 33 OF 65~~

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

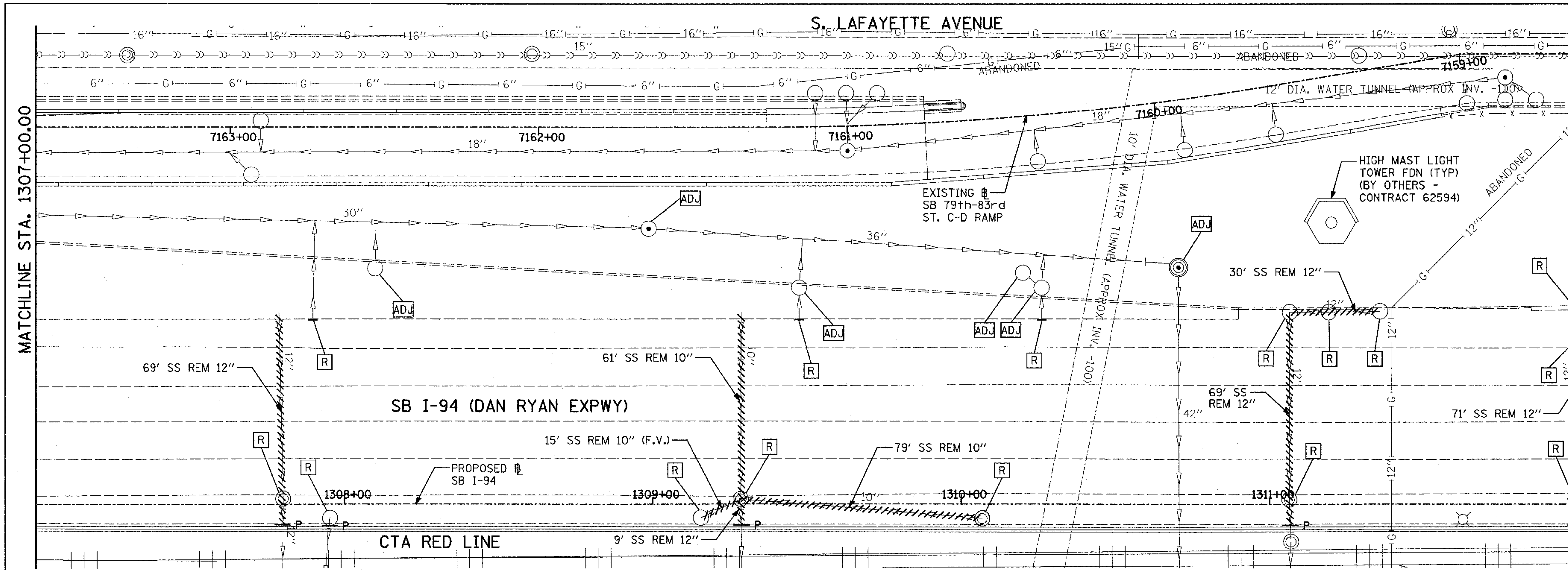
SB I-94 STA. 1301+00.00 TO 1307+00.00

SCALE: 1"=20' DRAWN BY: NSB

DATE: MARCH 1, 2006 CHECKED BY: DA

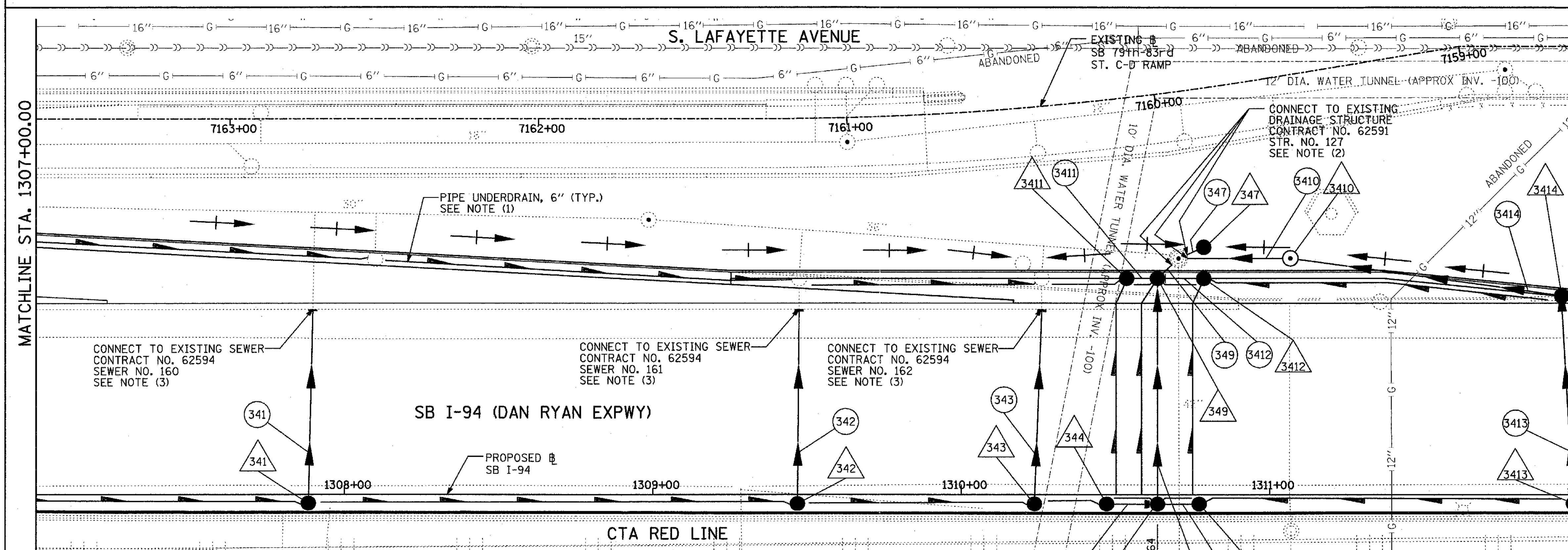
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	315
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

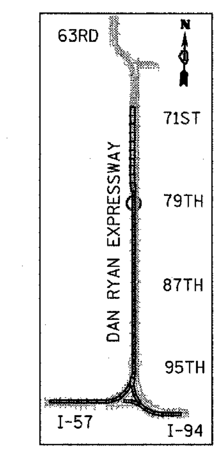
• (1516.1, 1717, & 1818) R-5 62593



EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
3. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

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SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 34 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

SB I-94 STA. 1307+00.00 TO 1312+00.00

SCALE: 1"=20' DRAWN BY: NSB

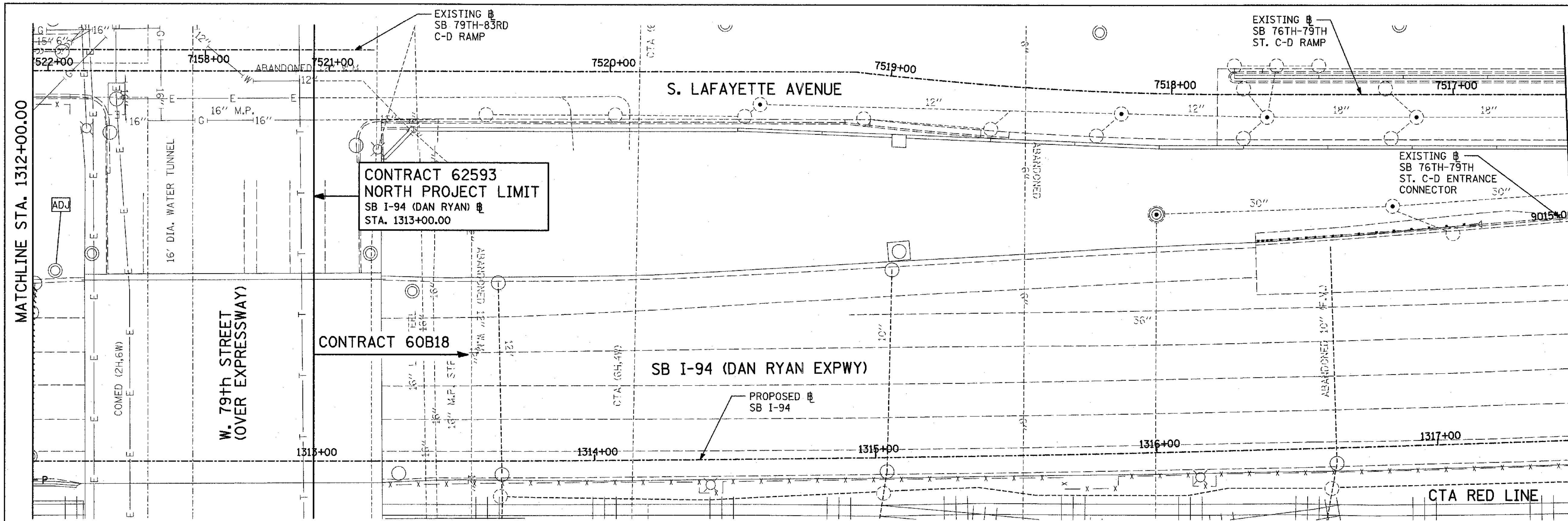
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	316
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

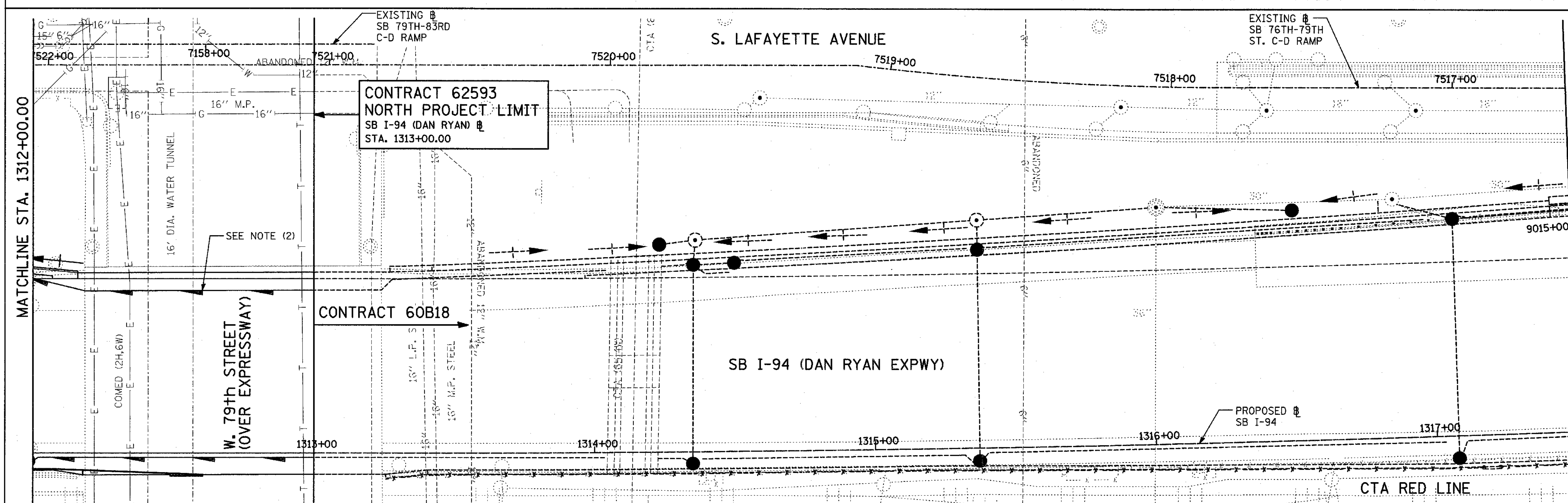
• (1516.1, 1717, & 1818) R-5

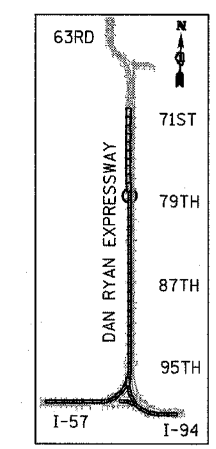
62593

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTINGS.

20 0 20 40

SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 35 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

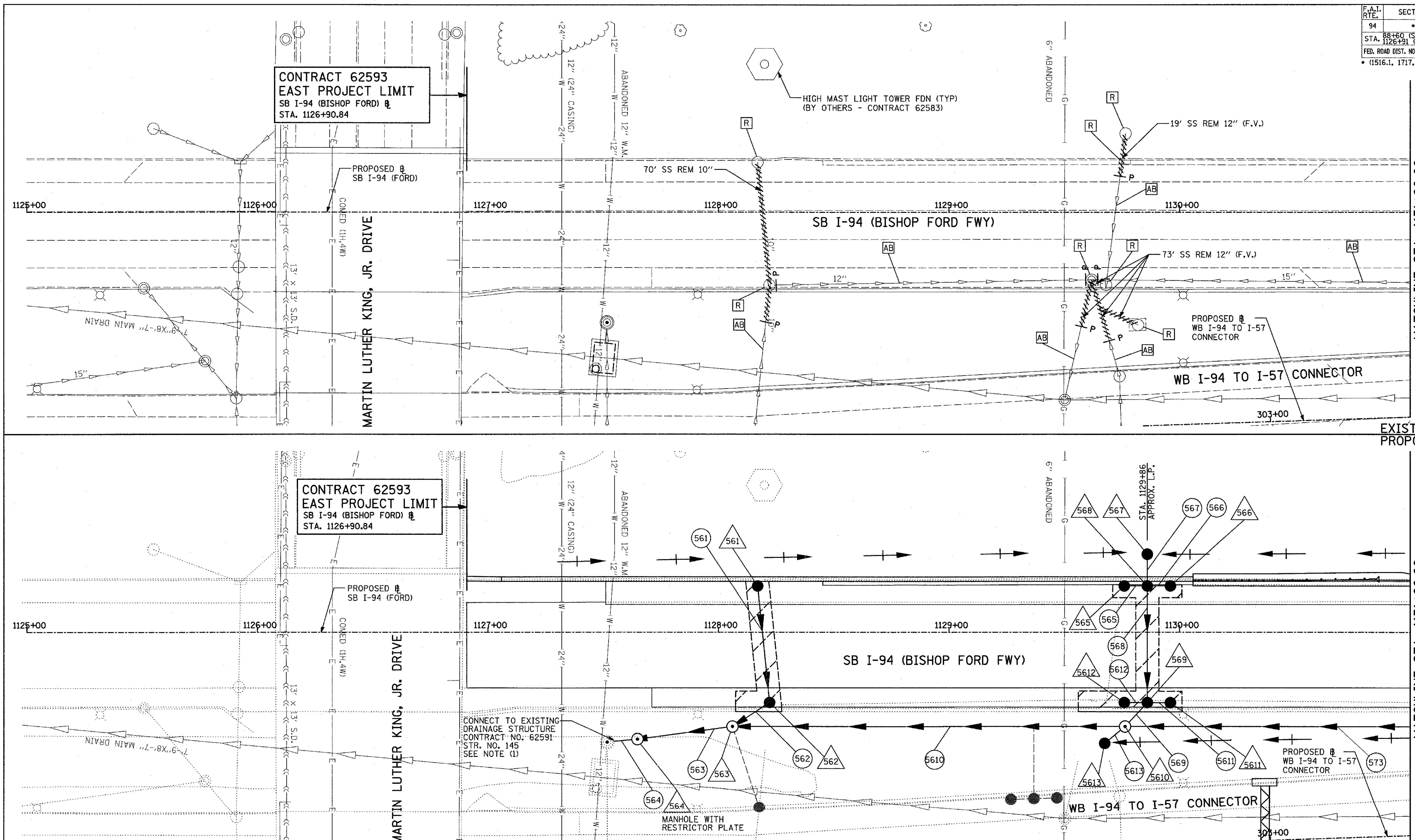
F.A.I. 94 (DAN RYAN EXPRESSWAY)

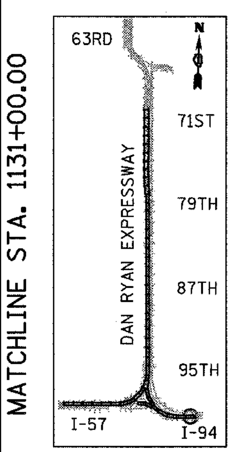
DRAINAGE AND UTILITY PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1312+00.00 TO 1317+50.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	317
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.

20 0 20 40

SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 56 OF 65~~

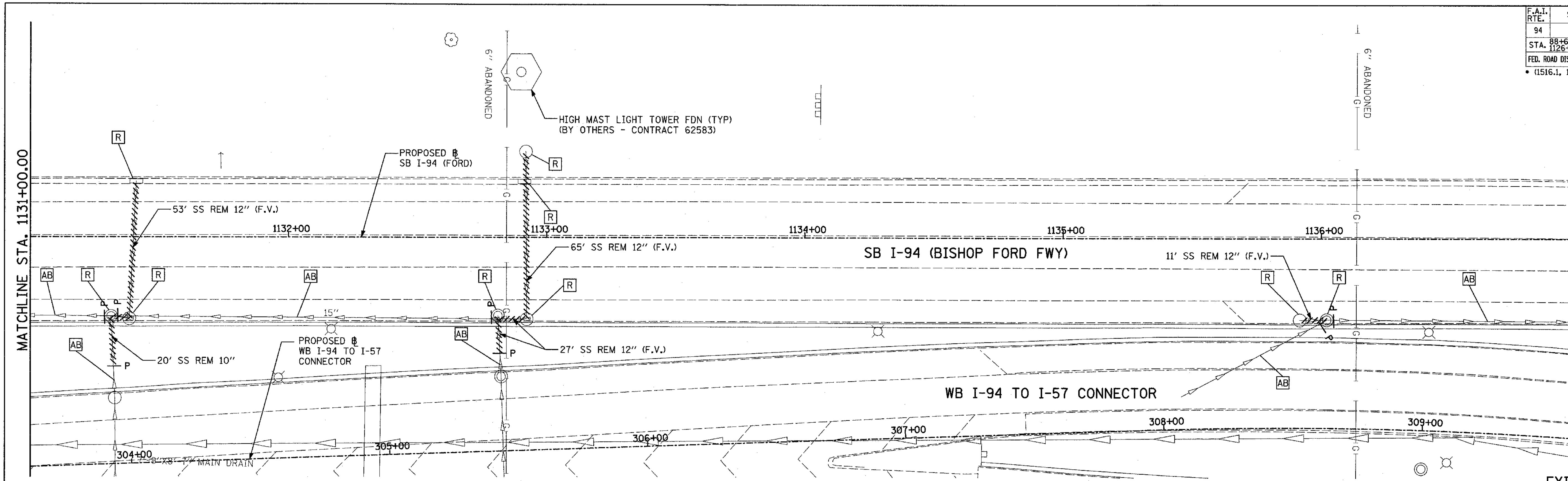
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
SB I-94 (BISHOP FORD FREEWAY
BISHOP FORD STA. 1127+00.00 TO 1131+00.00

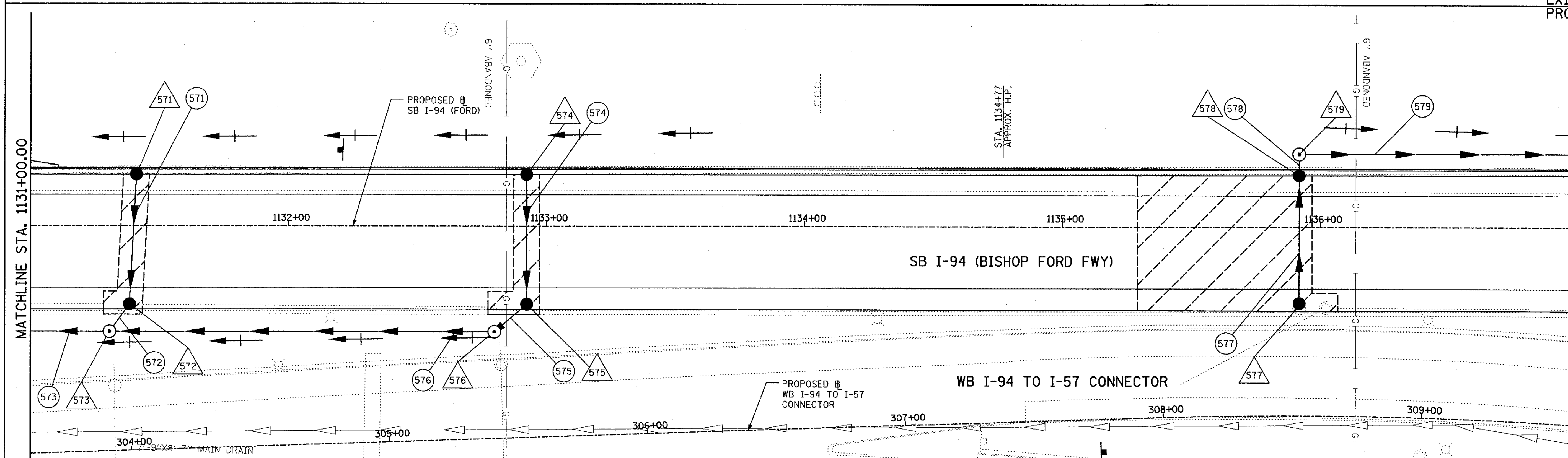
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	318
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

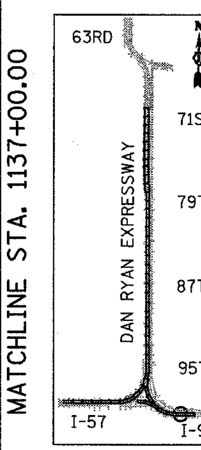
• (1516.1, 1717, & 1818) R-5 62593



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

20 0 20 40

SCALE: 1" = 20'-0"

SHEET 57 OF 65

REVISIONS	
NAME	DATE

TYLININTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN
SB I-94 (BISHOP FORD FREEWAY
BISHOP FORD STA. 1131+00.00 TO 1137+00.00

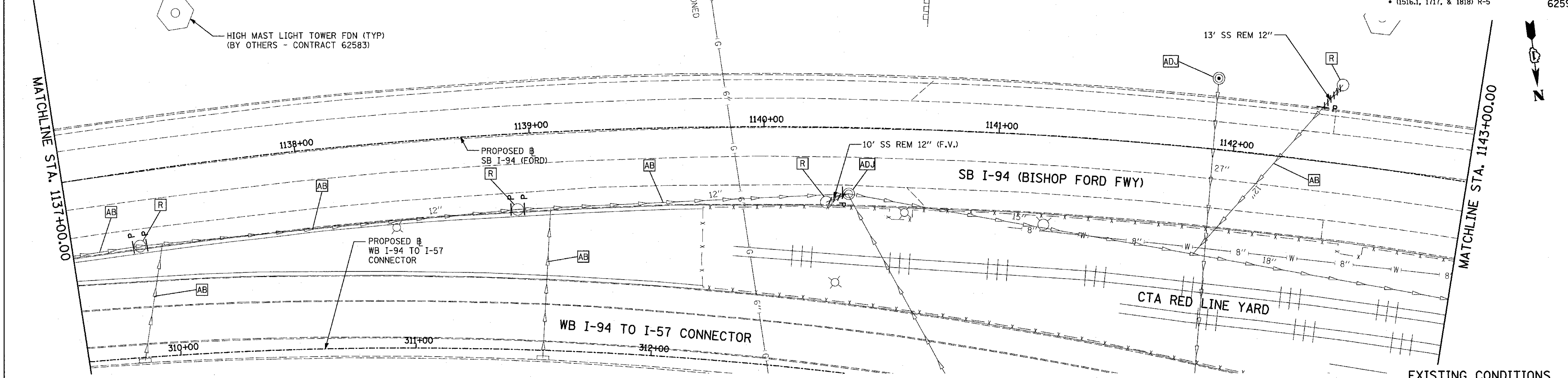
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

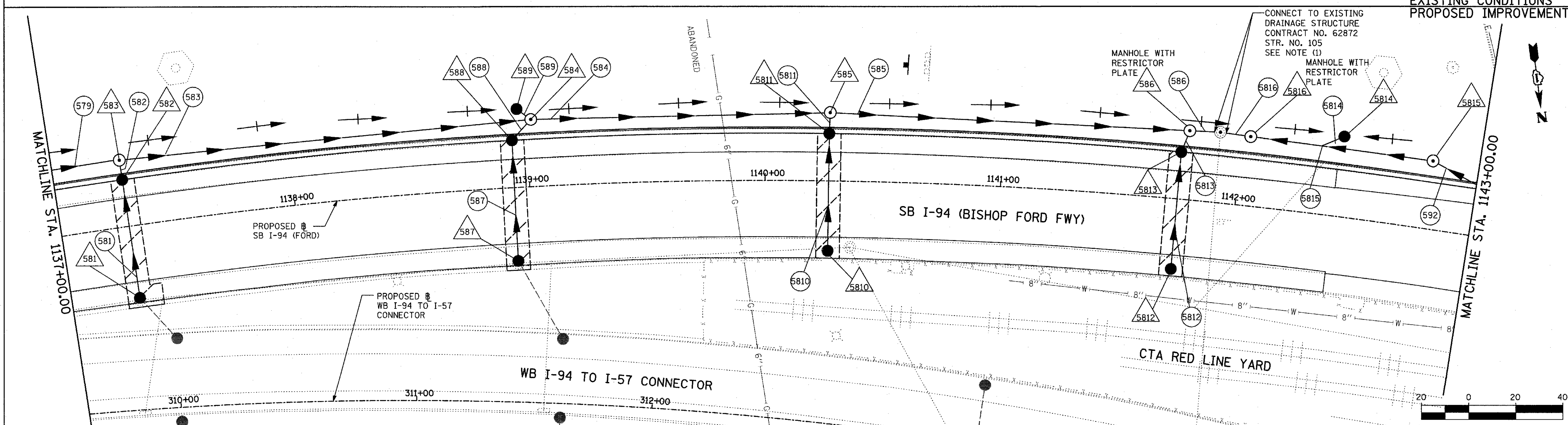
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	319

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593



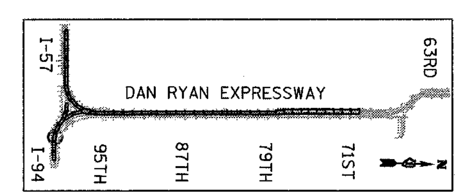


LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.



LOCATION MAP

TYLIN INTERNATIONAL

~~SHEET 58 OF 65~~

REVISIONS NAME	DATE

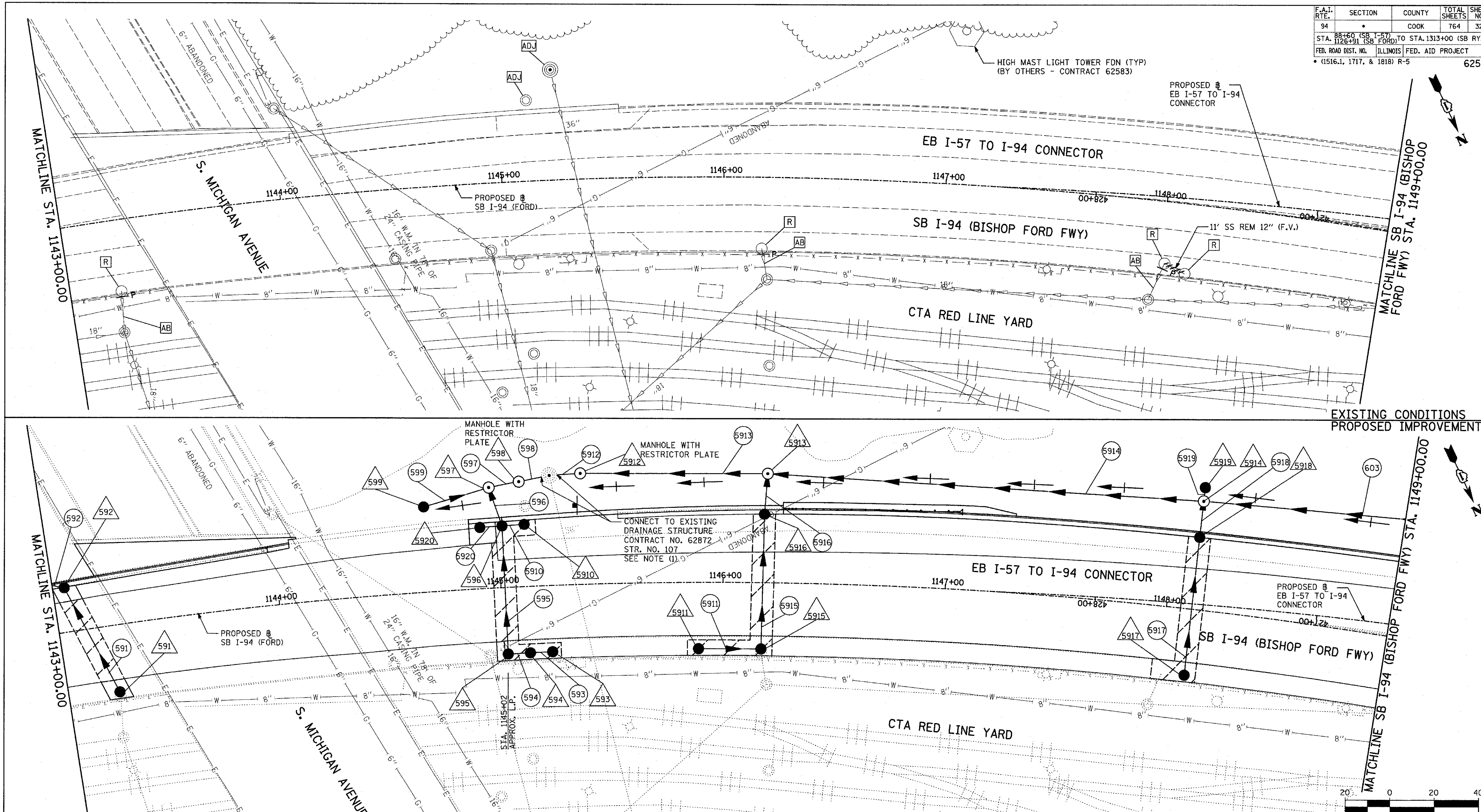
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
SB I-94 (BISHOP FORD FREEWAY)
BISHOP FORD STA. 1137+00.00 TO 1143+00.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	320
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593

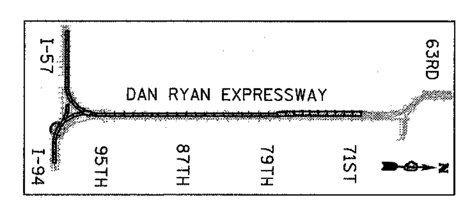


LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- (XY) PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.



LOCATION MAP

TYLIN INTERNATIONAL

~~SHEET 59 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (BISHOP FORD FREEWAY)

BISHOP FORD STA. 1143+00.00 TO 1149+00.00

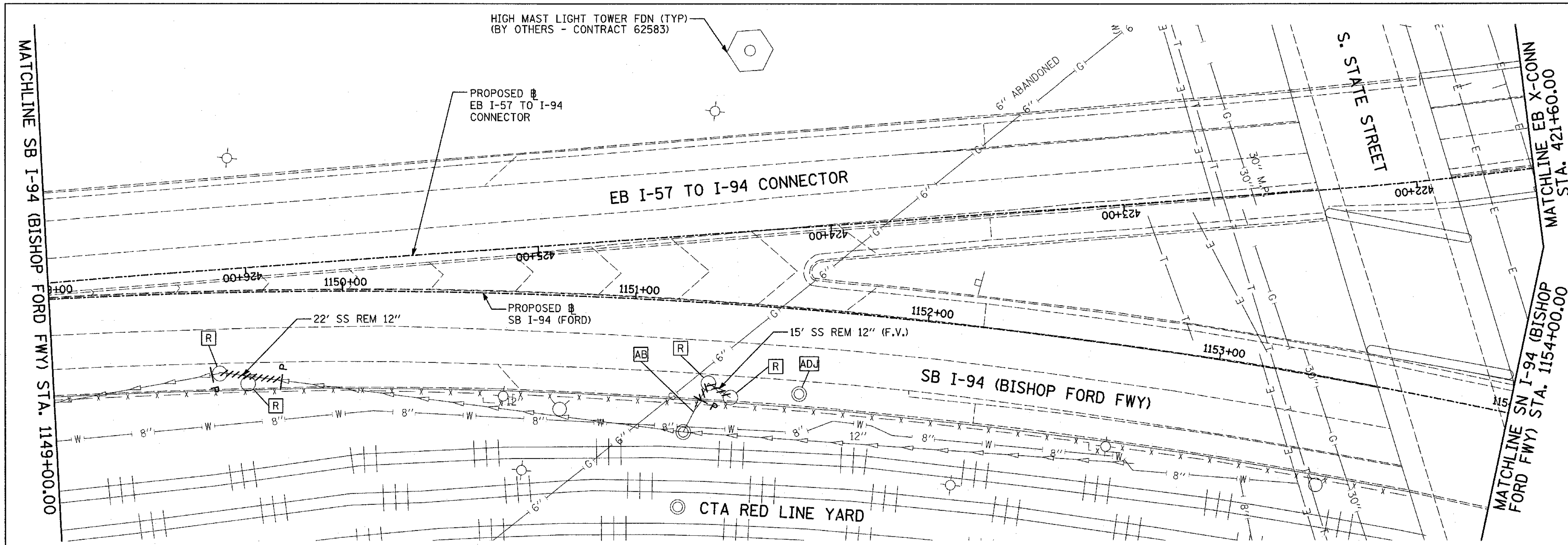
SCALE: 1"=20'   DRAWN BY: NSB

DATE: MARCH 1, 2006   CHECKED BY: DA

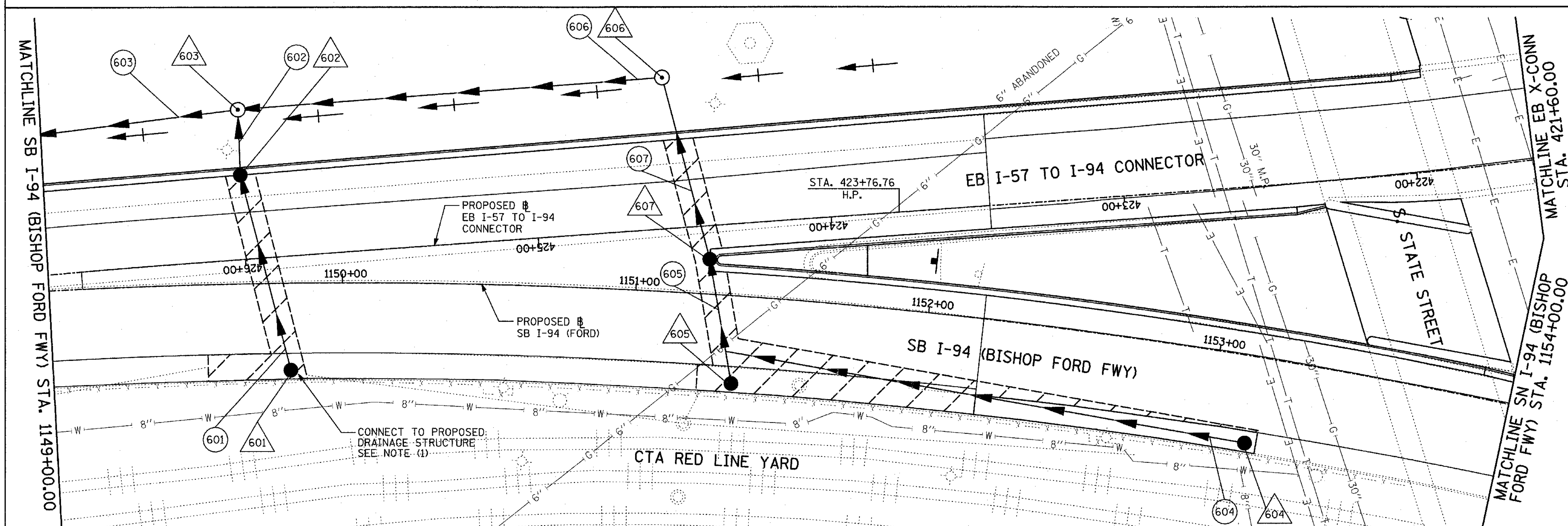
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	321
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

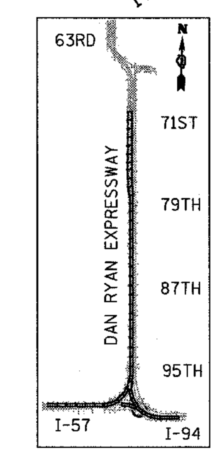
• (1516.1, 1717, & 1818) R-5 62593

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- - - - PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 60 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

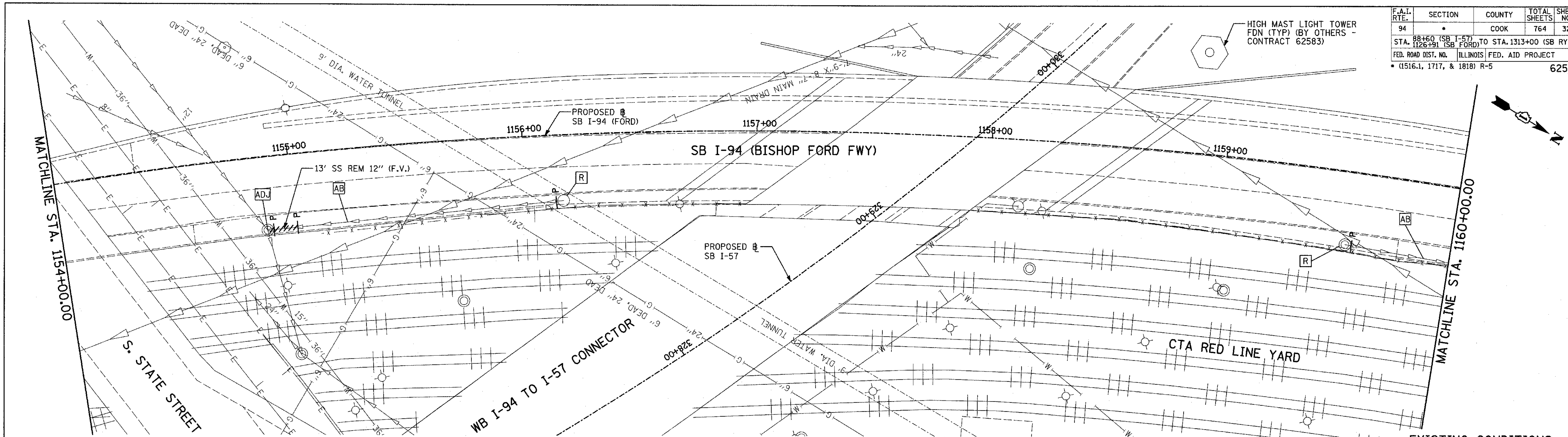
DRAINAGE AND UTILITY PLAN
SB I-94 (FORD) & EB I-57 TO I-94 CONN.
SB I-94 (FORD) STA. 1149+00.00 TO
STA. 1154+00.00 & EB CONN. STA. 421+60.00

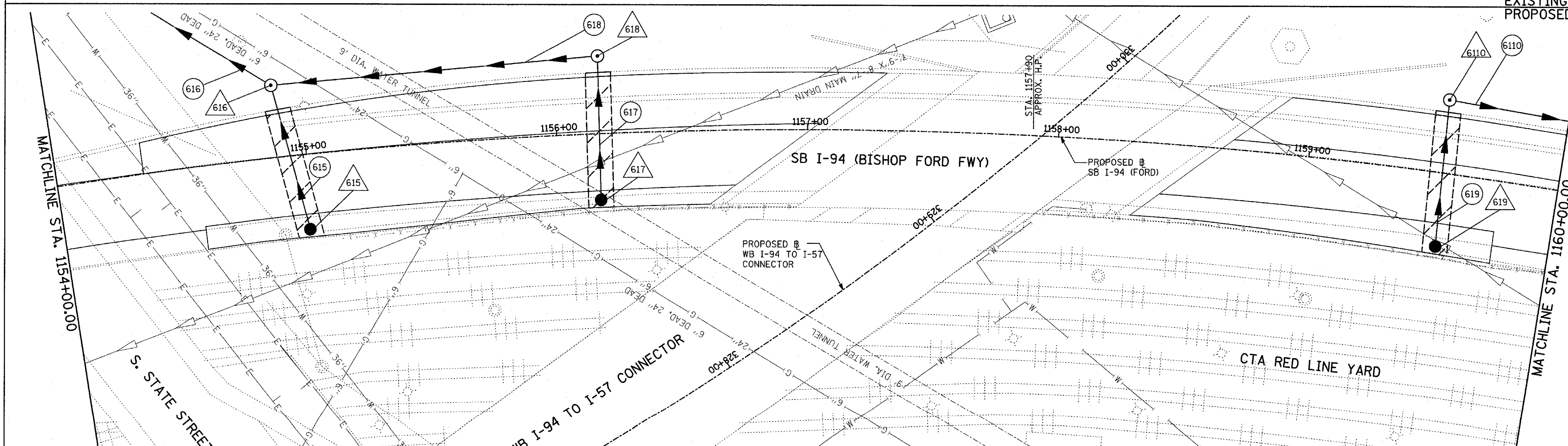
SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

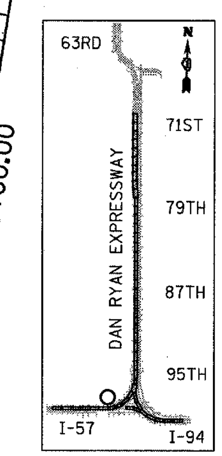
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	322
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

20 0 20 40

SCALE: 1" = 20'-0"

T·Y·LIN INTERNATIONAL

~~SHEET 61 OF 65~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

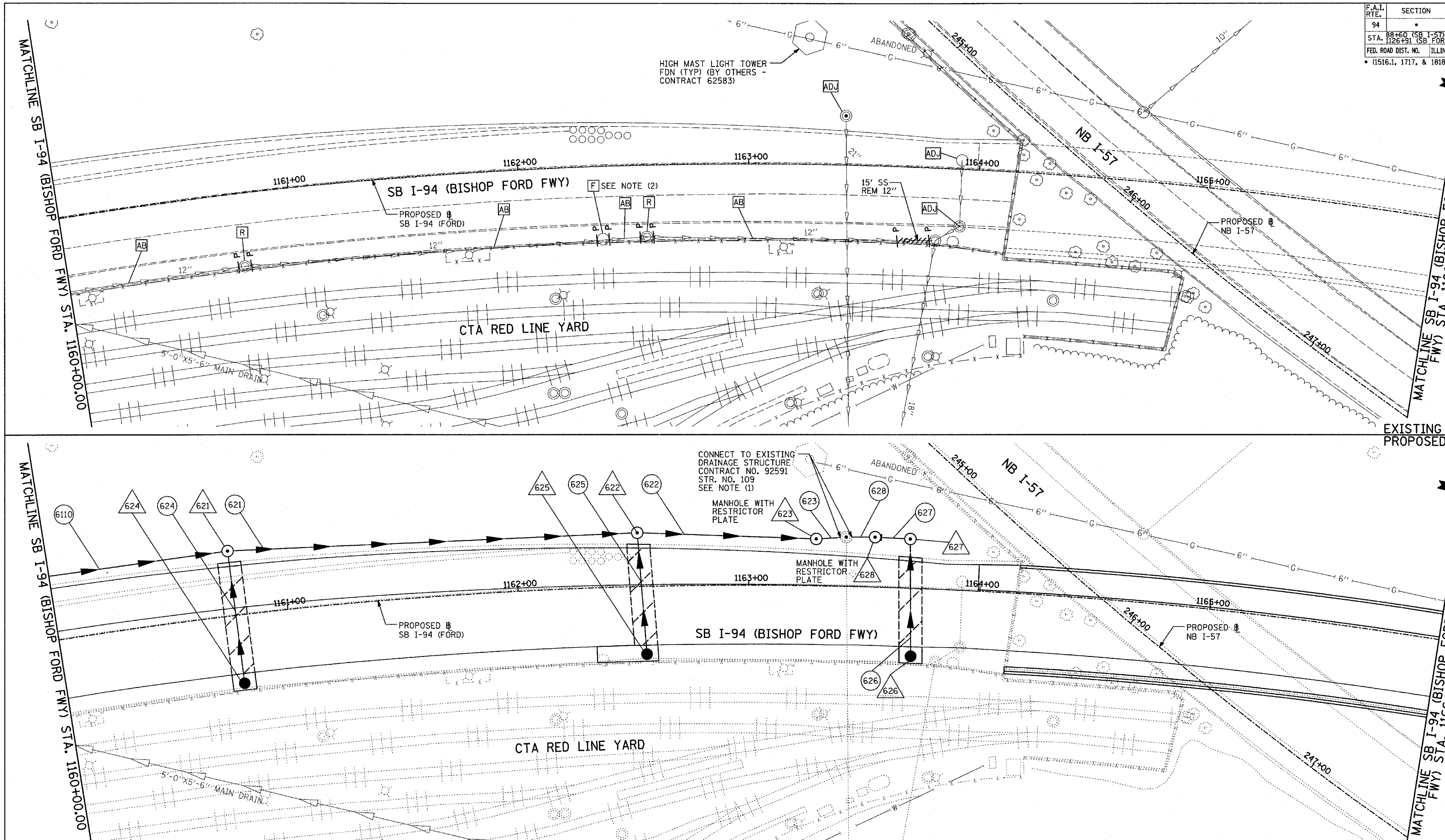
SB I-94 (BISHOP FORD FREEWAY

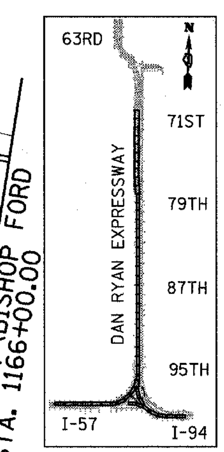
BISHOP FORD STA. 1154+00.00 TO 1160+00.00

SCALE: 1"=20' DRAWN BY: NSB

DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	323
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- (XY) PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. CORE DRILL AND CONNECT TO EXISTING DRAINAGE STRUCTURE. CONNECTION COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
2. COST TO REMOVE FRAME AND GRATE SHALL BE INCLUDED IN THE COST TO FILL THE DRAINAGE STRUCTURE.

20 0 20 40

SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 62 OF 65~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN

SB I-94 (BISHOP FORD FWY)

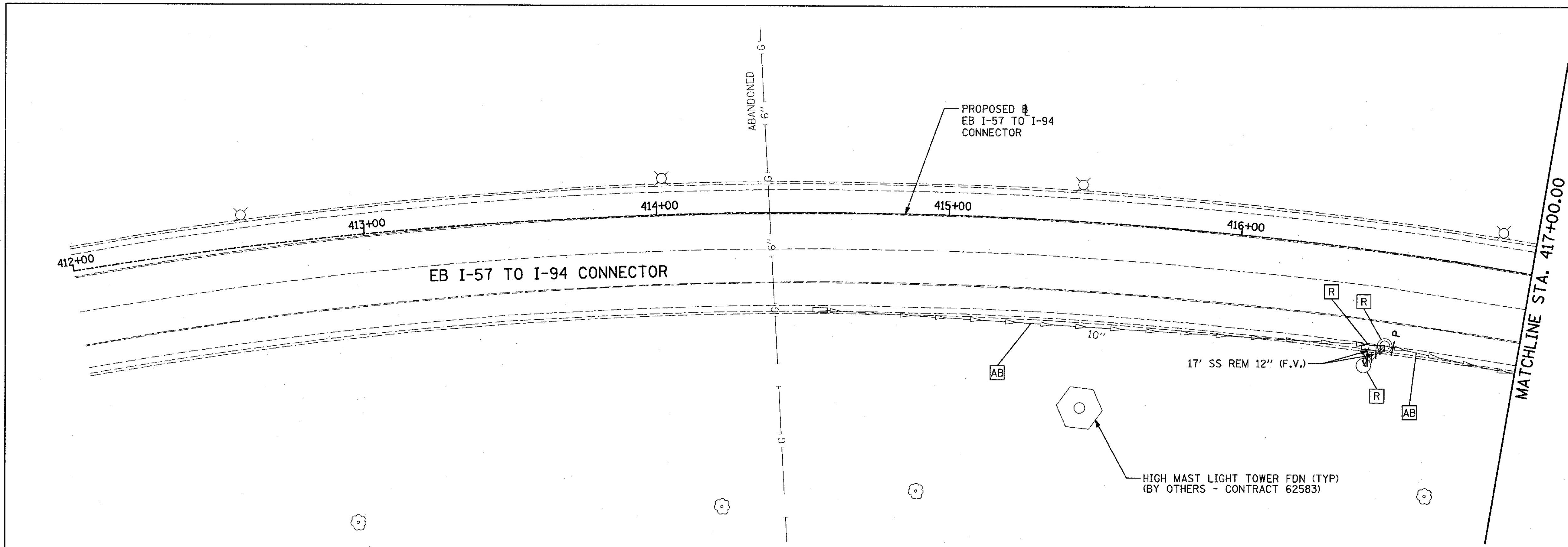
BISHOP FORD STA. 1160+00.00 TO 1166+00.00

SCALE: 1"=20' DRAWN BY: NSB

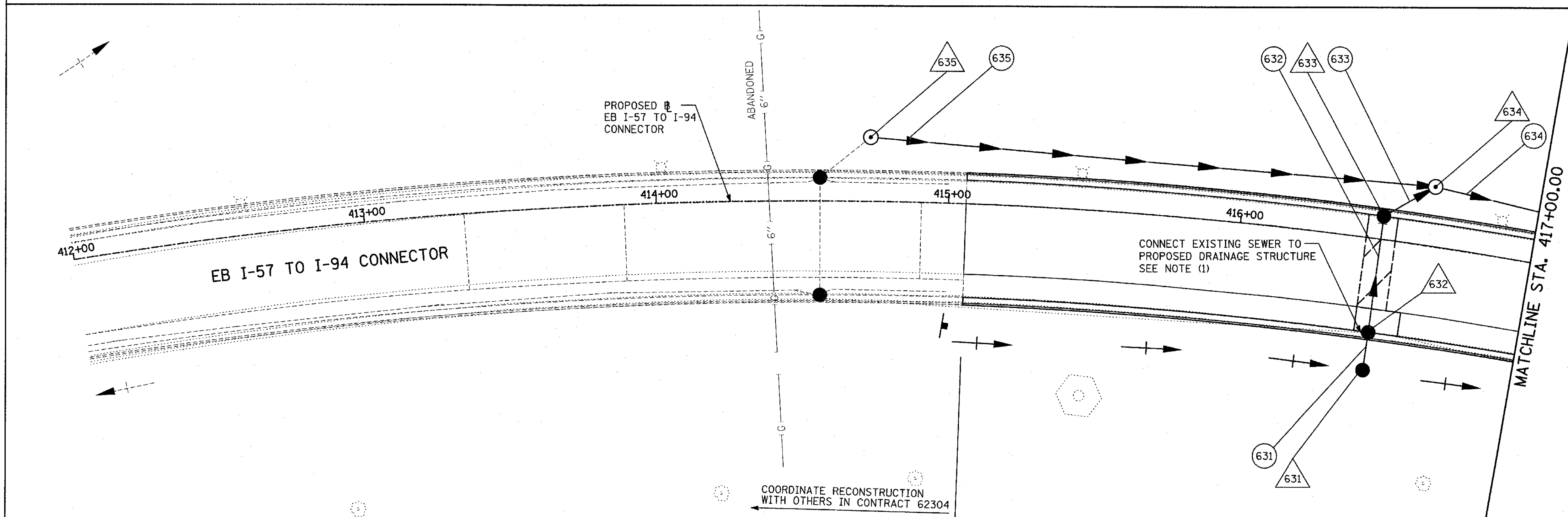
DATE: MARCH 1, 2006 CHECKED BY: DA

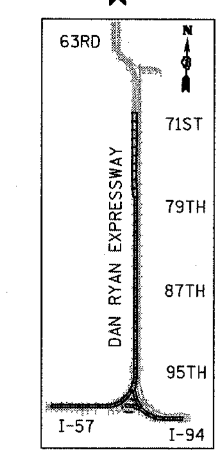
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	324
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S PIPE STUBOUT TO BE PLUGGED
- P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

NOTES:

1. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.

20 0 20 40

SCALE: 1" = 20'-0"

TYLIN INTERNATIONAL

~~SHEET 63 OF 65~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

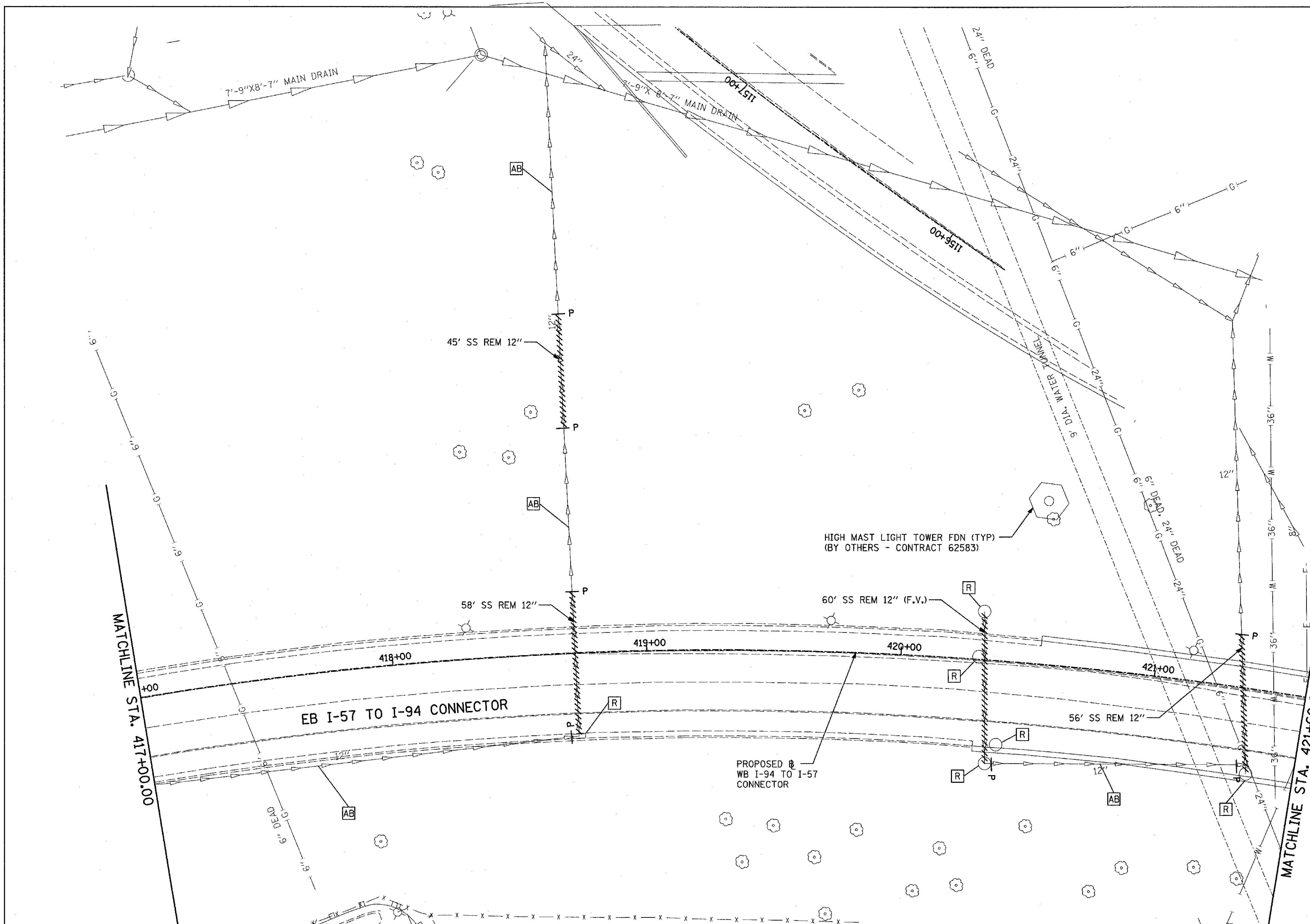
F.A.I. 94 (DAN RYAN EXPRESSWAY)

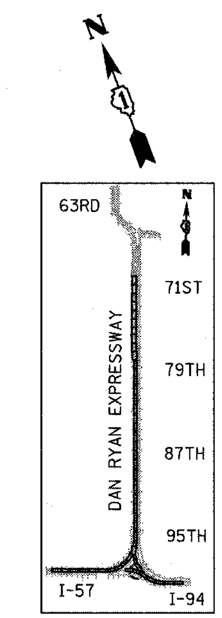
DRAINAGE AND UTILITY PLAN
EB I-57 TO I-94 CONNECTOR
EB CONN. STA. 415+06.00 TO 417+00.00

SCALE: 1"=20' DRAWN BY: NSB
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	325
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURREN CONTRACT 62304
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURREN CONTRACT 62304

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 64 OF 65~~

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY EXISTING PLAN
EB I-57 TO I-94 CONNECTOR
EB CONN. STA. 417+00.00 TO 421+60.00

SCALE: 1"=20' DRAWN BY: NSB

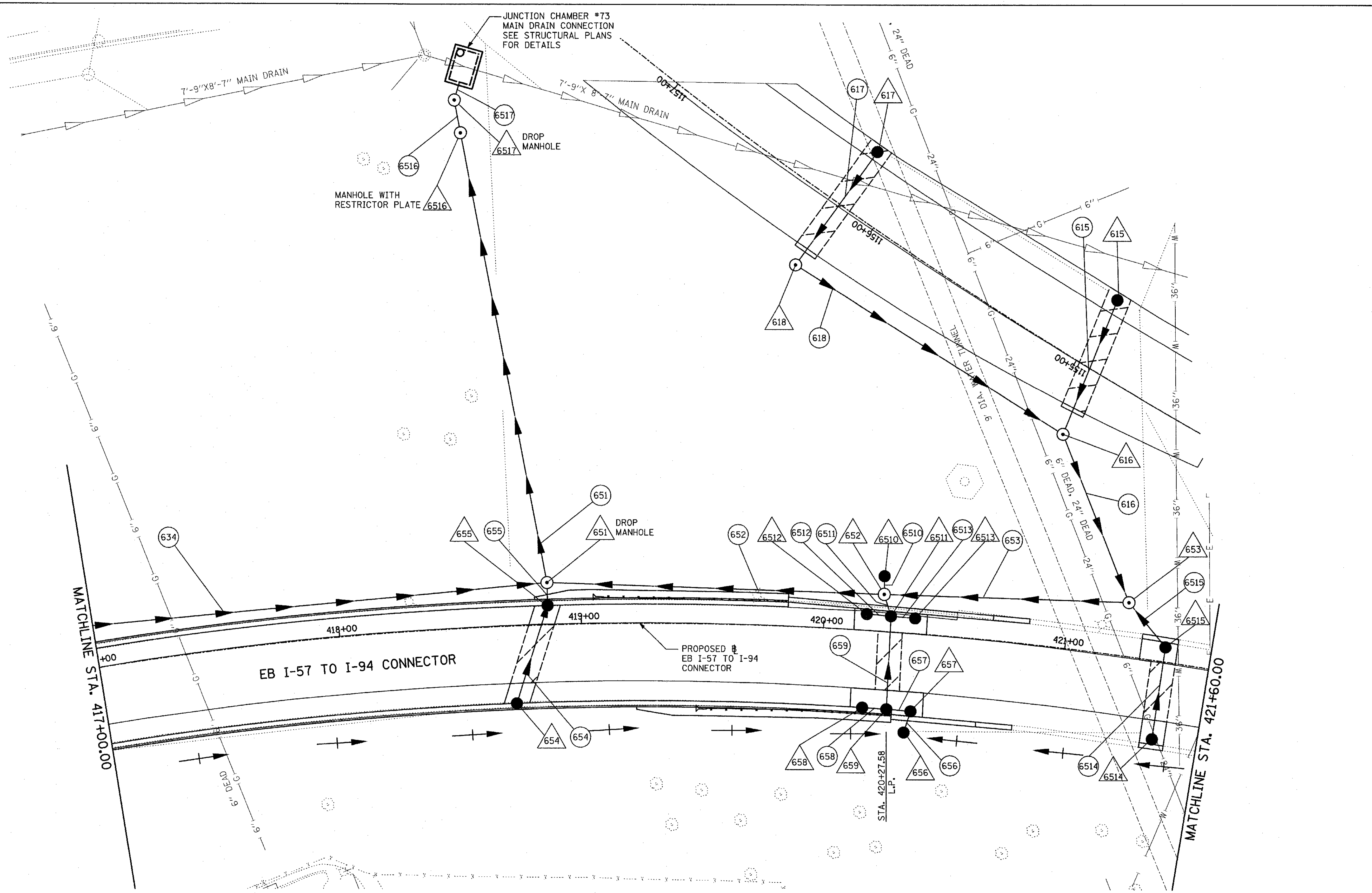
DATE: MARCH 1, 2006 CHECKED BY: DA

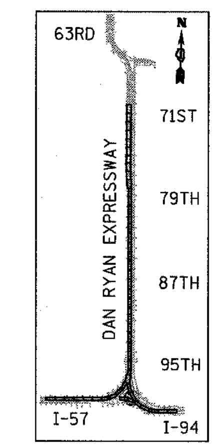
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	326
STA. 98+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

LEGEND:

- EXISTING COMBINED SEWER
- (XY) PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- △XY PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- S ⊢ PIPE STUBOUT TO BE PLUGGED
- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- ● PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62304
- - - - PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62304

20 0 20 40

SCALE: 1" = 20'-0"

~~SHEET 65 OF 65~~

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

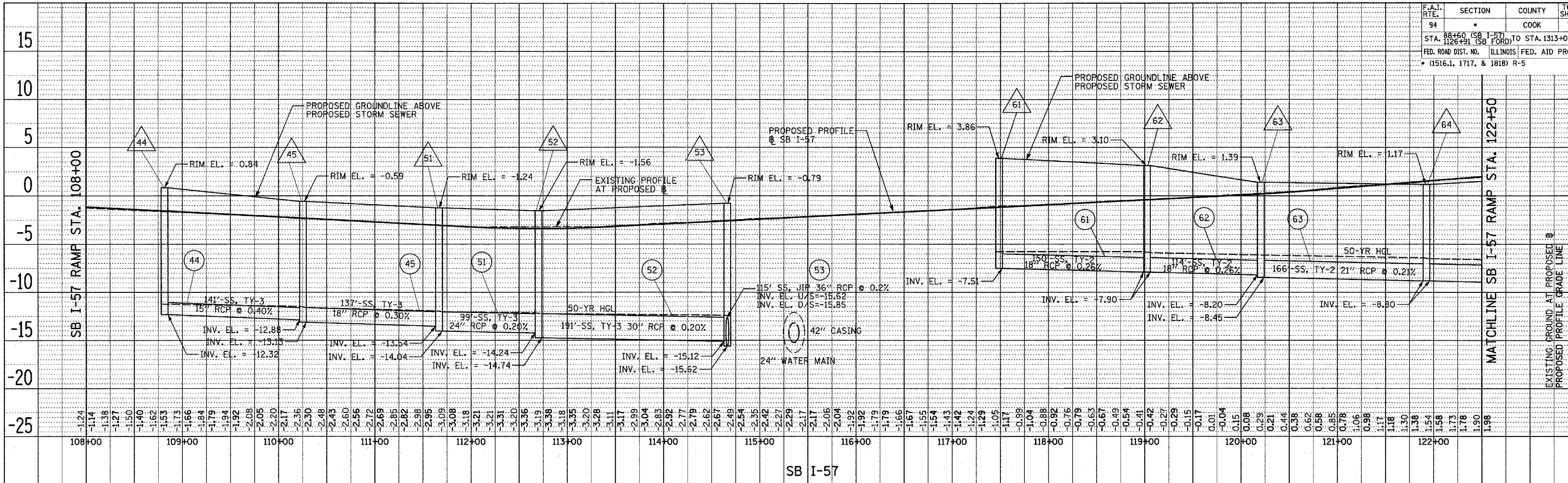
F.A.I. 94 (DAN RYAN EXPRESSWAY)

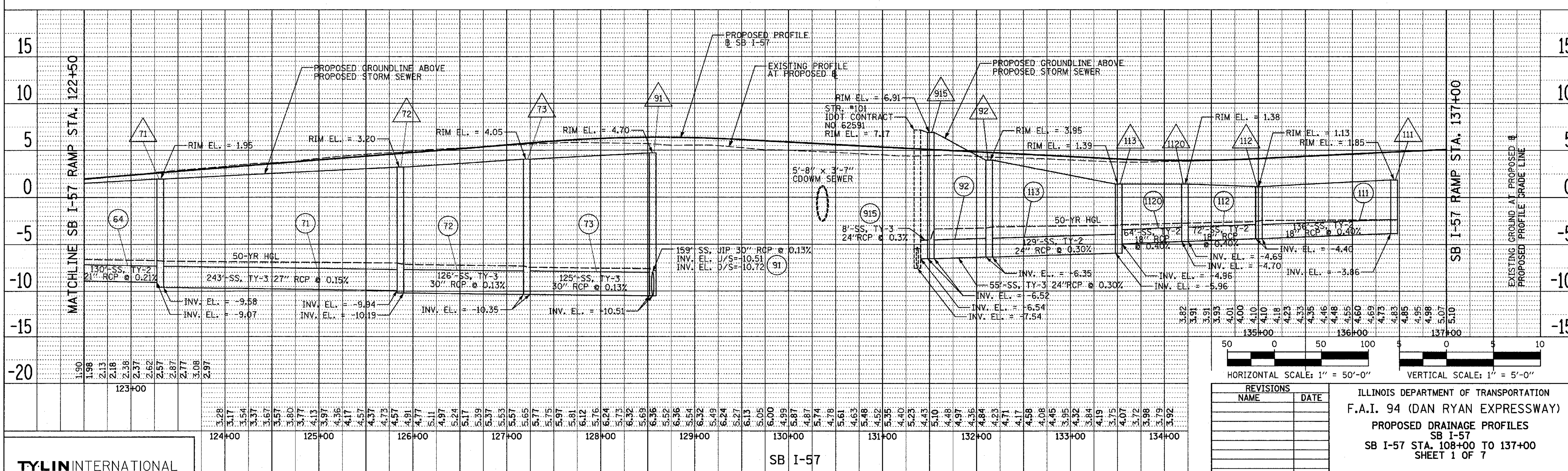
DRAINAGE AND UTILITY PROPOSED PLAN
EB I-57 TO I-94 CONNECTOR
EB CONN. STA. 417+00.00 TO 421+60.00

SCALE: 1"=20' DRAWN BY: NSB

DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	327
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-5				62593





HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

REVISIONS	
NAME	DATE

TYLININTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB I-57
SB I-57 STA. 108+00 TO 137+00
SHEET 1 OF 7

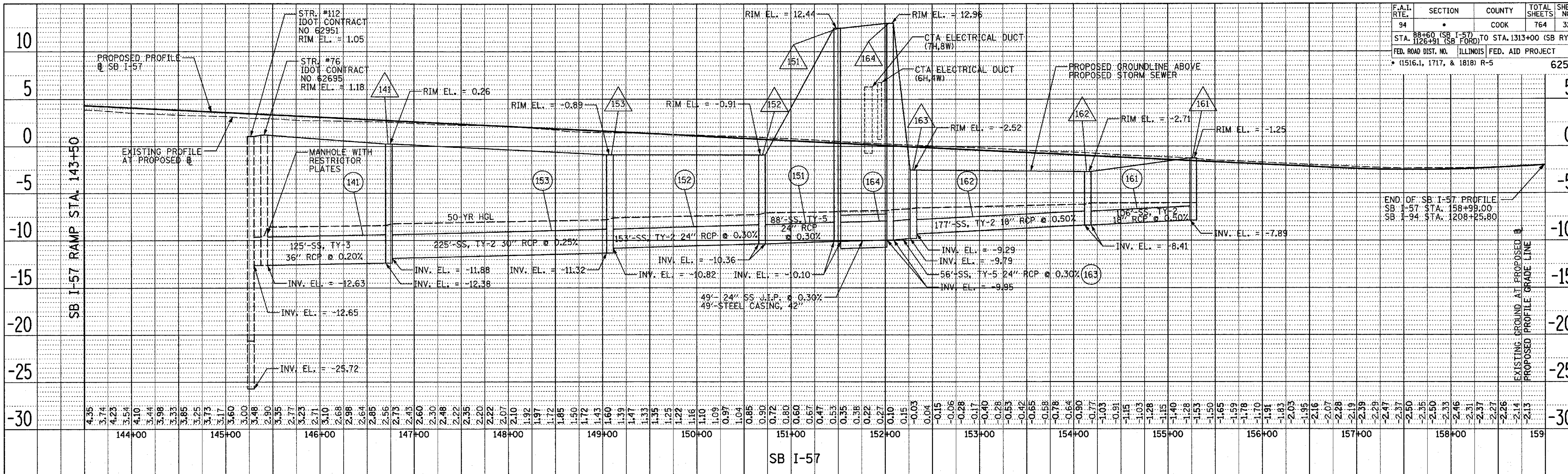
SCALE: 1"=50' HORIZ. 1"=5' VERT.
DATE: MARCH 1, 2006
DRAWN BY: RJD/NSB
CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	328

STA. 88+60 (SB I-57) / 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593



50 0 50 100 HORIZONTAL SCALE: 1" = 50'-0"

5 0 5 10 VERTICAL SCALE: 1" = 5'-0"

REVISIONS NAME	DATE

T·Y·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB I-57
SB I-57 STA. 143+50 TO 158+99
SHEET 2 OF 7

SCALE: 1"=50' HORIZ. 1"=5' VERT. DRAWN BY: RJD/NSB

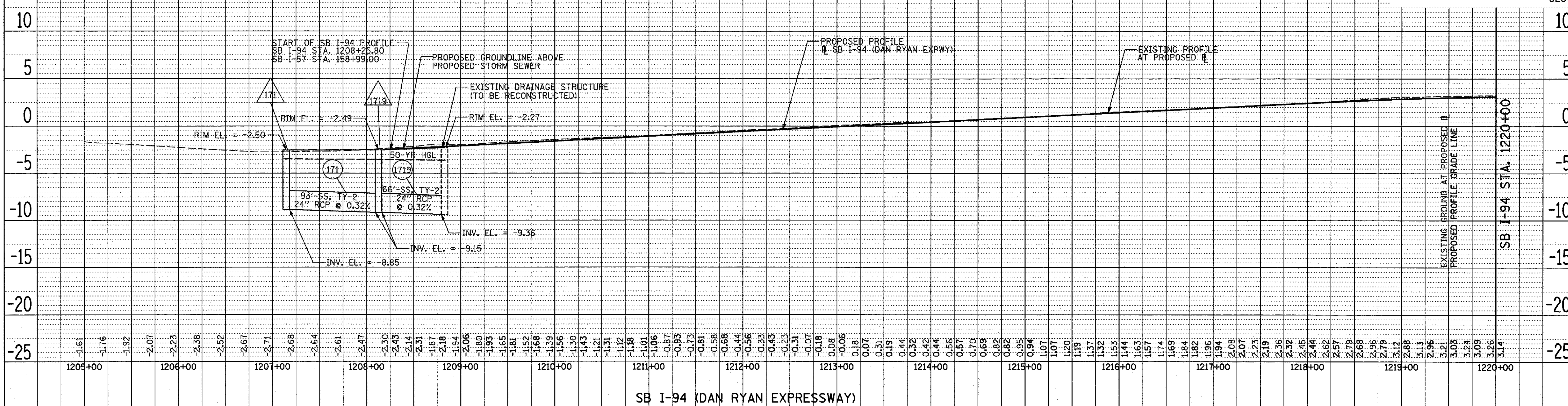
DATE: MARCH 1, 2006 CHECKED BY: DA

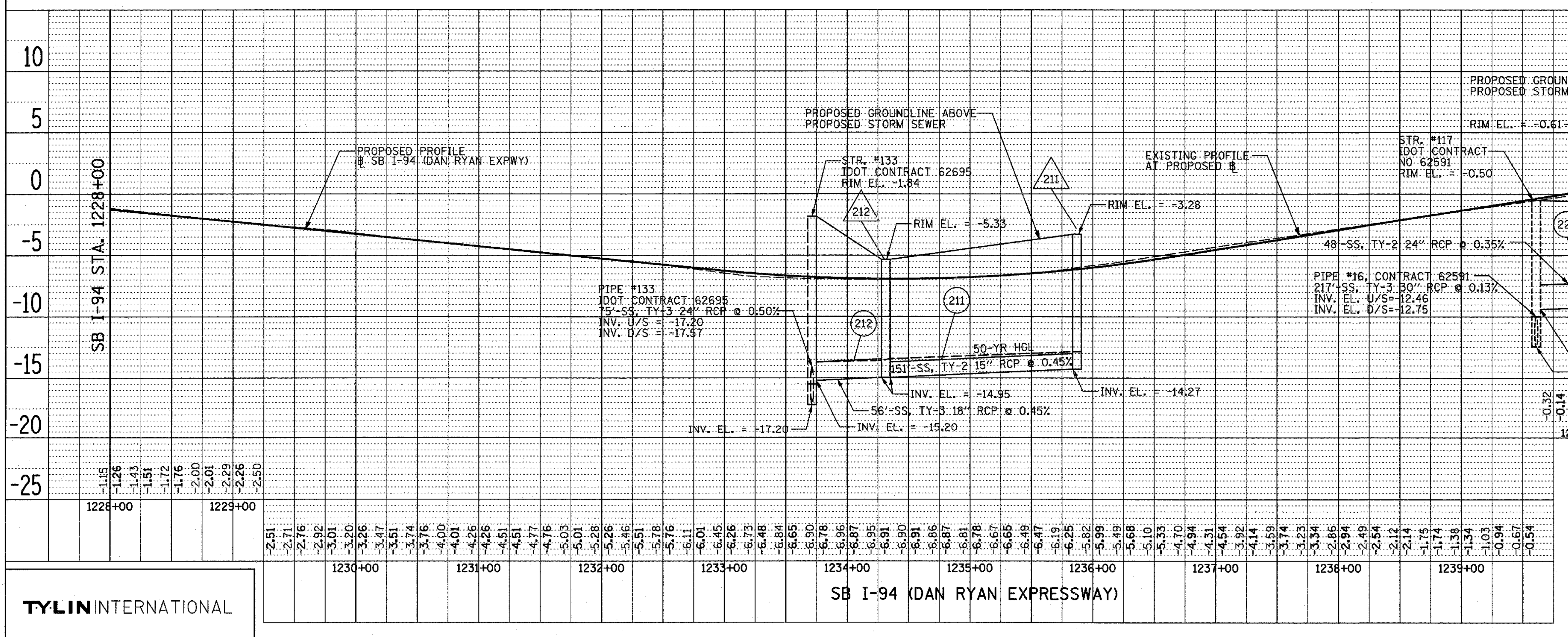
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	329

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (1516.1, 1717, & 1818) R-5 62593





REVISIONS NAME	DATE

TYLININTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1208+26 TO 1220+00
AND STA. 1228+00 TO 1243+00
SHEET 3 OF 7

SCALE: 1"=50' HORIZ. 1"=5' VERT. DRAWN BY: NSB

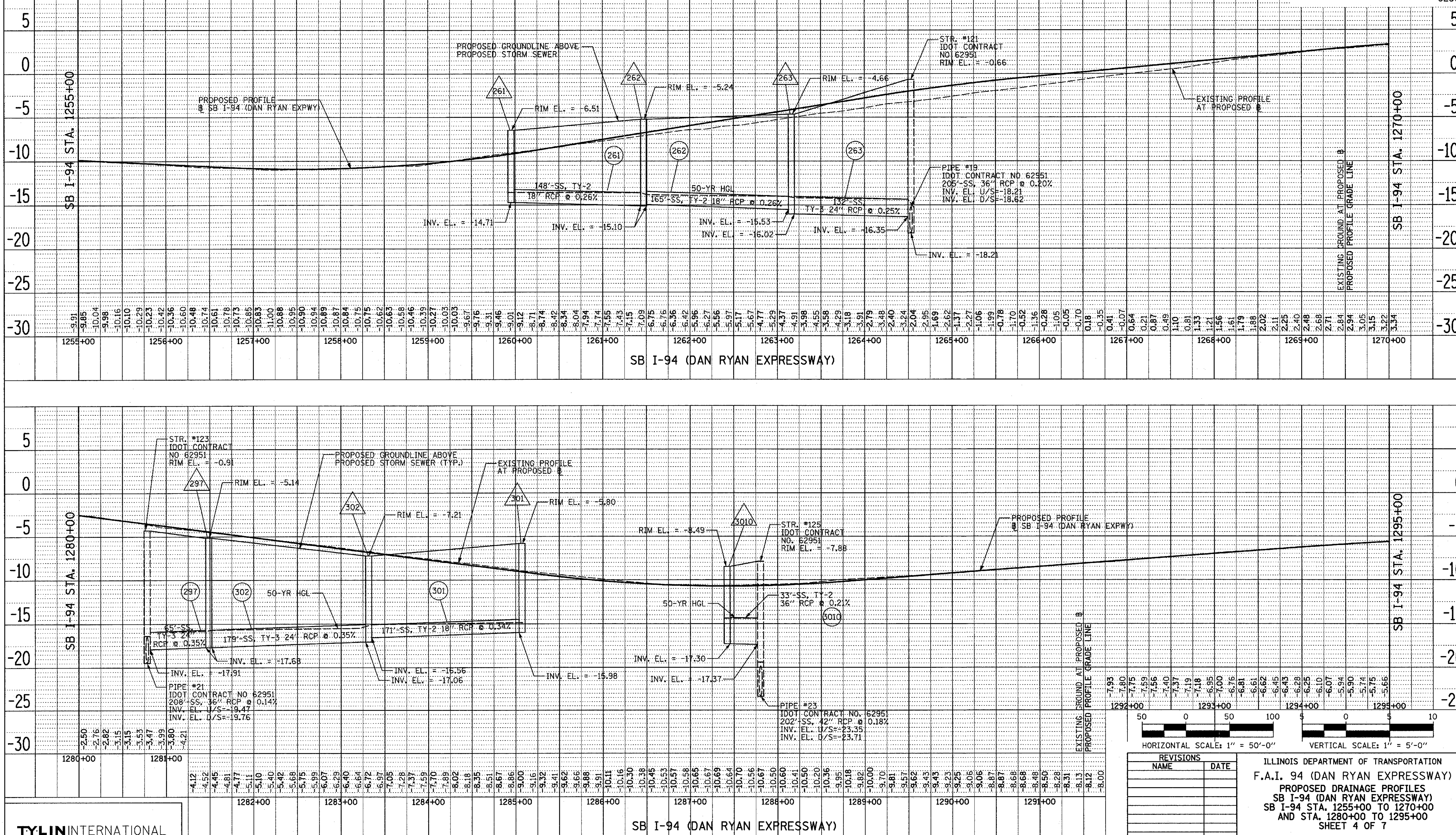
DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	330

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 — 62593



T·Y·LIN INTERNATIONAL

REVISIONS — NAME | DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1255+00 TO 1270+00
AND STA. 1280+00 TO 1295+00
SHEET 4 OF 7

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DRAWN BY: RJD/NSB
DATE: MARCH 1, 2006
CHECKED BY: DA

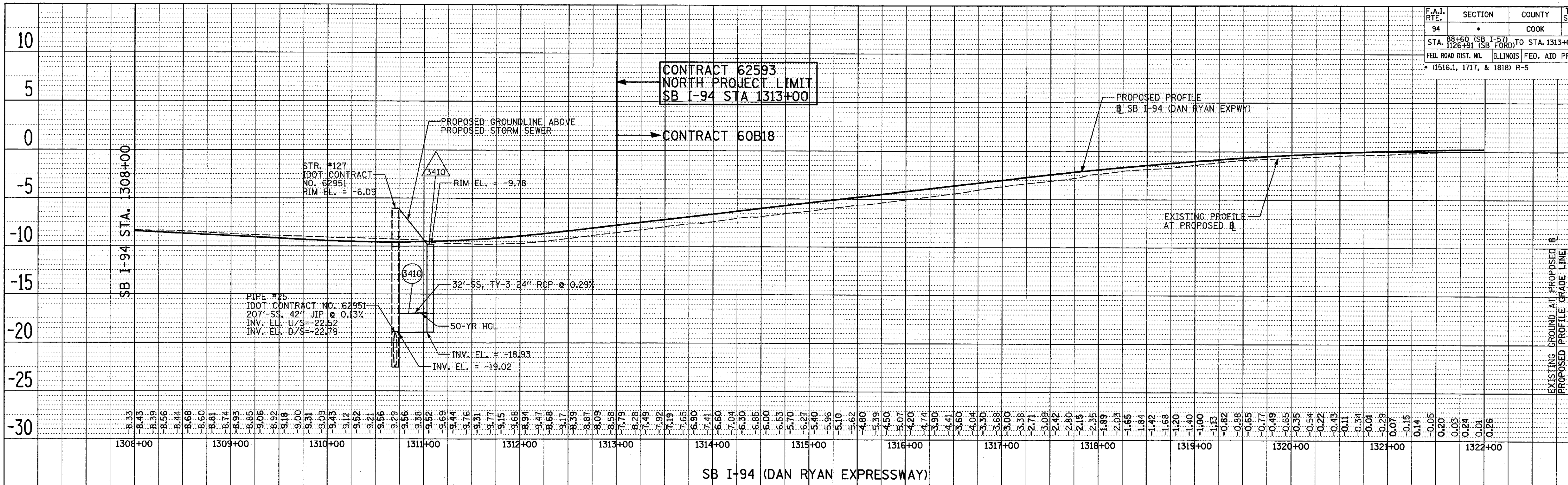
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	331

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

* (1516.1, 1717, & 1818) R-5

62593



HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB I-94 (DAN RYAN EXPRESSWAY)
SB I-94 STA. 1308+00 TO 1313+00
SHEET 5 OF 7

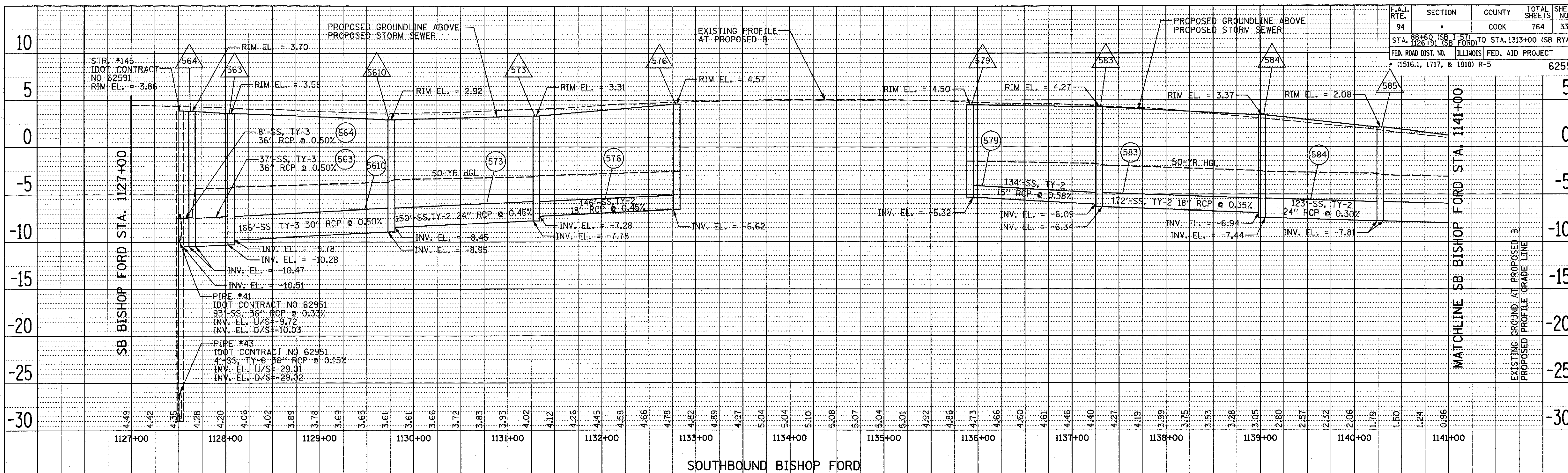
SCALE: 1"=50' HORIZ. 1"=5' VERT.

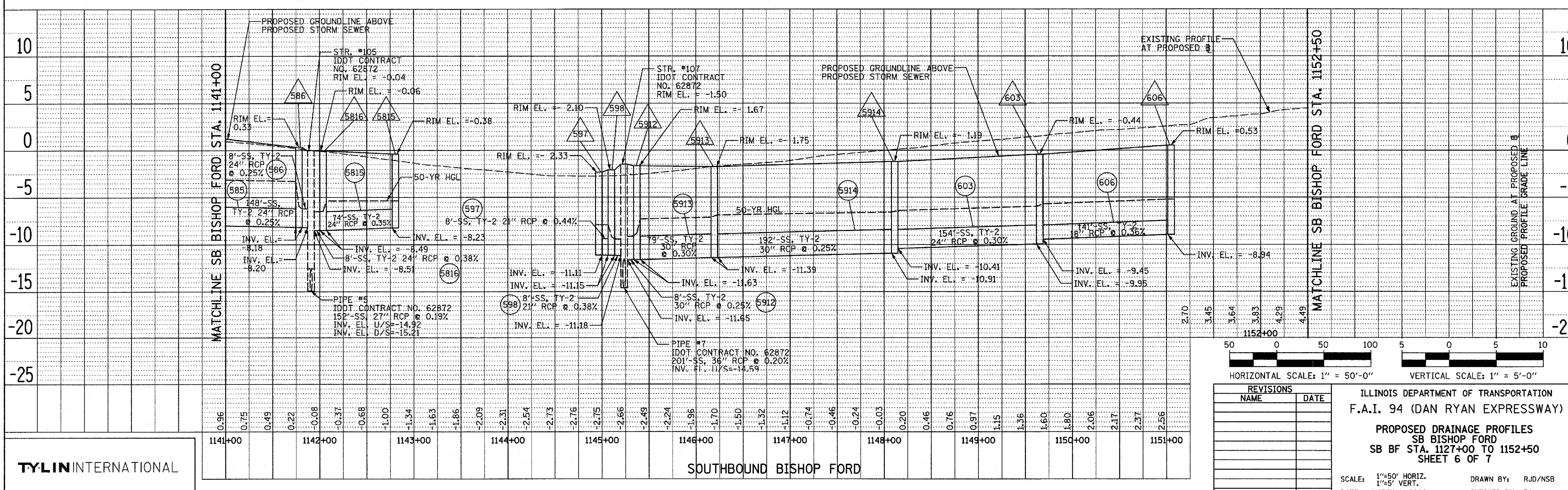
DRAWN BY: RJD/NSB

DATE: MARCH 1, 2006

CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	332
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593





HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PROPOSED DRAINAGE PROFILES
SB BISHOP FORD
SB BF STA. 1127+00 TO 1152+50
SHEET 6 OF 7

SCALE: 1"=50' HORIZ. 1"=5' VERT. DRAWN BY: RJD/NSB

DATE: MARCH 1, 2006 CHECKED BY: DA

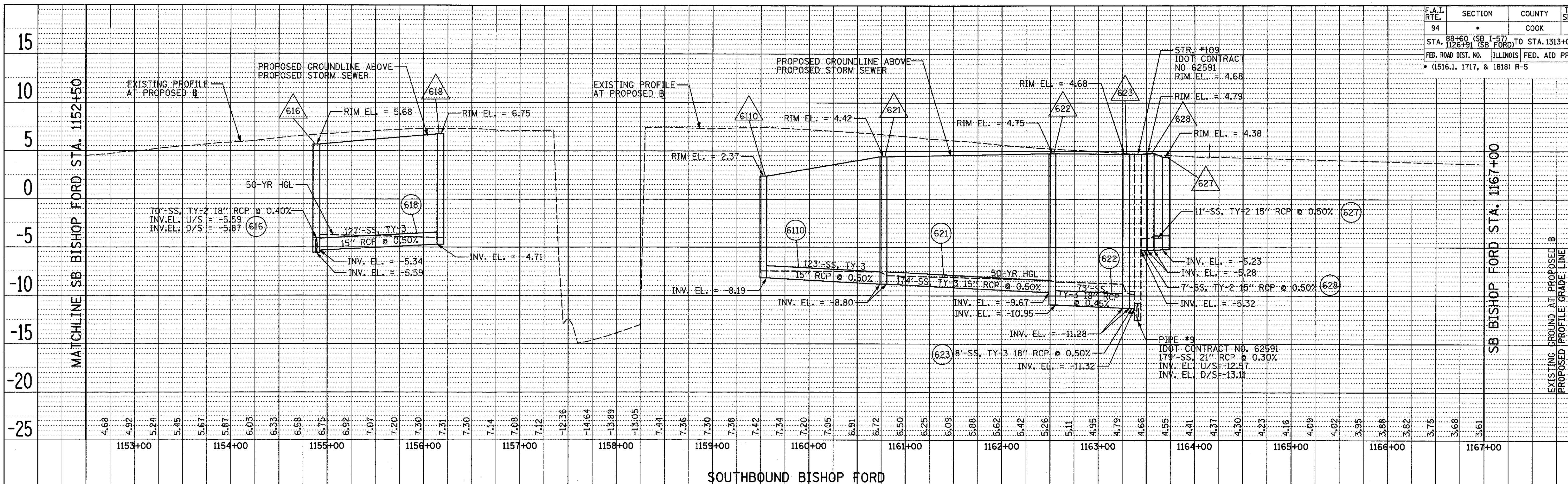
PLAN | NOTE BOOK | NO. | SURVEYED | PLOTTED | ALIGNMENT CHECKED | R/T. OF WAY CHECKED | CADD FILE NAME | BY | DATE

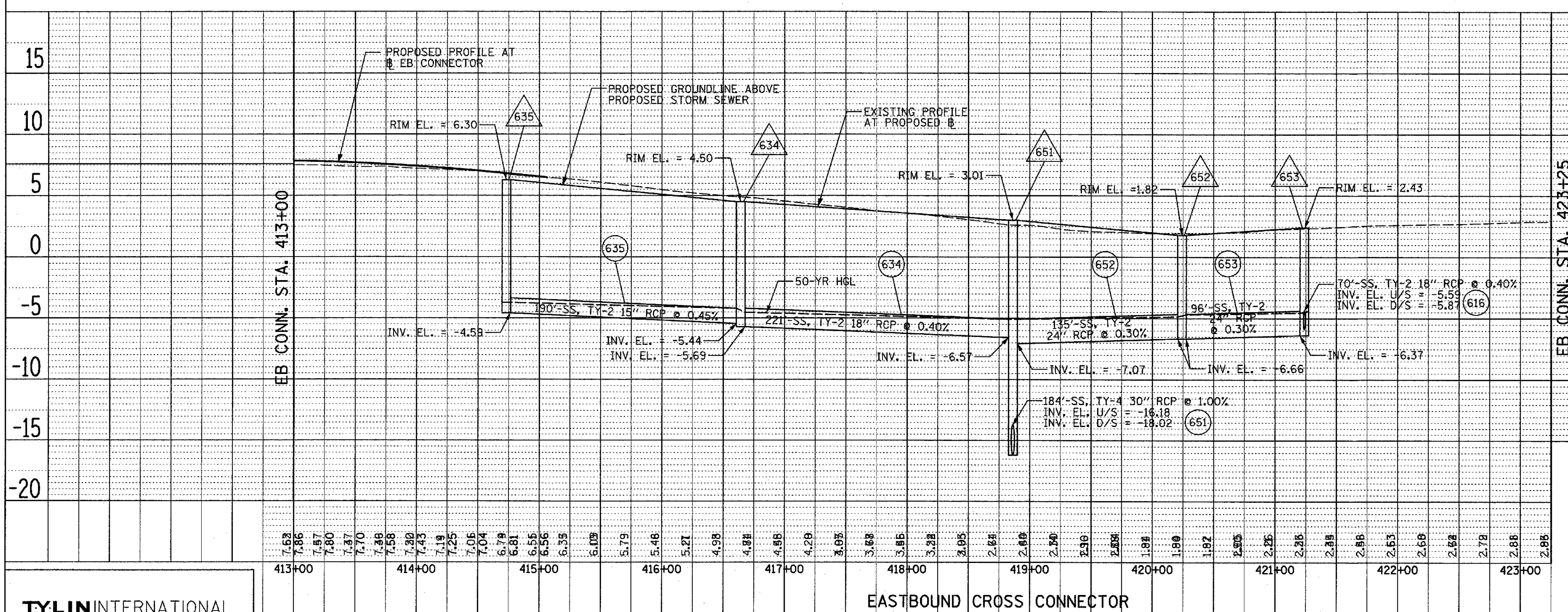
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	333

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593





HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

PLAN NOTE BOOK NO. SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED CADD FILE NAME BY DATE

PLAN NOTE BOOK NO. SURVEYED PLOTTED ALIGNMENT CHECKED RT. OF WAY CHECKED CADD FILE NAME BY DATE

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

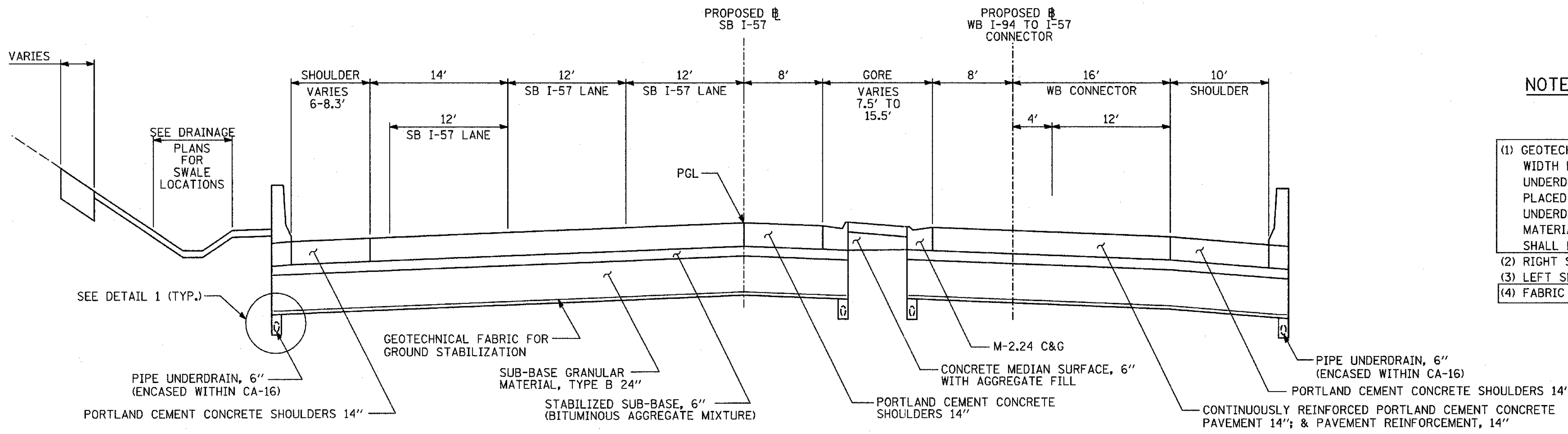
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED DRAINAGE PROFILES
SB BISHOP FORD
SB BF STA. 1152+50 TO 1167+00
AND EASTBOUND CONNECTOR
EB CONN. STA. 413+00 TO 423+25
SHEET 7 OF 7

SCALE: 1"=50' HORIZ. 1"=5' VERT. DRAWN BY: RJD/NSB

DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	334
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593

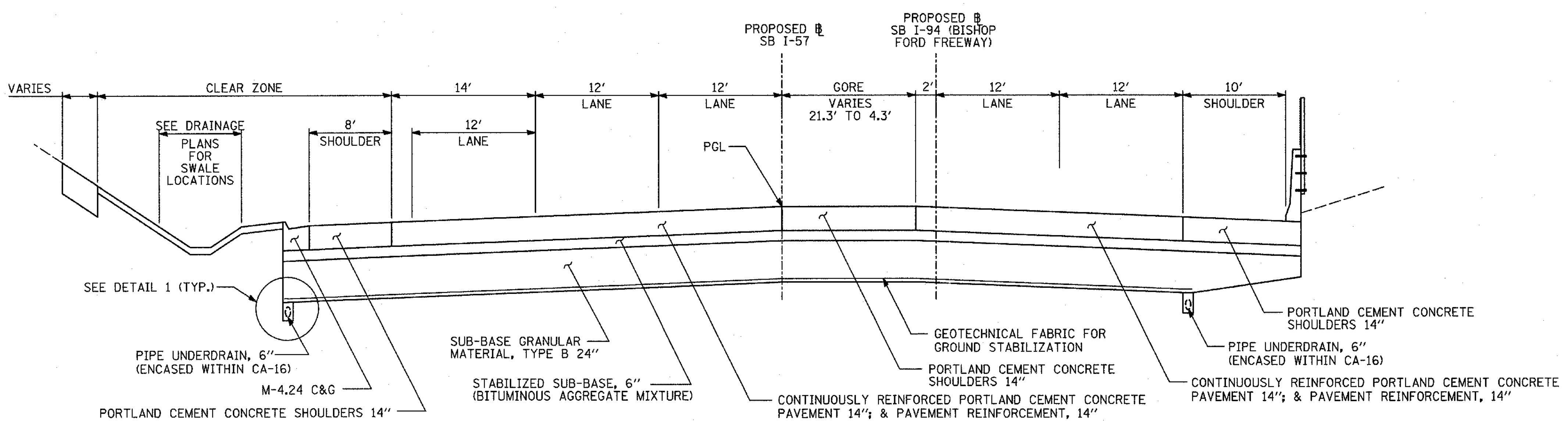


PROPOSED SB I-57 & WB CONNECTOR PAVEMENT

EAST OF WENTWORTH AVENUE

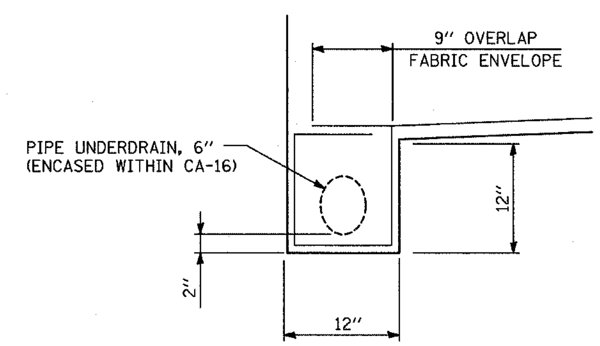
NOTES:

(1) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED THE ENTIRE WIDTH FROM INSIDE EDGE OF PIPE UNDERDRAIN TRENCH TO INSIDE EDGE OF PIPE UNDERDRAIN TRENCH, AND SUB-BASE GRANULAR MATERIAL TYPE B-24" SHALL BE PLACED THE ENTIRE WIDTH FROM BACK-OF-CURB TO BACK-OF-CURB PRIOR TO UNDERDRAIN INSTALLATION. REPLACEMENT OF THE SACRIFICIAL SUB-BASE GRANULAR MATERIAL TYPE B-24" ABOVE THE NEWLY PLACED PIPE UNDERDRAIN TRENCHES SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN, 6".
(2) RIGHT SHOULDER IN DIRECTION OF TRAFFIC
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC
(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS



PROPOSED SB I-57 & SB I-94 MAINLINE PAVEMENT

NORTH OF SB I-94/I-57 SPLIT



DETAIL 1

(TYPICAL)

NOTES:

(1) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED THE ENTIRE WIDTH FROM INSIDE EDGE OF PIPE UNDERDRAIN TRENCH TO INSIDE EDGE OF PIPE UNDERDRAIN TRENCH, AND SUB-BASE GRANULAR MATERIAL TYPE B-24" SHALL BE PLACED THE ENTIRE WIDTH FROM BACK-OF-CURB TO BACK-OF-CURB PRIOR TO UNDERDRAIN INSTALLATION. REPLACEMENT OF THE SACRIFICIAL SUB-BASE GRANULAR MATERIAL TYPE B-24" ABOVE THE NEWLY PLACED PIPE UNDERDRAIN TRENCHES SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN, 6".
(2) RIGHT SHOULDER IN DIRECTION OF TRAFFIC
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC
(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

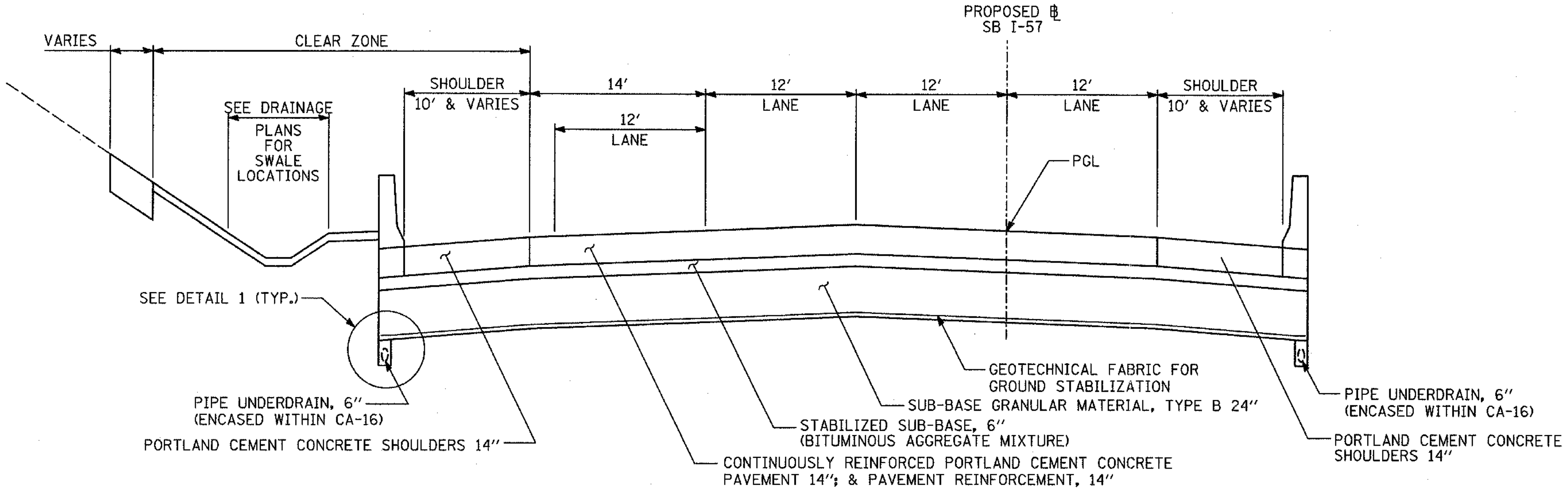
PIPE UNDERDRAINS ALONG I-57 AND I-94 DETAILS SHEET 1 OF 2

SCALE: NONE DRAWN BY: BK

DATE: MARCH 1, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	335
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593

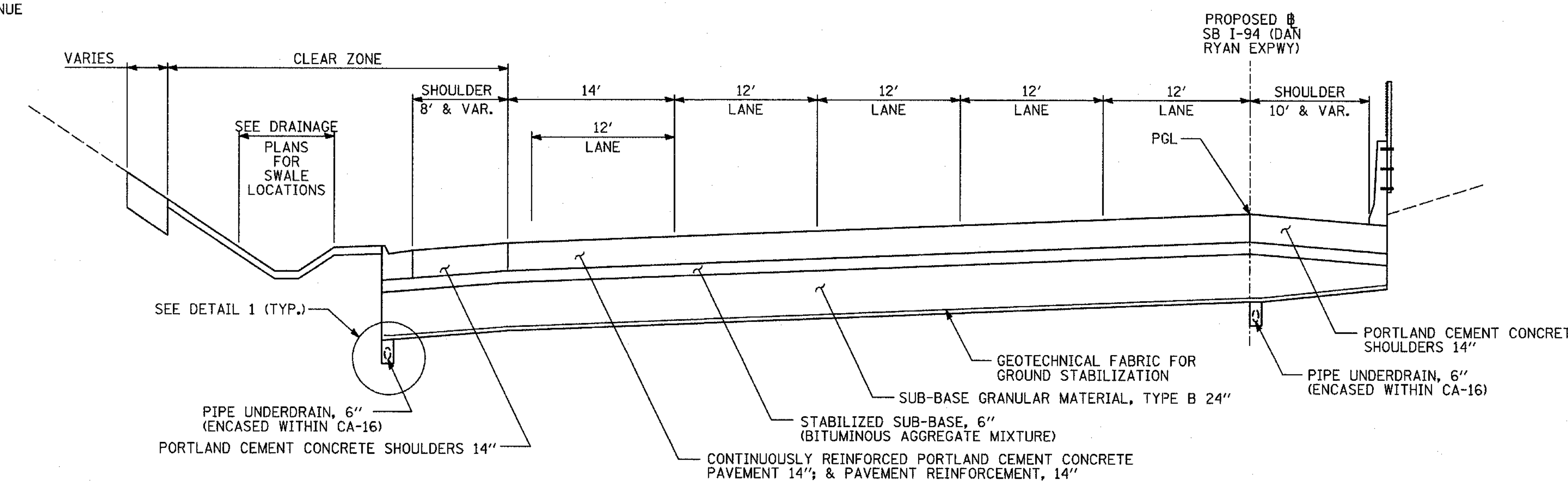


PROPOSED SB I-57 MAINLINE PAVEMENT

LOCATIONS VARY BETWEEN PARNELL AVENUE AND WENTWORTH AVENUE

NOTES:

(1) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED THE ENTIRE WIDTH FROM INSIDE EDGE OF PIPE UNDERDRAIN TRENCH TO INSIDE EDGE OF PIPE UNDERDRAIN TRENCH, AND SUB-BASE GRANULAR MATERIAL TYPE B-24" SHALL BE PLACED THE ENTIRE WIDTH FROM BACK-OF-CURB TO BACK-OF-CURB PRIOR TO UNDERDRAIN INSTALLATION. REPLACEMENT OF THE SACRIFICIAL SUB-BASE GRANULAR MATERIAL TYPE B-24" ABOVE THE NEWLY PLACED PIPE UNDERDRAIN TRENCHES SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN, 6".
(2) RIGHT SHOULDER IN DIRECTION OF TRAFFIC
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC
(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS

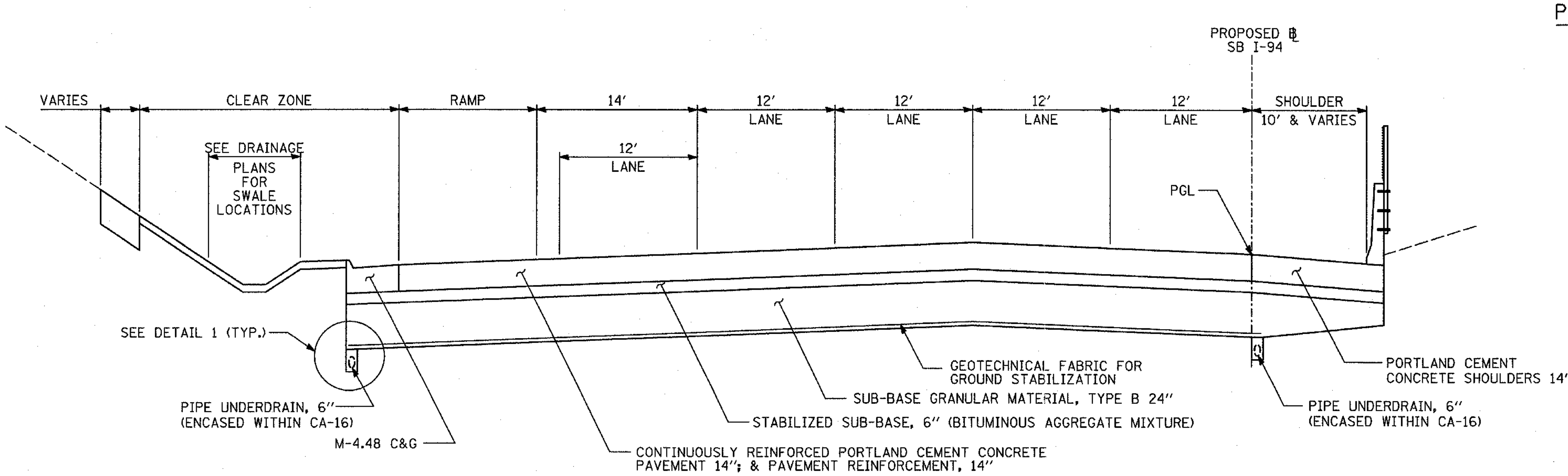


NOTES:

(1) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED THE ENTIRE WIDTH FROM INSIDE EDGE OF PIPE UNDERDRAIN TRENCH TO INSIDE EDGE OF PIPE UNDERDRAIN TRENCH, AND SUB-BASE GRANULAR MATERIAL TYPE B-24" SHALL BE PLACED THE ENTIRE WIDTH FROM BACK-OF-CURB TO BACK-OF-CURB PRIOR TO UNDERDRAIN INSTALLATION. REPLACEMENT OF THE SACRIFICIAL SUB-BASE GRANULAR MATERIAL TYPE B-24" ABOVE THE NEWLY PLACED PIPE UNDERDRAIN TRENCHES SHALL BE INCLUDED IN THE UNIT PRICE OF THE PIPE UNDERDRAIN, 6".
(2) RIGHT SHOULDER IN DIRECTION OF TRAFFIC
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC
(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS

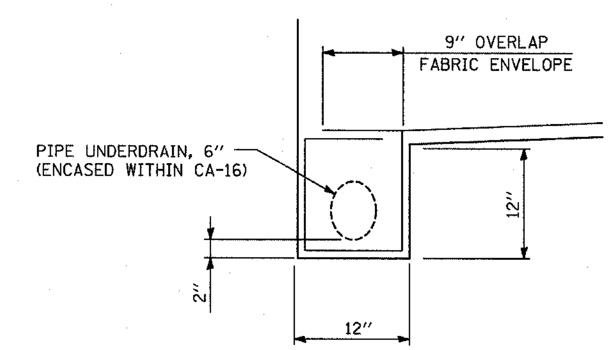
PROPOSED SB I-94 MAINLINE PAVEMENT

BETWEEN SB I-94/I-57 SPLIT AND 95TH STREET



PROPOSED SB I-94 MAINLINE PAVEMENT

LOCATIONS VARY BETWEEN 95TH STREET AND 79th STREET



DETAIL 1

(TYPICAL)

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PIPE UNDERDRAINS ALONG I-57 AND I-94 DETAILS SHEET 2 OF 2

SCALE: NONE DRAWN BY: BK

DATE: MARCH 1, 2006 CHECKED BY: DA

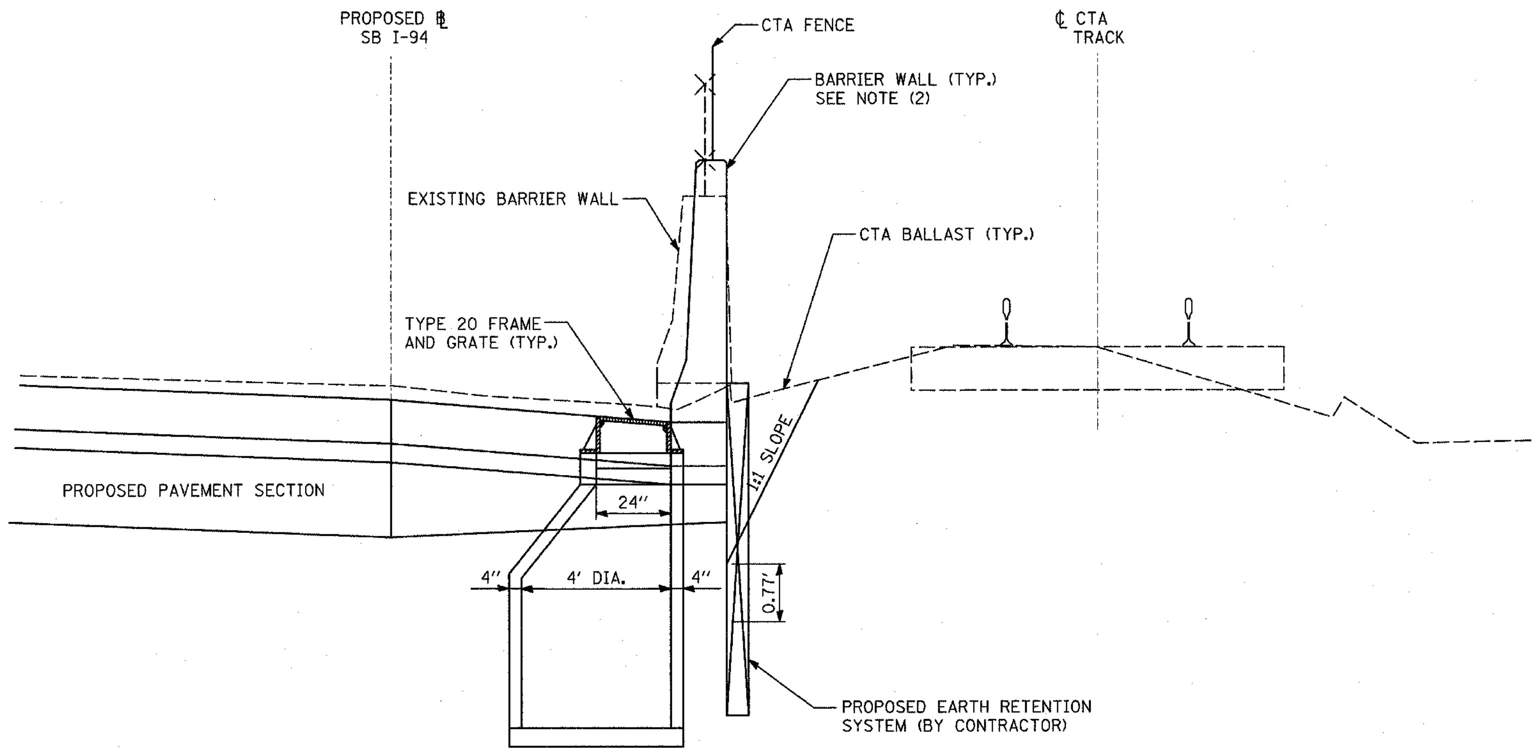
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	336

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

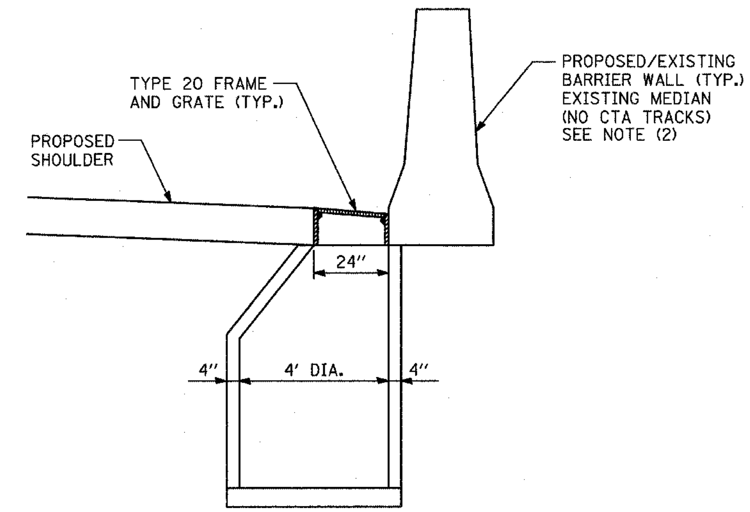
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

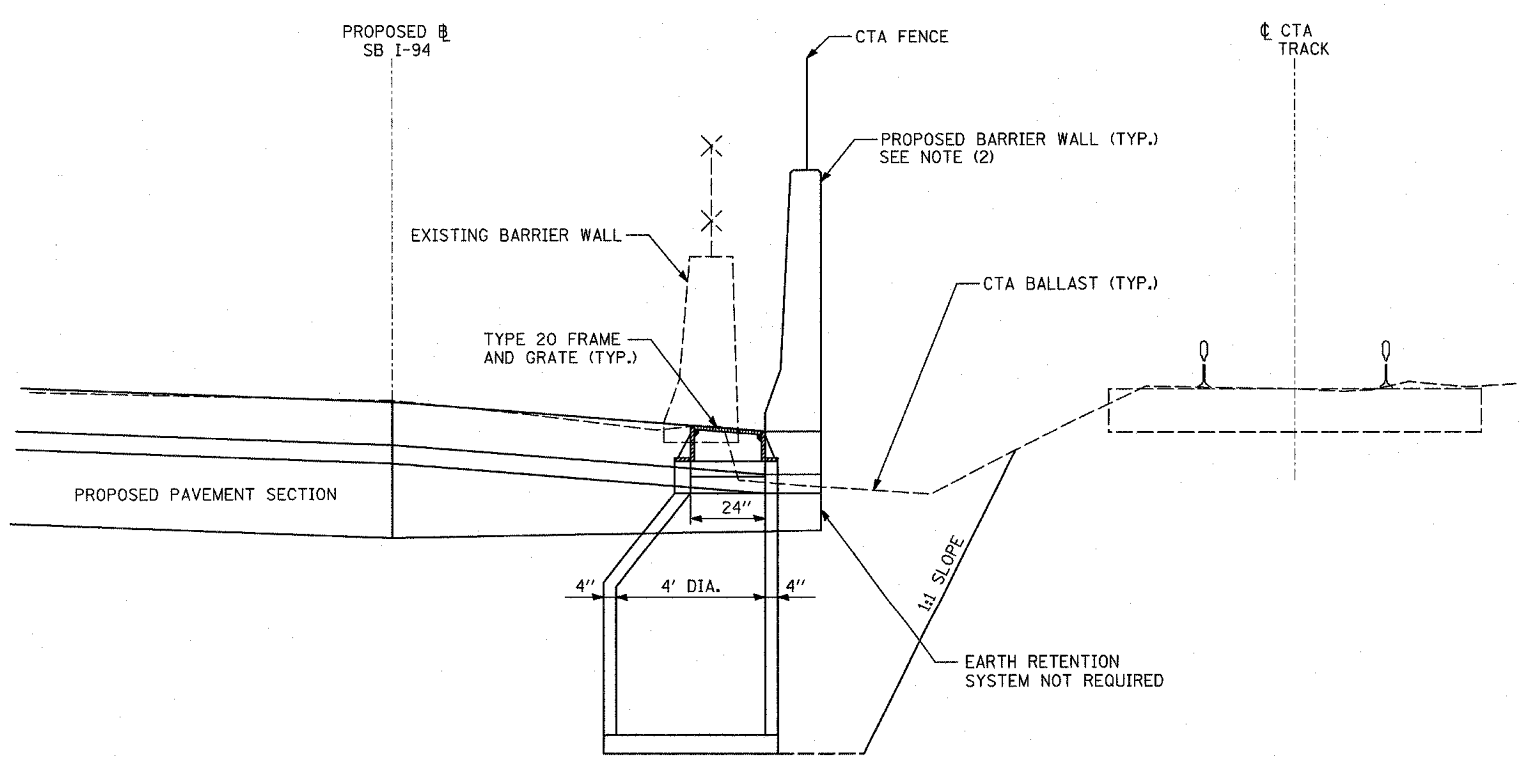
62593



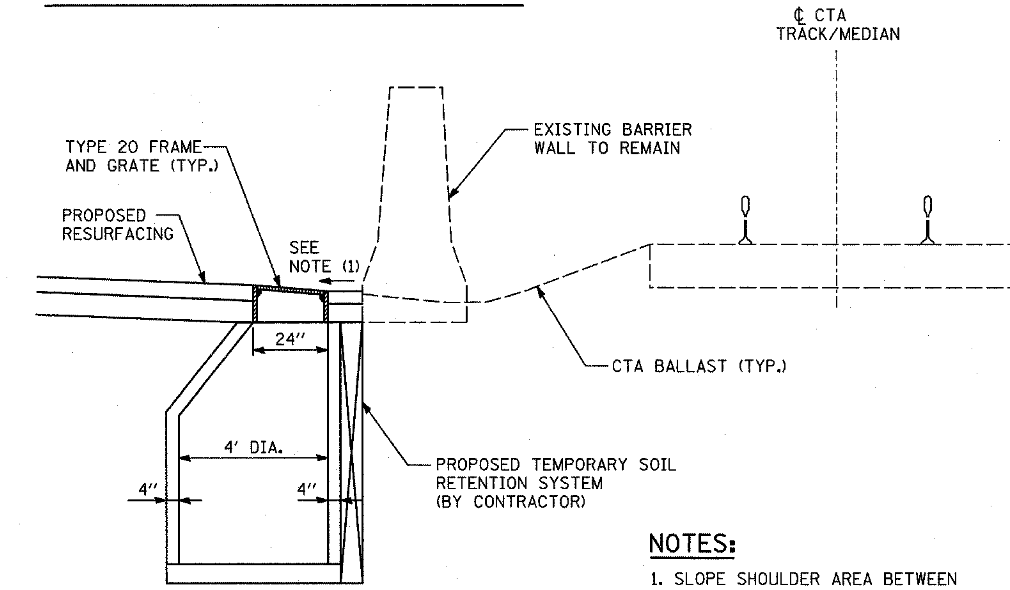
DETAIL 1
PROPOSED CATCH BASIN - TYPE "A"



DETAIL 3
PROPOSED CATCH BASIN - TYPE "A"



DETAIL 2
PROPOSED CATCH BASIN - TYPE "A"



DETAIL 4
PROPOSED CATCH BASIN - TYPE "A"

NOTES:

1. SLOPE SHOULDER AREA BETWEEN PROPOSED CATCH BASIN AND BARRIER WALL TOWARDS GRATE - TRANSITION BACK TO SHOULDER SLOPE WITHIN 10' EITHER WAY FROM ℄ OF GRATE.
2. SEE MISCELLANEOUS DETAIL SHEETS FOR WALL DETAIL.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

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

DRAINAGE DETAILS
SHEET 1 OF 3

SCALE: NONE
DRAWN BY: MB
DATE: MARCH 1, 2006
CHECKED BY: DA

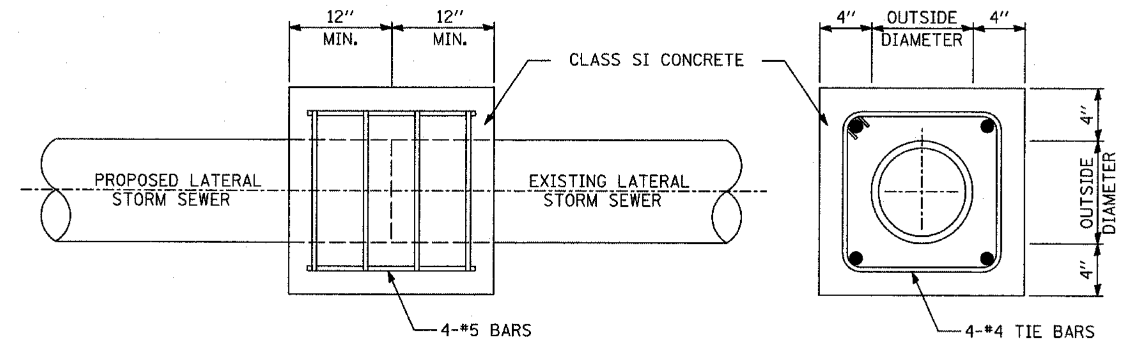
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	337

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

62593



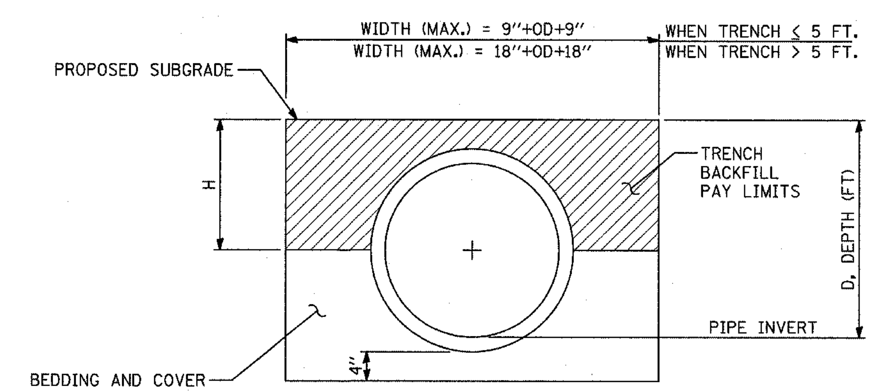
THE PROPOSED CONCRETE COLLAR SHALL OVERLAP EACH STORM SEWER PIPE A MINIMUM OF 1 FOOT.

CLASS SI CONCRETE COLLAR

NOTES:

1. IN ORDER TO MAINTAIN CONTINUOUS DRAINAGE THROUGHOUT THE CONSTRUCTION AREA, TEMPORARY CONNECTIONS SHALL BE PROVIDED TO CONNECT PROPOSED STORM SEWER LATERALS TO THE EXISTING STORM SEWER LATERALS. THE CONTRACTOR SHALL CONSTRUCT THESE TEMPORARY CONNECTIONS IN ACCORDANCE WITH ONE OF THE TWO OPTIONS DETAILED ABOVE.

2. THE TOTAL COST OF INSTALLING THE TEMPORARY CONNECTIONS IS NOT PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE SEWER PAY ITEM.



TRENCH BACKFILL DETAIL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

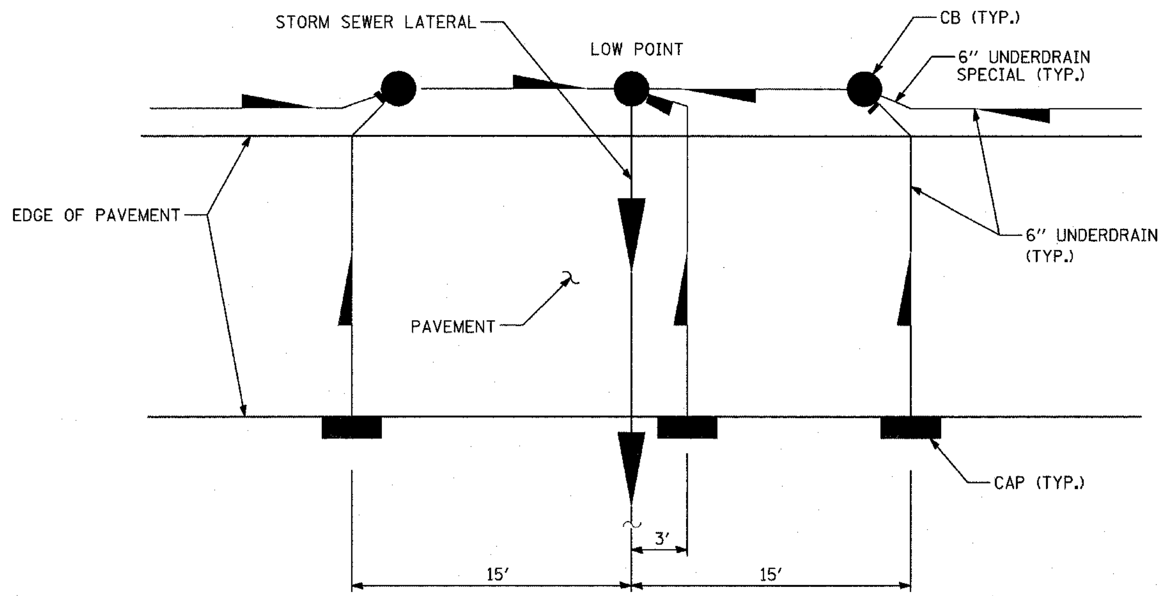
DRAINAGE DETAILS
SHEET 2 OF 3

SCALE: NONE DRAWN BY: DM

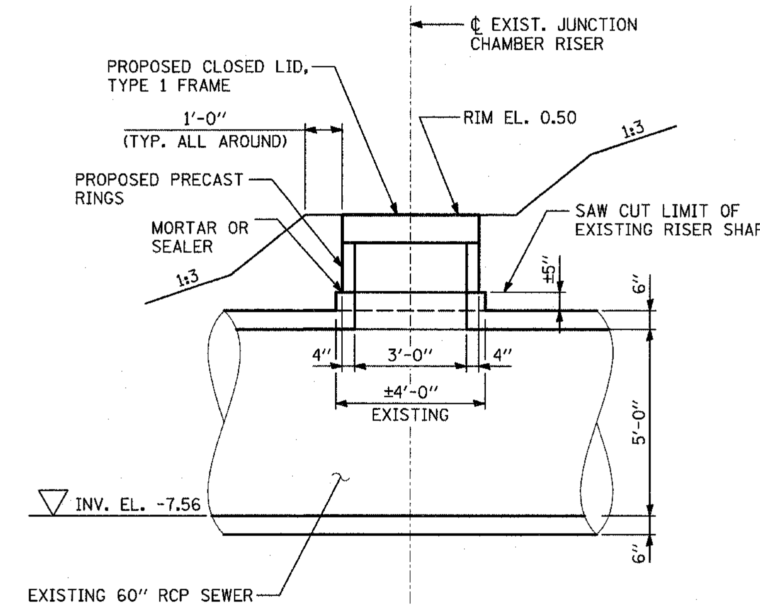
DATE: MARCH 1, 2006 CHECKED BY: DA

T.Y.LIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	338
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593



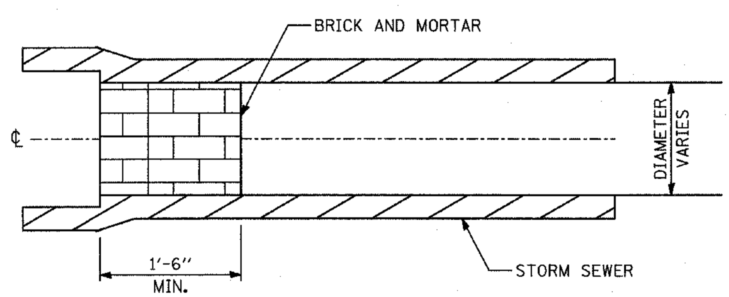
PIPE UNDERDRAIN 6", AT ROADWAY SAGS



RISER SHAFT RECONSTRUCTION DETAIL

NOTE:

1. TO BE PAID FOR AS "MANHOLES TO BE RECONSTRUCTED"



STORM SEWER PLUG

NOTES:

1. THIS WORK CONSISTS OF FURNISHING BRICKS AND MORTAR AS SHOWN AND AS DIRECTED BY THE ENGINEER AT LOCATIONS SHOWN IN THE PLANS TO PLUG THE EXISTING AND/OR PROPOSED STORM SEWER LATERAL STUBS. THIS PLUG WILL BE REMOVED BY OTHERS FOR FUTURE EXTENSION OF THE STORM SEWER.
2. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, PER ARTICLE 550.05.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE DETAILS

SHEET 3 OF 3

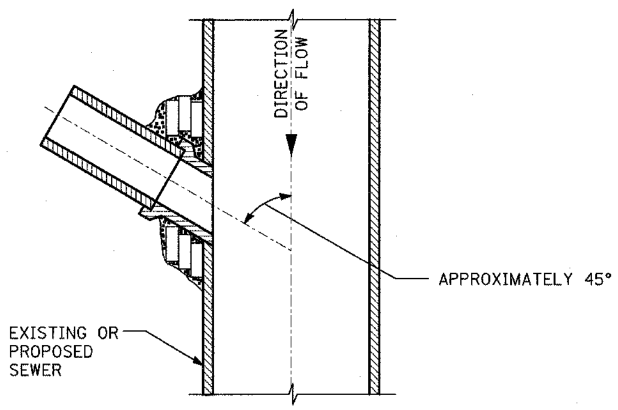
SCALE: NONE — DRAWN BY: DM

DATE: MARCH 1, 2006 — CHECKED BY: DA

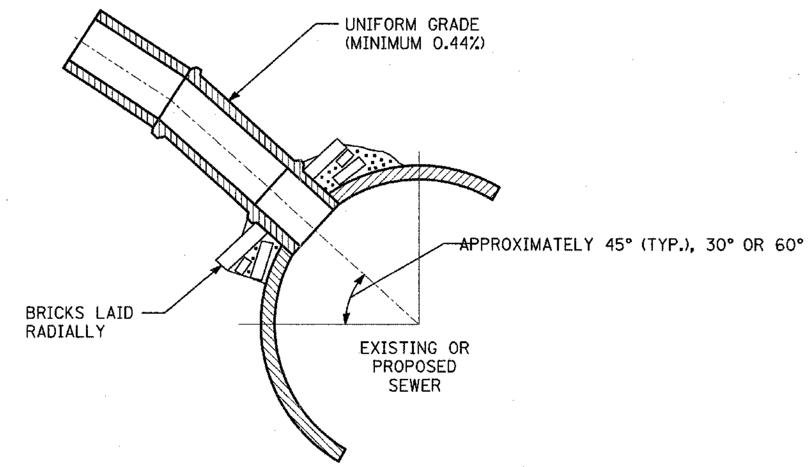
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	339
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & [illegible]) [illegible]

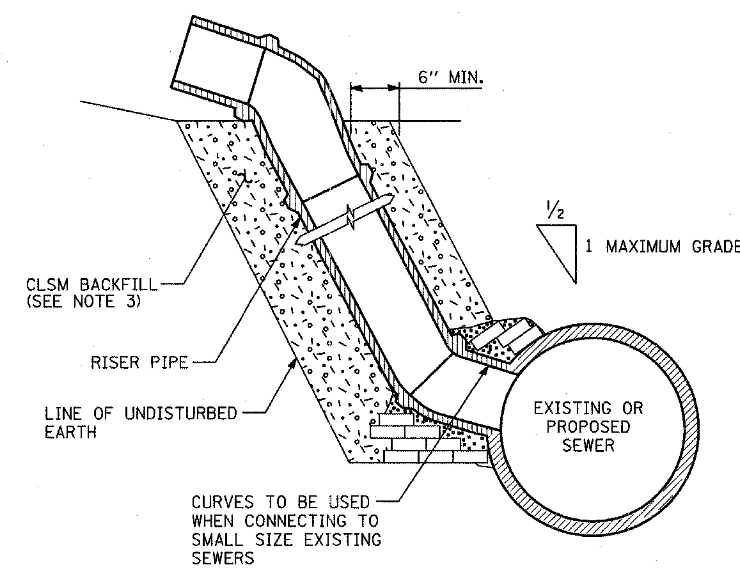
6269[illegible]



PLAN VIEW
DETAIL 1



SECTION VIEW
DETAIL 2



SECTION VIEW
DETAIL 3

DETAILS OF PROPOSED STORM SEWER CONNECTIONS
TO EXISTING/PROPOSED SEWERS

NOTES:

DESCRIPTION:

ALL CATCH BASIN CONNECTIONS SHALL BE 12 INCH STORM SEWER PIPE, UNLESS SHOWN OR SPECIFIED OTHERWISE ON PLAN SHEETS.

CONSTRUCTION METHODS:

1. CONNECTION TO PROPOSED STORM SEWER: WHERE A STORM SEWER CONNECTION IS TO BE MADE TO A PROPOSED STORM SEWER, A "Y" BRANCH SECTION OR A SECTION WITH AN OPENING MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED OF THE PROPER DIAMETER SHALL BE INSTALLED IN THE SEWER AT THE JUNCTION PROVIDING THE TYPE OF PIPE USED IS MANUFACTURED WITH "Y" BRANCHES OR WITH OPENING MADE IN THE PIPE.

   THE JUNCTION OF THE PROPOSED STORM SEWER CONNECTION WITH THE PROPOSED STORM SEWER SHALL BE CONSTRUCTED AS FOLLOWS:

   a. SIMILAR TO DETAIL 1 AND DETAIL 2 TO THE LEFT EXCEPT NO BRICK WILL BE REQUIRED IF SECTIONS WITH "Y" BRANCHES OR SECTIONS WITH OPENINGS MADE IN THE PIPE ARE USED.

   b. SAME AS DETAIL 3 TO THE LEFT.

2. CONNECTION TO EXISTING SEWER: WHERE A STORM SEWER CONNECTION IS TO BE MADE TO AN EXISTING SEWER, A CIRCULAR OPENING SHALL BE MADE IN THE EXISTING SEWER OF THE SAME SIZE AS THE INTERNAL DIAMETER OF THE PROPOSED STORM SEWER CONNECTION.

   IF THE EXISTING SEWER PIPE IS DAMAGED BY THE CONTRACTOR IN MAKING THIS CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THIS SECTION OF PIPE WITH A PIPE EQUAL TO AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER. THE CONTRACTOR SHALL DO THIS WORK IN A CAREFUL WORKMANLIKE MANNER WITHOUT EXTRA COMPENSATION.

   THE JOINT BETWEEN THE EXISTING SEWER AND THE PROPOSED SEWER SHALL BE COMPLETELY SEALED WITH BRICK AS SHOWN ABOVE. BRICK GRADE SW, OR CONCRETE BUILDING BRICK GRADE A, SHALL BE LAID IN MORTAR THE SAME AS SPECIFIED FOR BRICK MASONRY UNDER ARTICLE 602.05 OF THE STANDARD SPECIFICATIONS.

3. ALL CLSM REQUIRED SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN SEWER PAY ITEM.

BASIS OF PAYMENT.

ALL FITTINGS SUCH AS ELBOWS AND CURVES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWER MEASURED IN PLACE.

THE COST OF MAKING ALL JUNCTIONS WITH EXISTING OR PROPOSED SEWERS, MANHOLES OR CATCH BASINS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR STORM SEWER.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

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

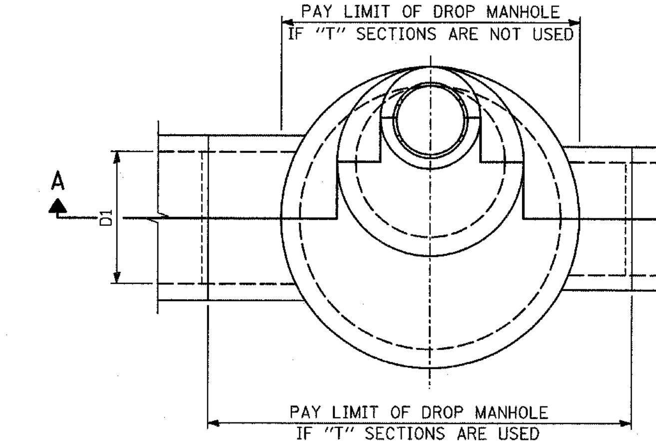
DETAIL OF STORM SEWER
CONNECTIONS TO SEWER

SCALE: NONE | DRAWN BY: BK
DATE: MARCH 1, 2006 | CHECKED BY: DA

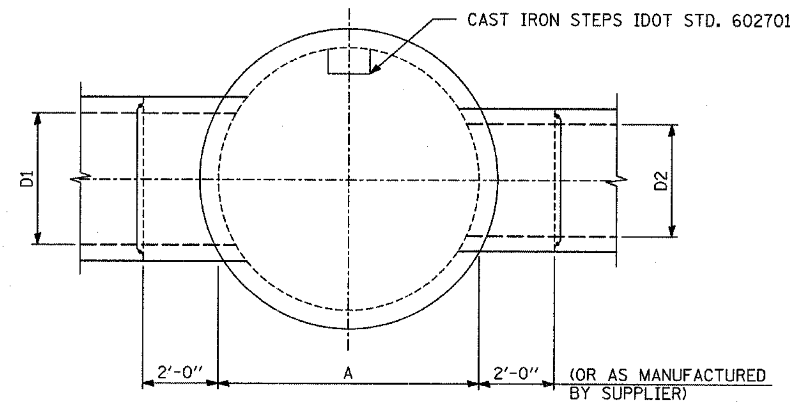
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	340
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5

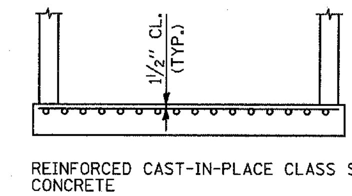
62593



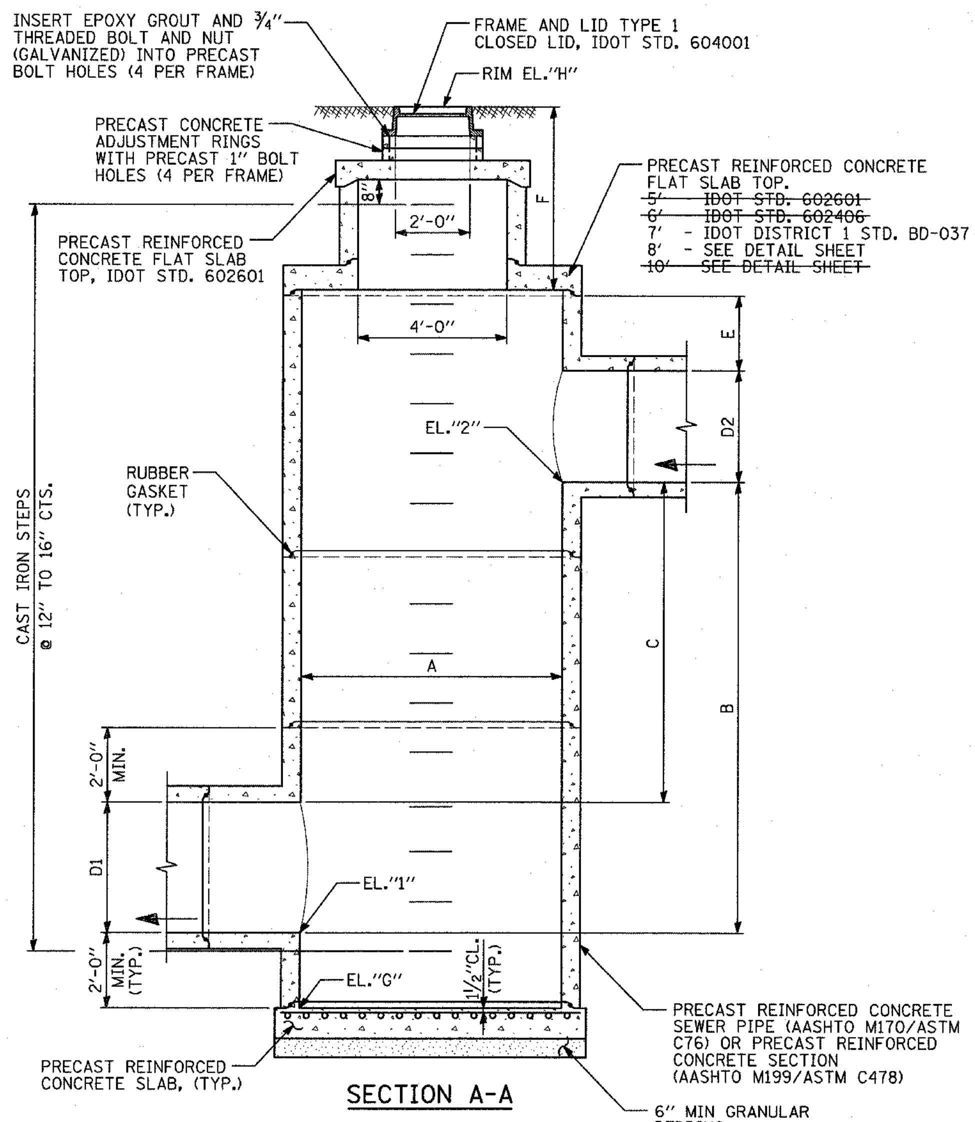
PLAN VIEW



SECTIONAL PLAN

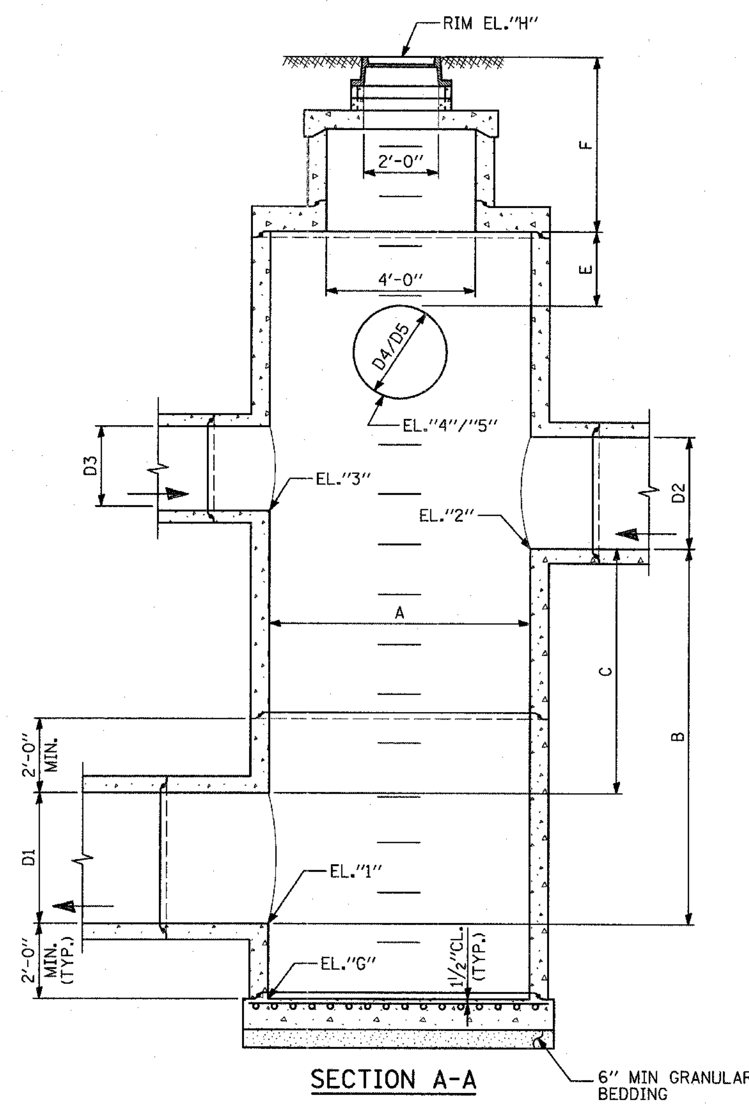


ALTERNATE BOTTOM SLAB



SECTION A-A

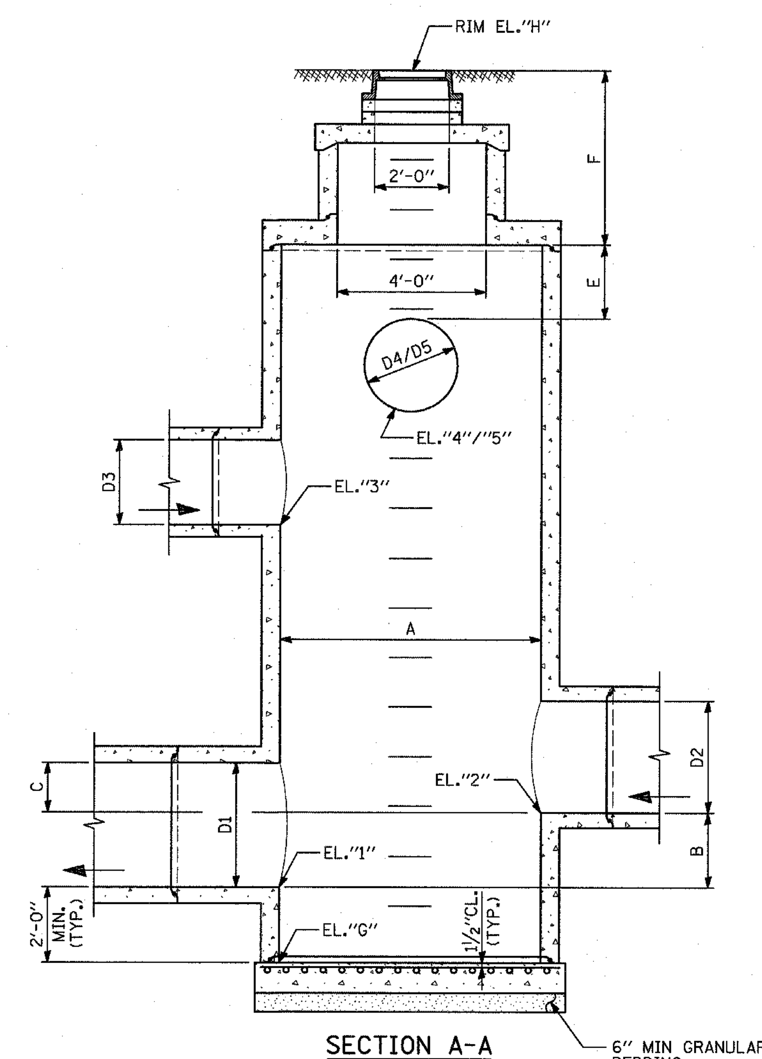
DROP MANHOLE TYPE 1



SECTION A-A

DROP MANHOLE TYPE 2

(SEE NOTE 9)



SECTION A-A

DROP MANHOLE TYPE 3

(SEE NOTE 10)

NOTES:

1. ALL DIMENSIONS ARE INSIDE DIMENSIONS.
2. UTILIZE PIPE "T" SECTIONS WHENEVER AVAILABLE.
3. PRESET PIPE OPENINGS IN PRECAST REINFORCED CONCRETE SECTIONS IF "T" SECTIONS AND SPECIAL FITTINGS ARE NOT AVAILABLE.
4. ROTATE FLAT SLAB AND MANHOLE RISER SO STEPS AVOID STORM SEWER OPENINGS.
5. CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.
   STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.
6. JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.
7. LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.
8. ALL WORK SHALL BE AS PER AASHTO REQUIREMENTS. ASTM IS LISTED AS SUPPLEMENTARY.
9. SIMILAR TO TYPE 1, ALSO WITH SEWERS D3, D4 AND D5.
10. SIMILAR TO TYPE 1, ALSO WITH SEWERS D3, D4, D5 AND LOWER D2.

DROP MANHOLE SCHEDULE

STRUCT NUMBER	TYPE	LOCATION	STATION	OFFSET	DIMENSIONS										ELEVATIONS (FT)						
					A (FT)	B (FT)	C (FT)	D1 (IN)	D2 (IN)	D3 (IN)	D4 (IN)	D5 (IN)	E (FT)	F (FT)	1	2	3	4	5	G	H
99	2	SB I-57	128+45.64	105.8 RT	7	4	0.50	42	30	30			2	10.99	-14.72	-10.72	-10.72			-16.72	4.62
910	1	SB I-57	128+64.53	107.1 RT	7	4	0.50	42	42				2	14.07	-18.74	-14.74				-20.74	4.68
912	1	SB I-57	128+69.90	82.3 RT	8	6.23	2.73	42	42				2	19.28	-24.99	-18.76				-26.99	6.01
651	2	EB CONN	418+86.29	17.4 LT	7	9.11	6.61	30	24	18	12		2	6.08	-16.18	-7.07	-6.57	-5.13		-18.18	3.01
6517	1	EB CONN	418+58.03	217.4 LT	8	8.36	5.86	30	30				2	2.61	-26.40	-18.04				-28.40	-10.93

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

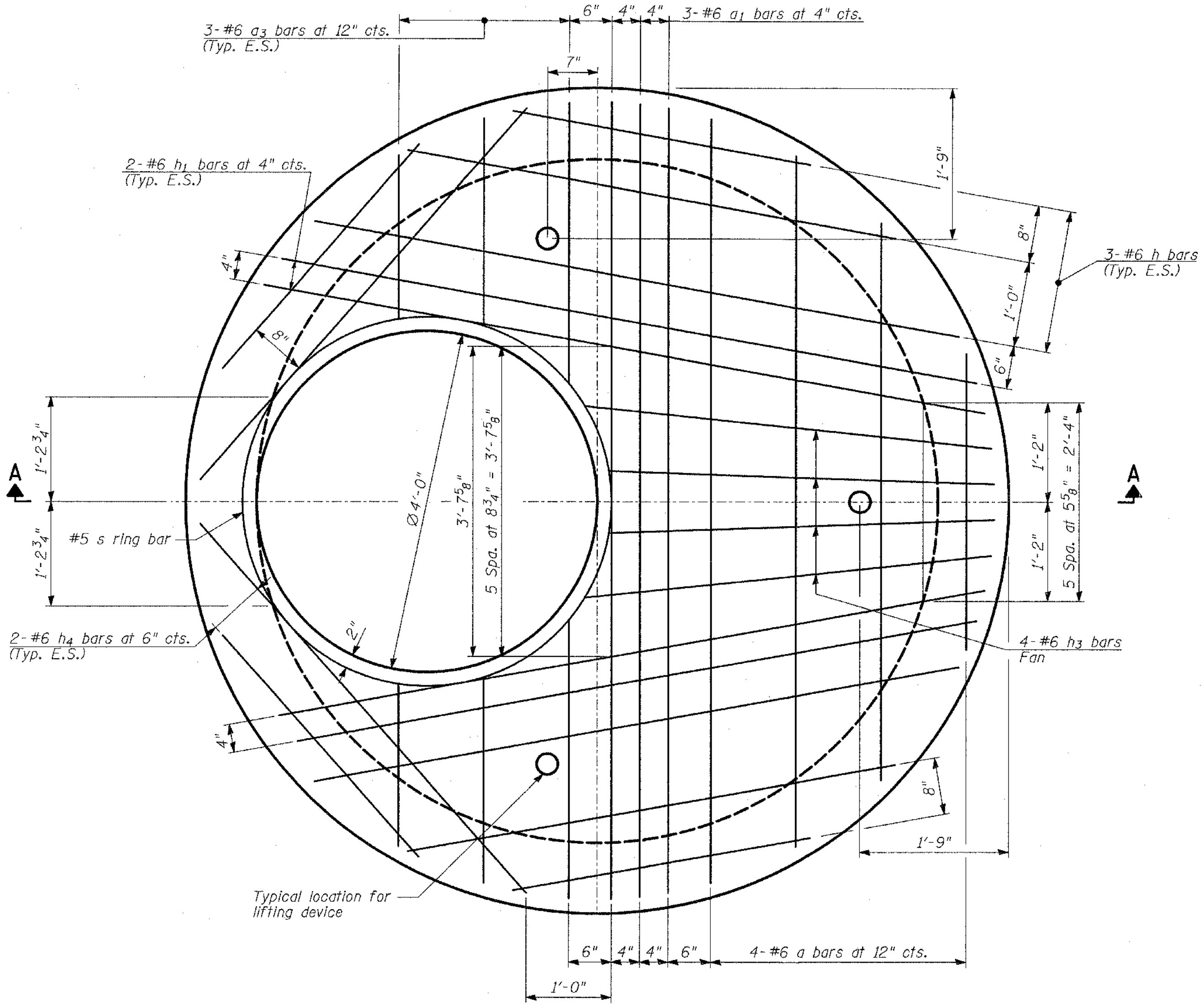
ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

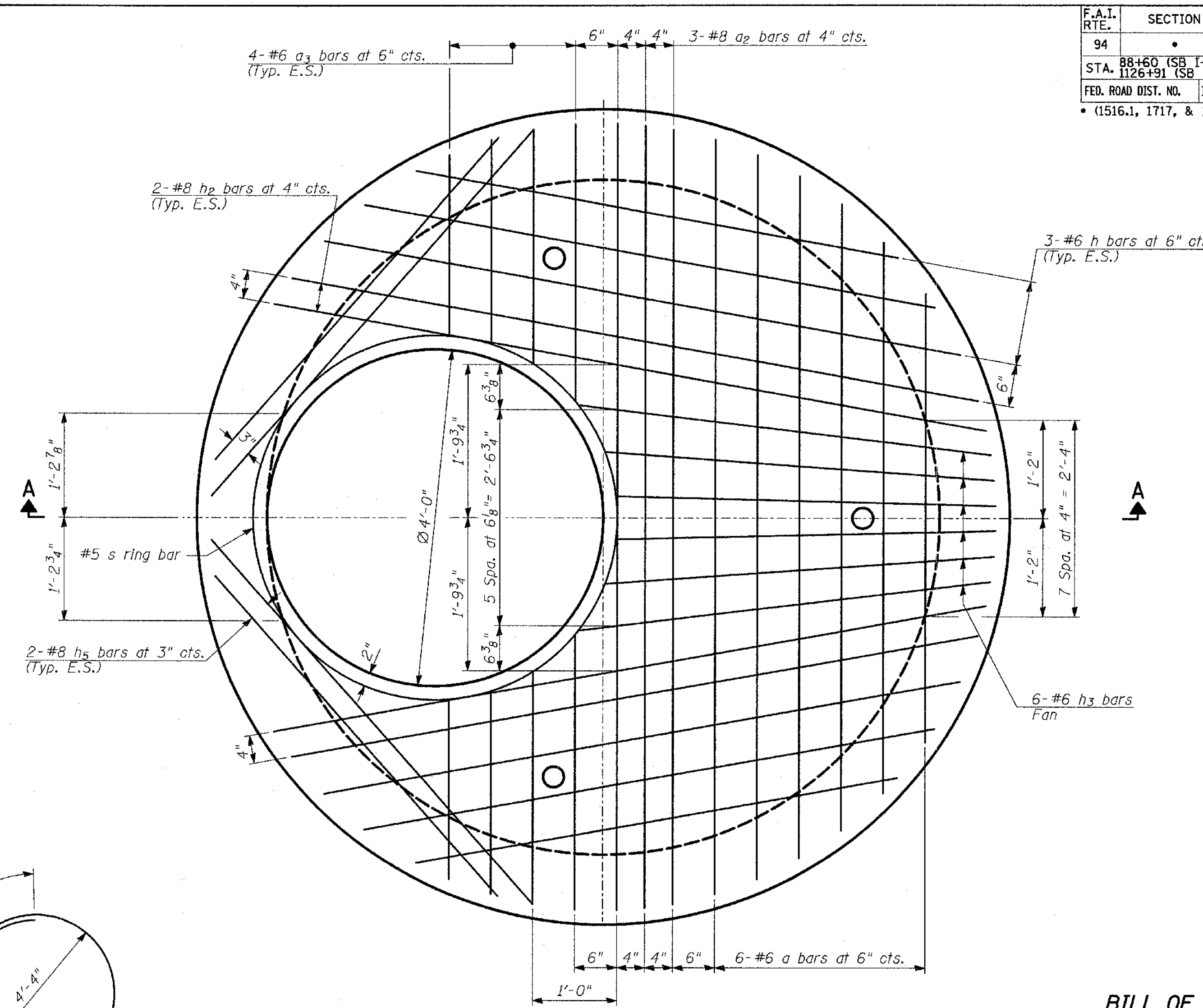
DRAINAGE STRUCTURE DETAILS
DROP MANHOLE

SCALE: NONE
DATE: MARCH 1, 2006
DRAWN BY: RD
CHECKED BY: DA

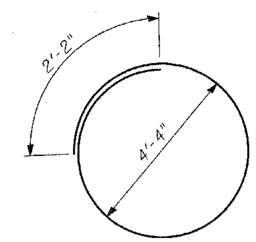
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	341
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593



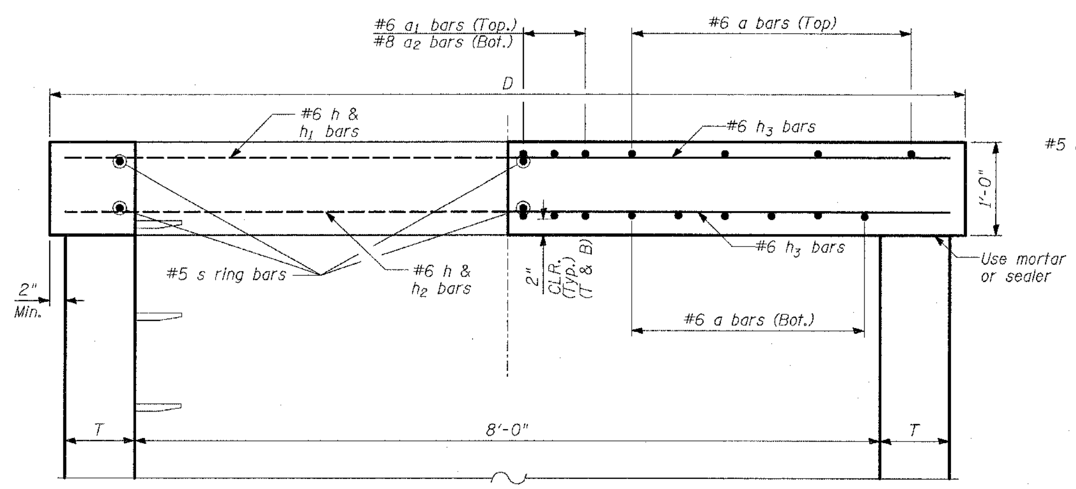
ROOF SLAB - PLAN
(Top Reinforcement Bars)



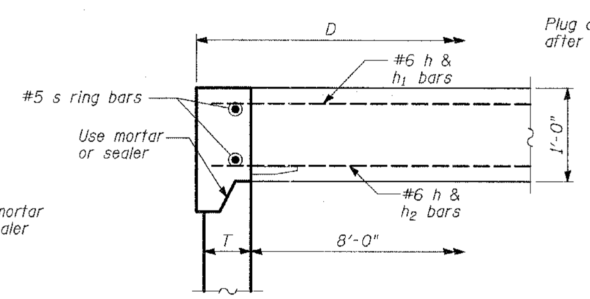
ROOF SLAB - PLAN
(Bottom Reinforcement Bars)



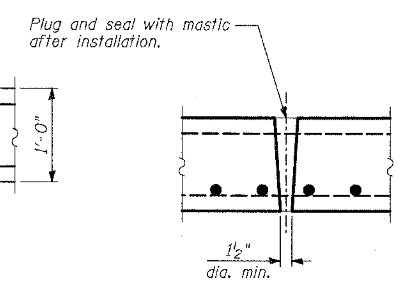
BAR s



SECTION A-A



ALTERNATE JOINT CONFIGURATION



LIFTING HOLE TYPICAL
(3 required per slab)

NOTES:

1. Bar lengths are based on a wall thickness "T" of 8". Any changes on wall thickness will require modifications to the bar lengths.
2. Bars to be cut as needed.
3. Precast flat slab top shall conform to articles 505.01 thru 505.05 of Standard Specifications except that the concrete strength shall be 3500 psi after 28 days. Reinforcement bars shall conform to the requirements of article 1006.10. Only Grade 60 reinforcement bars will be permitted.
4. Joint Configuration and dimensions of flat slab top shall match and fit the riser joint detail.
5. Lifting devices shall be approved by the Engineer.
6. Quantities for "Reinforcement Bars" and "Concrete Structures" are shown for constructibility purposed only and shall not be paid for separately.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	10	#6	8'-11"	——
a_1	3	#6	9'-4"	——
a_2	3	#8	9'-4"	——
a_3	14	#6	3'-3"	——
h	12	#6	7'-8"	——
h_1	4	#6	8'-7"	——
h_2	4	#8	8'-7"	——
h_3	10	#6	4'-11"	——
h_4	4	#6	5'-10"	——
h_5	4	#8	5'-10"	——
s	2	#5	15'-9"	○
Reinforcement Bars			POUND	810
Concrete Structure			CU. YARD	2.25

SHEET 1 OF 1

TY·LIN INTERNATIONAL

STATE OF ILLINOIS PHILLIP D. FREY 081-004826 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

Signed Phillip D. Frey
Phillip D. Frey, S.E. Il. Lic. No. 081-004826 Expires 11-30-2006.
For drawings 1 thru 1
Date 3/1/06

REVISIONS	
NAME	DATE

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

PRECAST REINFORCED CONCRETE FLAT SLAB TOP - 8' DIAMETER

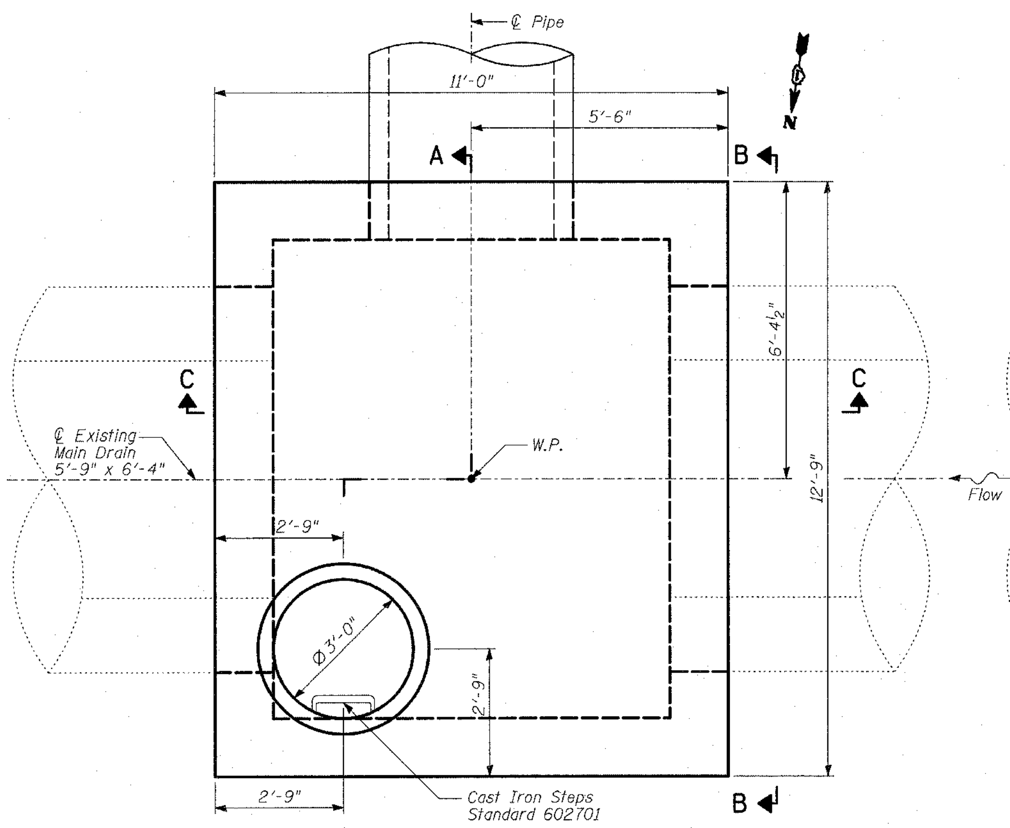
S.N.
SCALE:
DATE: MARCH 1, 2006
DESIGNED BY: TD
DRAWN BY: SNB
CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	342

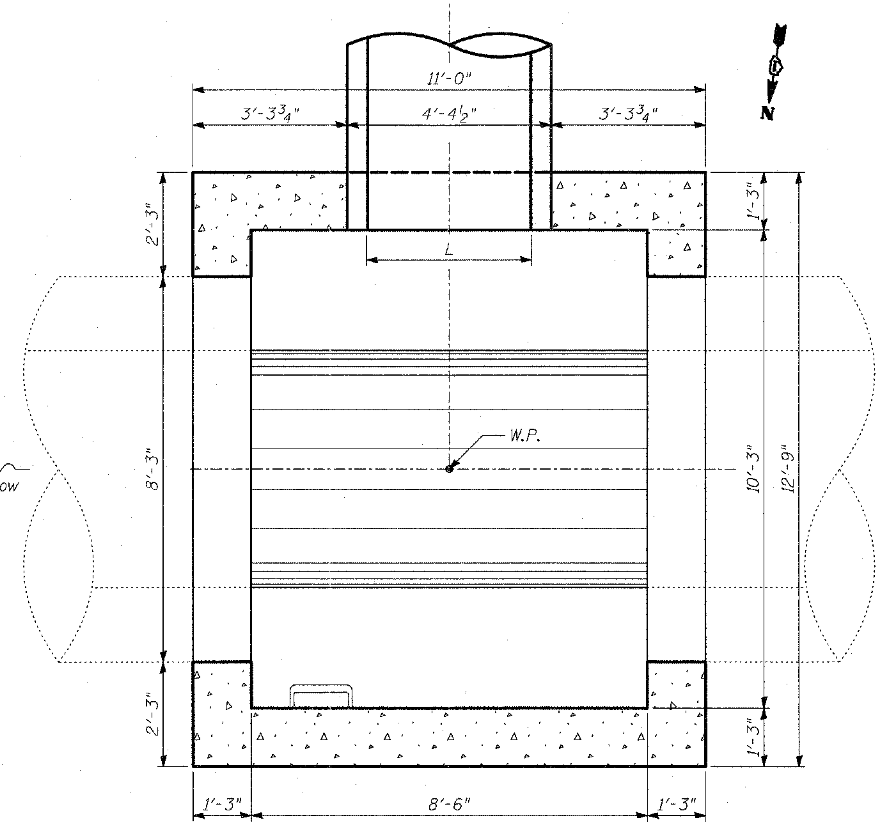
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

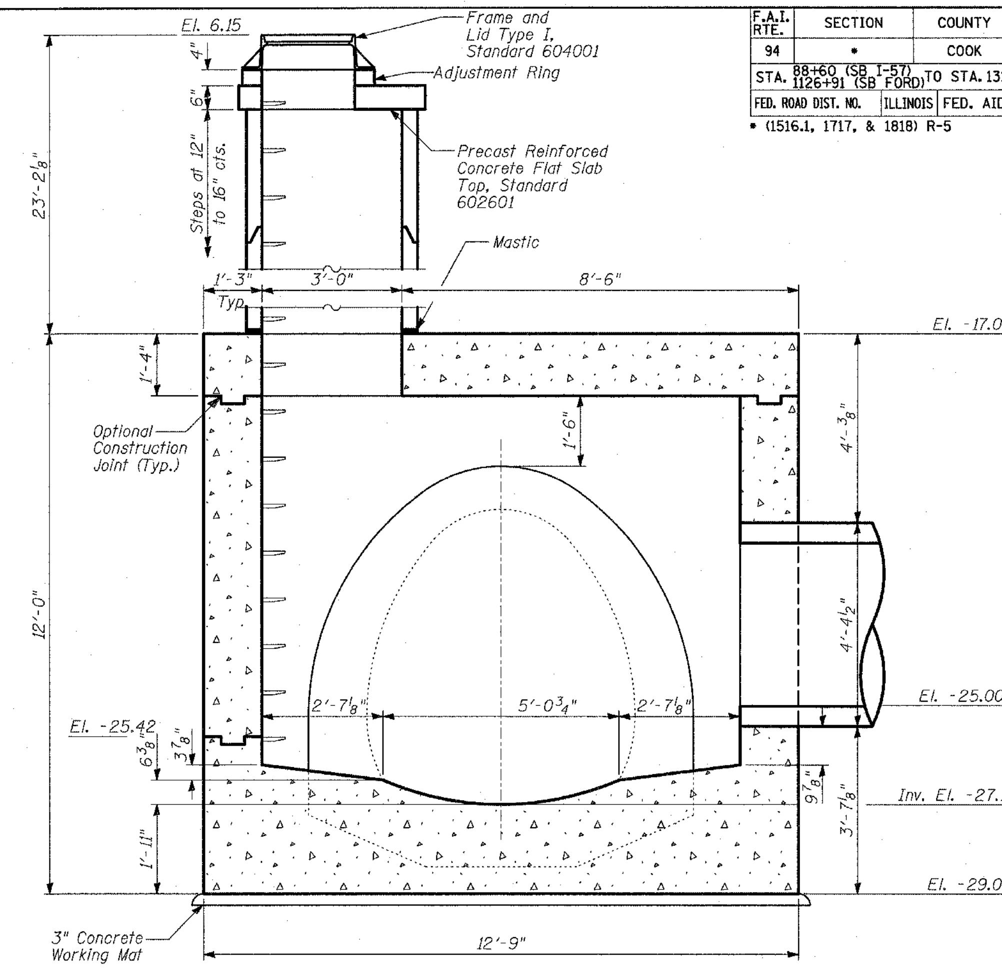
• (1516.1, 1717, & 1818) R-5 62593



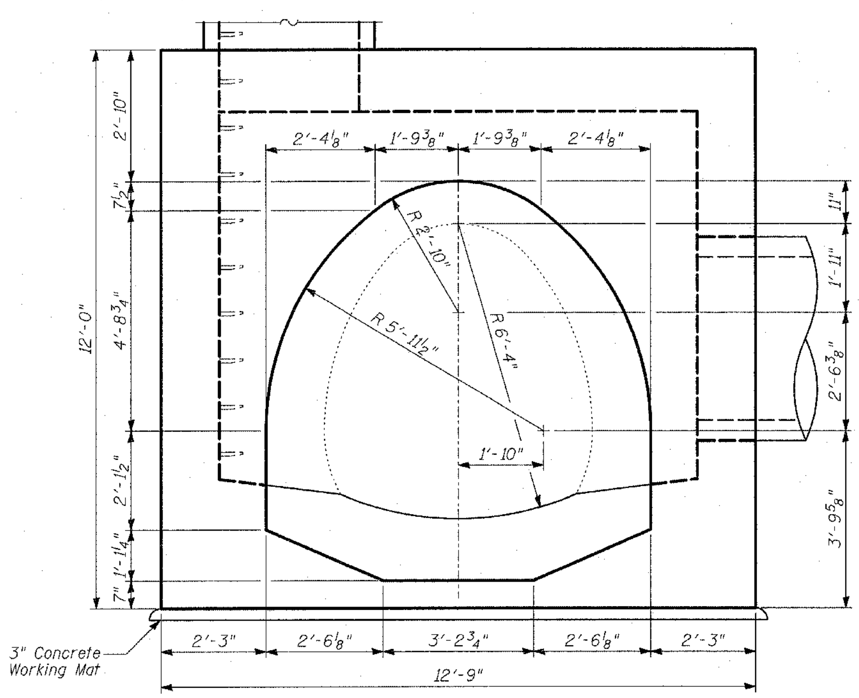
PLAN



SECTIONAL PLAN

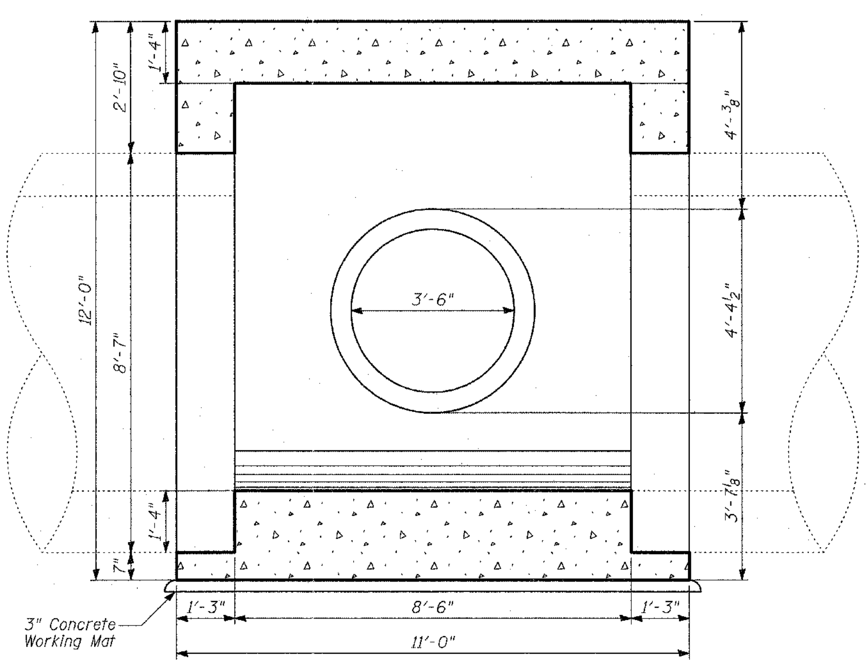


SECTION A-A



ELEVATION VIEW B-B

(Opposite Wall Typical)



SECTION C-C

BILL OF MATERIAL

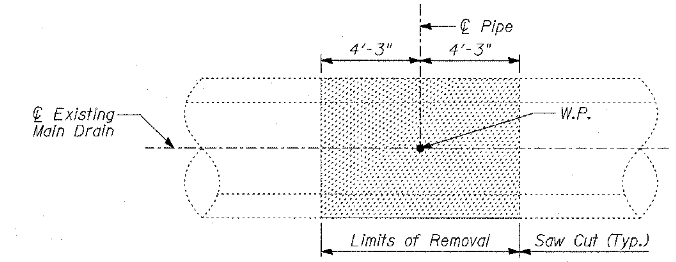
ITEM	UNIT	UNIT
Porous Granular Embankment	CU YD	256
Rock Excavation for Structures	CU YD	18
Junction Chamber No. 63	EACH	1
Braced Excavation	CU YD	313

STATE OF ILLINOIS PHILLIP D. FREY 081-004826 CHICAGO, ILLINOIS LICENSED STRUCTURAL ENGINEER

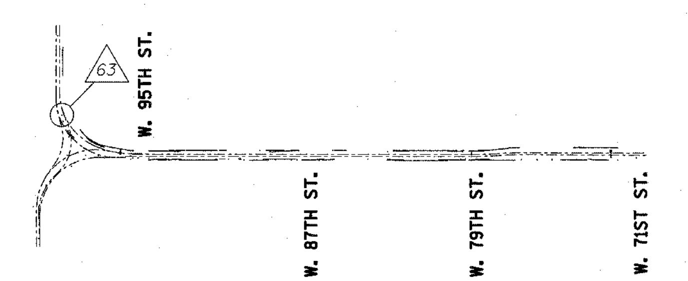
Signed Phillip D. Frey
Phillip D. Frey, S.E. Il. Lic. No. 081-004826 Expires 11-30-2006.

For drawings 1 thru 3 of 3

Date 3/1/06



REMOVAL PLAN



LOCATION SKETCH

GENERAL NOTES:

1. Alternate materials for the junction chamber top slab may be cast-in-place concrete or precast reinforced concrete.
2. The Contractor shall verify the location of the main drain before submitting the braced excavation drawings.
3. Excavation shall be performed simultaneously on each side of the existing Main Drain, followed by simultaneous backfilling around the junction chamber.
4. Retention systems placed within ten (10) feet of a water main must remain in place permanently.
5. All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
6. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
7. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
8. Cast iron steps shall be gray iron conforming to the requirements of Article 1006.14 of the Standard Specifications.
9. The maximum width of excavation is the width of the junction chamber plus 4 feet, and the maximum length is the length of the junction chamber plus 4 feet. Excavation outside the maximum dimensions specified will not be measured for payment.
10. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
11. The design of the braced excavation is the responsibility of the Contractor. The Contractor shall submit drawings and design for the braced excavation to the Engineer for approval. The braced excavation design and drawings shall be signed and sealed by an Illinois Licensed Structural Engineer, submitted and approved prior to the start of any work. The Engineer's approval shall not relieve the Contractor from the sole responsibility of the structural integrity of the braced excavation system.
12. See Standard 602701 for details of cast iron steps.
13. For additional information, see Standard Specifications.
14. For reinforcement details, see Sheets 2 and 3 of 3.
15. For additional details, see Drainage Schedules.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

SHEET 1 OF 3

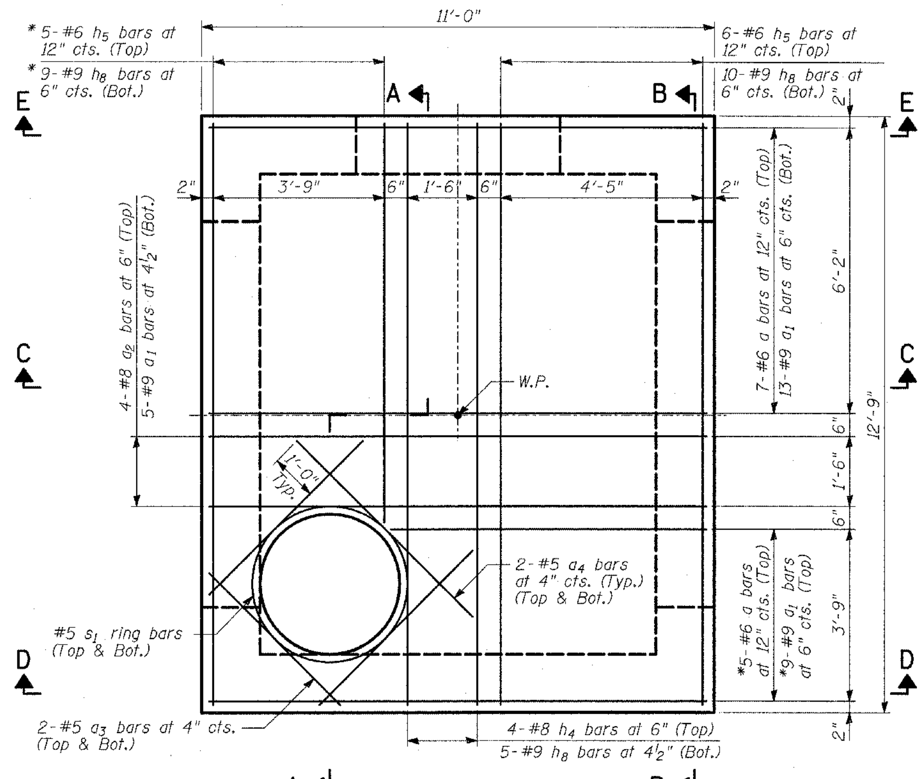
ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

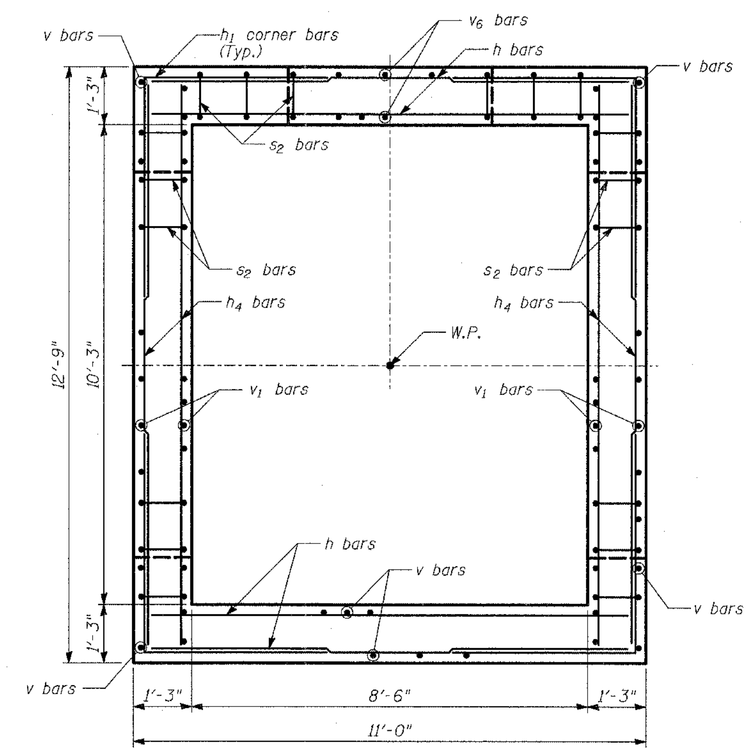
JUNCTION CHAMBER 63
GENERAL PLAN AND ELEVATION
STA. 128+72.70 OFFSET 69.65 RT.

S.N.
SCALE:
DATE: MARCH 1, 2006

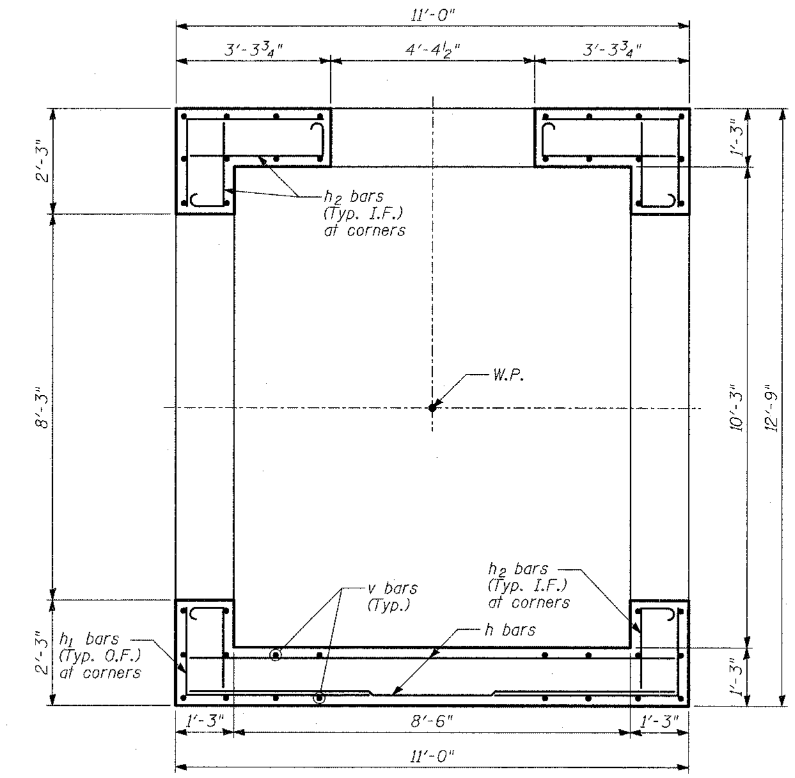
DESIGNED BY: MI, DJR
DRAWN BY: DJR
CHECKED BY: TD



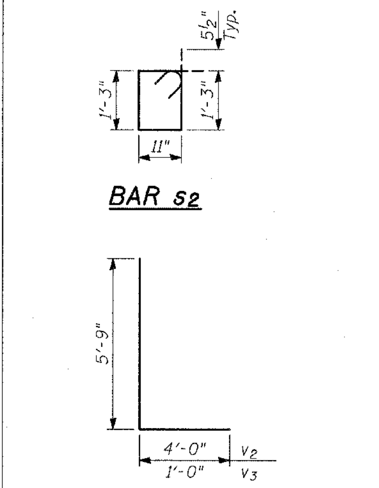
ROOF SLAB PLAN



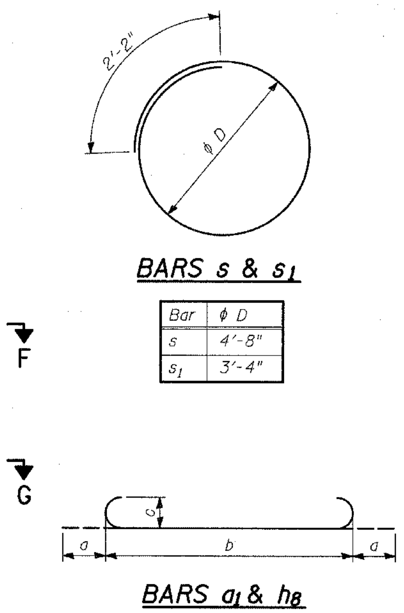
SECTIONAL PLAN F-F



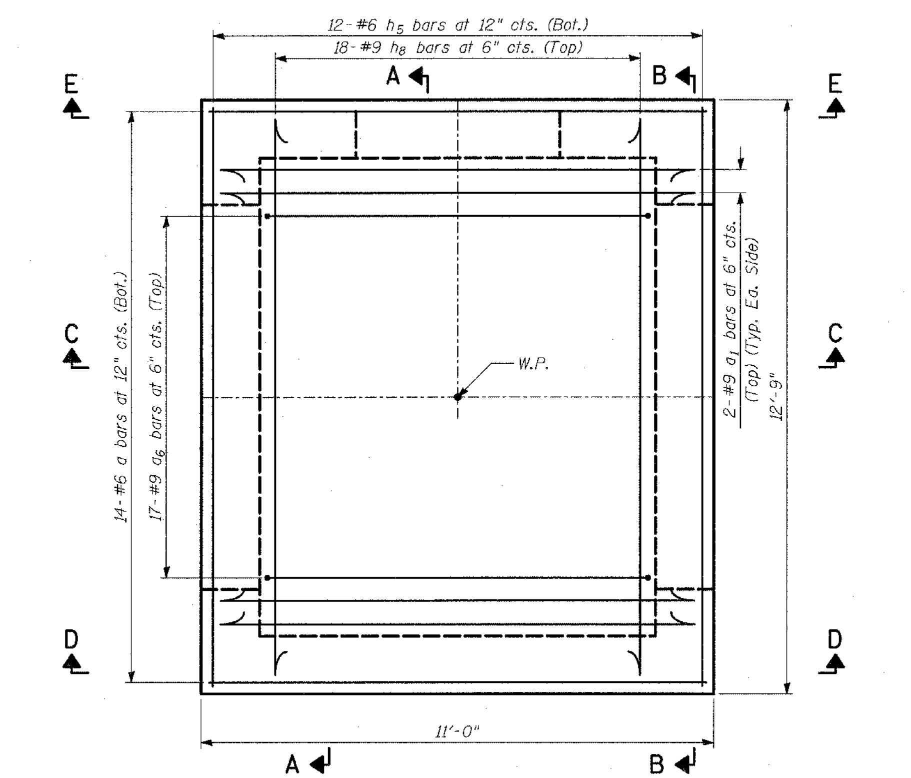
SECTIONAL PLAN G-G



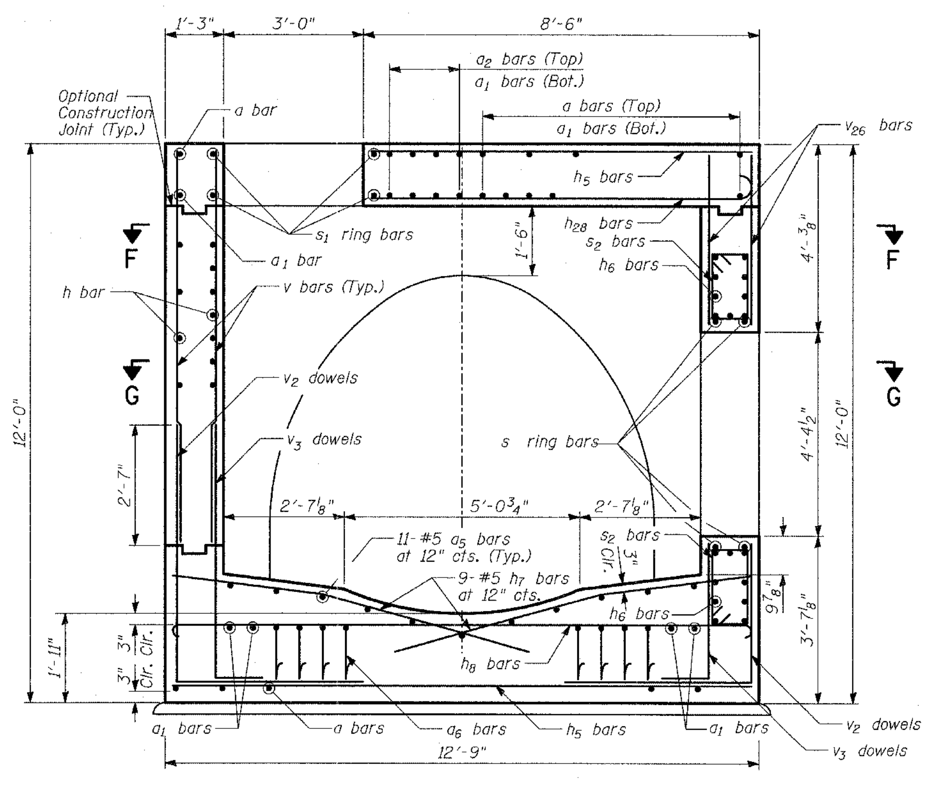
Bar	ϕ D
s	4'-8"
s_1	3'-4"



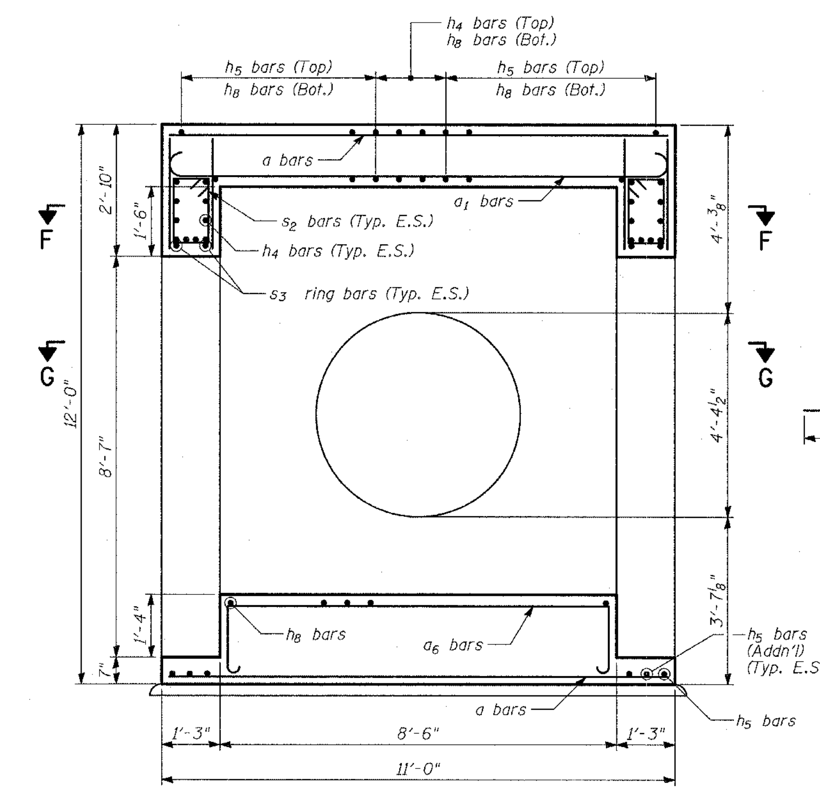
Bar	a	b	c
a_1	1'-3"	10'-8"	$11\frac{3}{4}"$
h_8	1'-3"	12'-5"	$11\frac{3}{4}"$



BOTTOM SLAB PLAN



SECTION A-A



SECTION C-C

NOTES:

1. All dimensions and elevations shall be field verified prior to construction.
2. Concrete pipe sizes shall be coordinated with openings provided into junction chamber before pouring concrete.
3. Manhole Frame, Ladder Rungs, and any inserts installation shall be coordinated with Roadway Plans.
4. Concrete cover for reinforcement steel to be 2" unless otherwise noted.
5. All concrete edges shall be chamfered 1 inch.
6. All lap splices marked on the drawings are minimum.
7. Concrete Compressive Strength fc' = 3,500 psi.
8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 3 of 3.

* Cut bars to fit in field.
E.F. - denotes Each Face
E.S. - denotes Each Side
I.F. - denotes Inside Face
O.F. - denotes Outside Face

TY·LIN INTERNATIONAL

SHEET 2 OF 3

REVISIONS NAME	DATE

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

JUNCTION CHAMBER 63
DETAILS 1

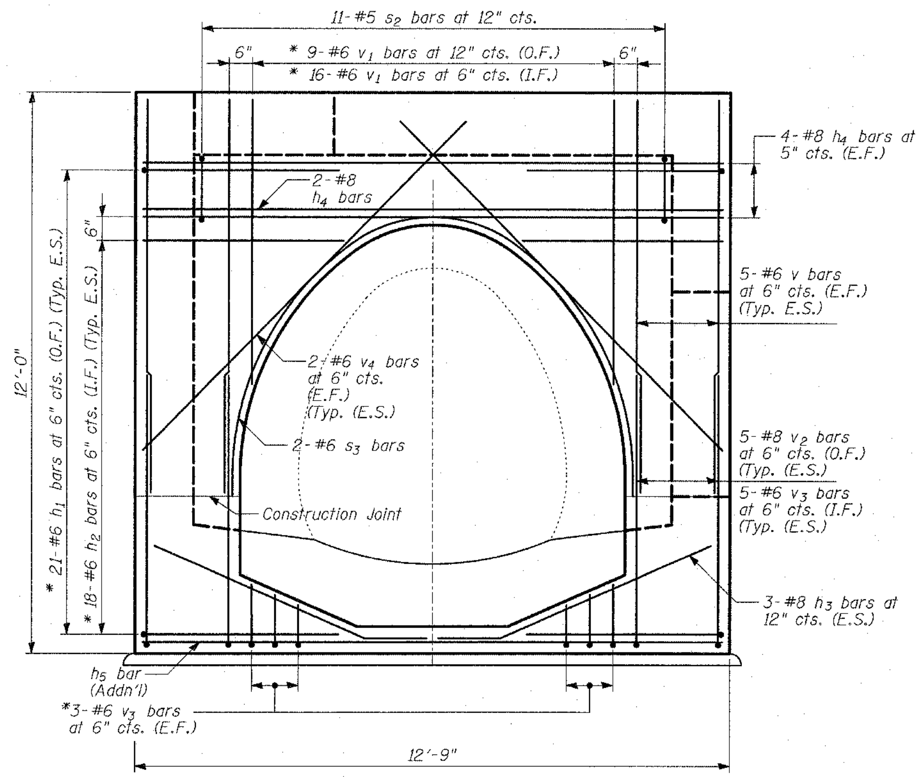
S.N.
SCALE:
DATE: MARCH 1, 2006

DESIGNED BY: TD, DJR
DRAWN BY: DJR
CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	344
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

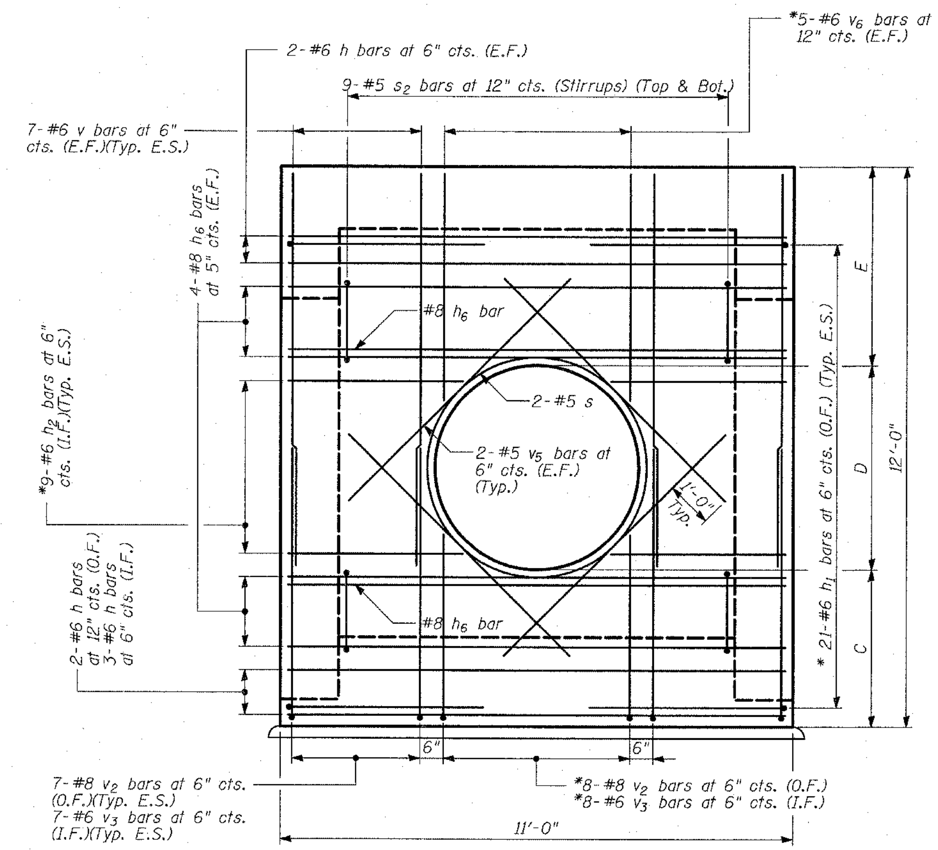
• (1516.1, 1717, & 1818) R-5

62593



SECTION B-B

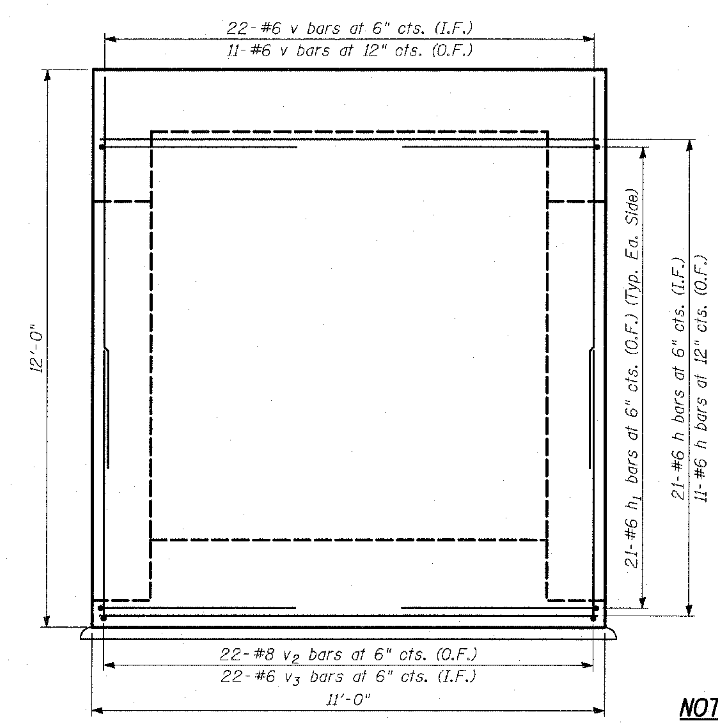
(Opposite Wall Typical)



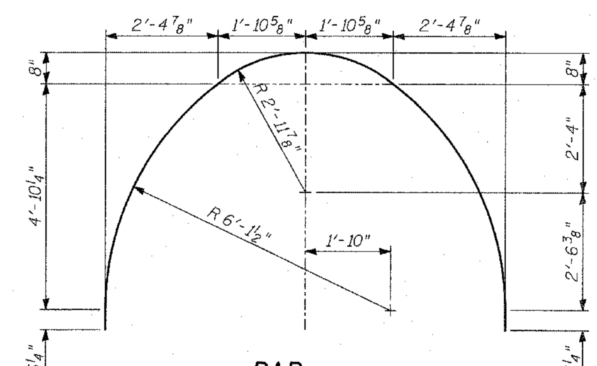
SECTION E-E

BILL OF MATERIAL

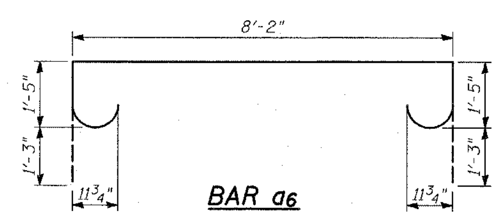
Bar	No.	Size	Length	Shape
a	26	#6	10'-8"	
a_1	31	#9	13'-2"	
a_2	4	#8	10'-8"	
a_3	4	#5	4'-0"	
a_4	12	#5	5'-4"	
a_5	11	#5	8'-2"	
a_6	17	#9	13'-6"	
h	41	#6	10'-8"	
h_1	84	#6	8'-7"	L
h_2	90	#6	5'-6"	
h_3	12	#8	6'-3"	
h_4	24	#8	12'-5"	
h_5	25	#6	12'-5"	
h_6	18	#8	10'-8"	
h_7	18	#5	7'-10"	
h_8	42	#9	14'-11"	
v	101	#6	8'-5"	
v_1	50	#6	6'-0"	
v_2	64	#8	9'-9"	L
v_3	88	#6	6'-9"	L
v_4	16	#6	9'-10"	
v_5	16	#5	6'-8"	
v_6	10	#6	5'-0"	
s	2	#5	16'-10"	
s_1	2	#5	12'-8"	
s_2	40	#5	5'-3"	
s_3	4	#6	16'-2"	
Reinforcement Bars		POUND	14,700	
Concrete Structures		CU YD	30	



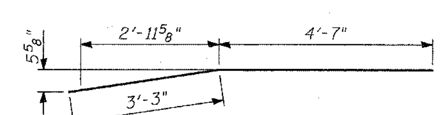
SECTION D-D



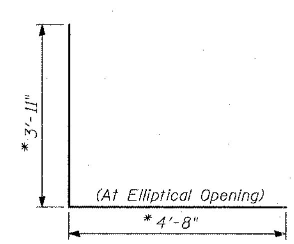
BAR s_3



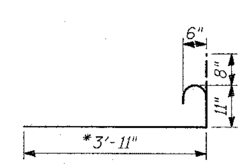
BAR a_6



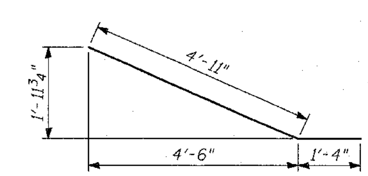
BAR h_7



BAR h_1



BAR h_2



BAR h_3

NOTES:

1. All dimensions and elevations shall be field verified prior to construction.
2. Concrete pipe sizes shall be coordinated with openings provided into junction chamber before pouring concrete.
3. Manhole Frame, Ladder Rungs, and any inserts installation shall be coordinated with Roadway Plans.
4. Concrete cover for reinforcement steel to be 2" unless otherwise noted.
5. All concrete edges shall be chamfered 1 inch.
6. All lap splices marked on the drawings are minimum.
7. Concrete Compressive Strength f'c = 3,500 psi.
8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 2 of 3.

* Cut bars to fit in field.
E.F. - denotes Each Face
E.S. - denotes Each Side
I.F. - denotes Inside Face
O.F. - denotes Outside Face

TYLININTERNATIONAL

SHEET 3 OF 3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

JUNCTION CHAMBER 63
DETAILS 2

S.N.
SCALE:
DATE: MARCH 1, 2006

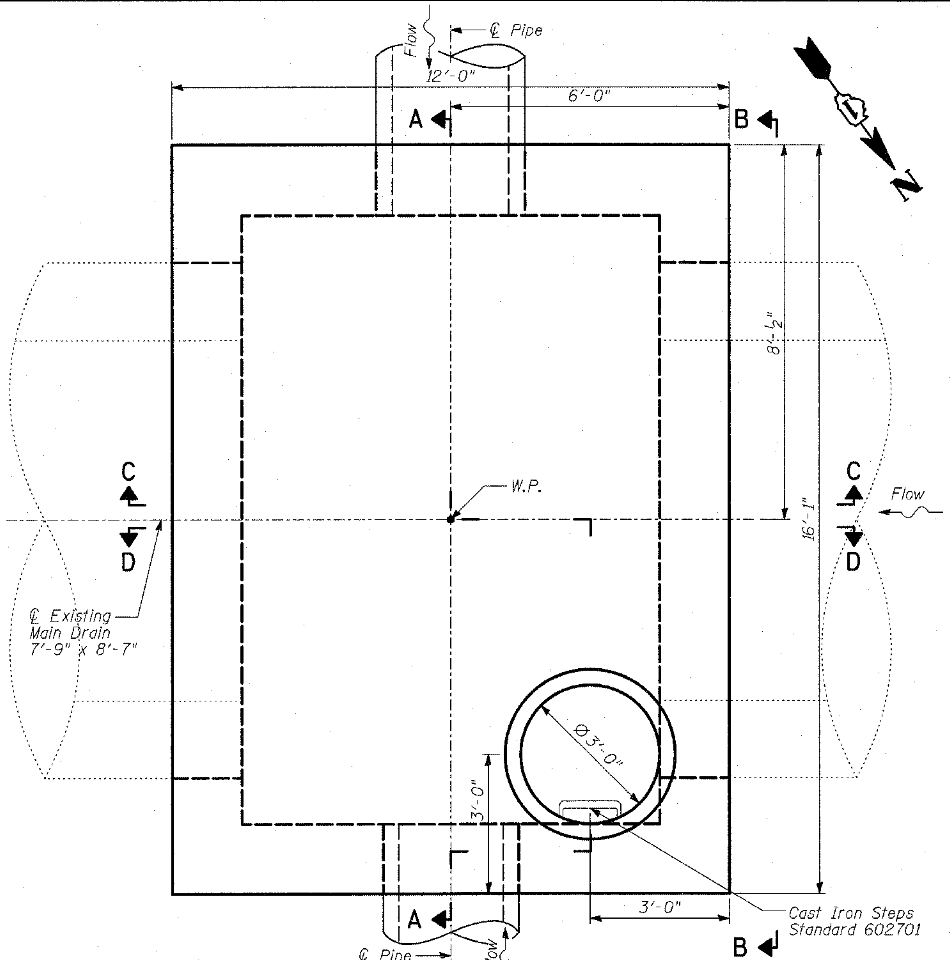
DESIGNED BY: TD, DJR
DRAWN BY: DJR
CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	345

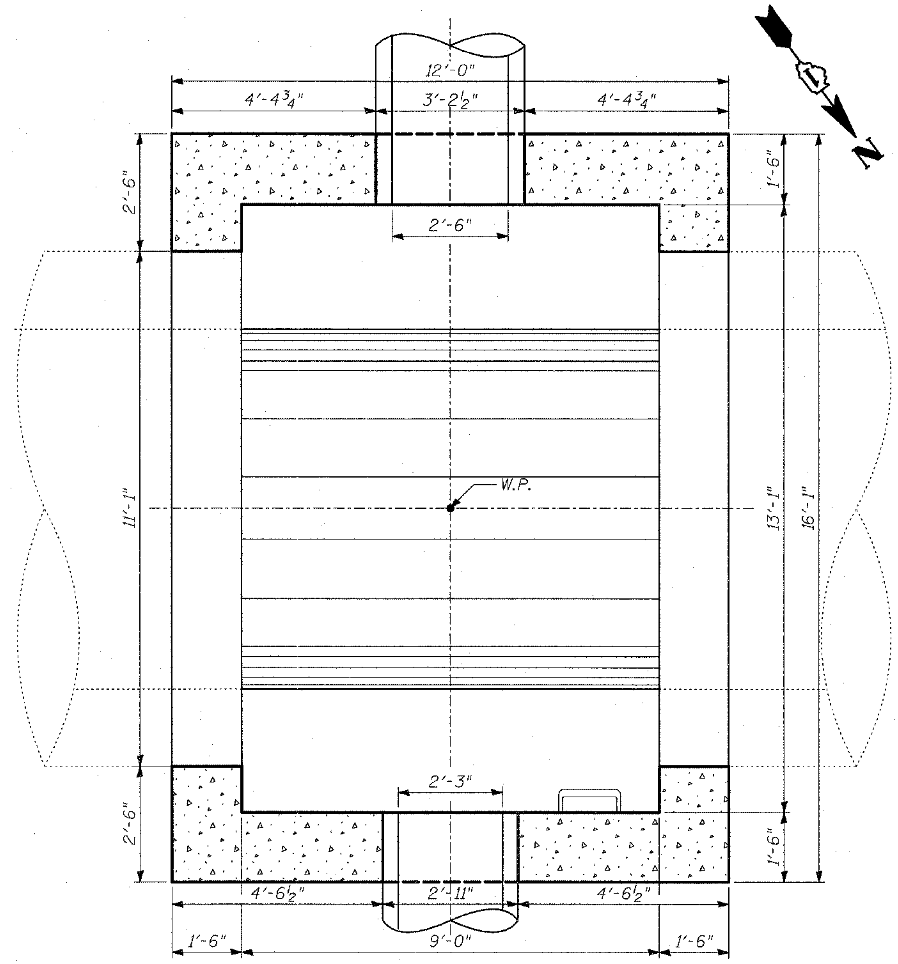
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

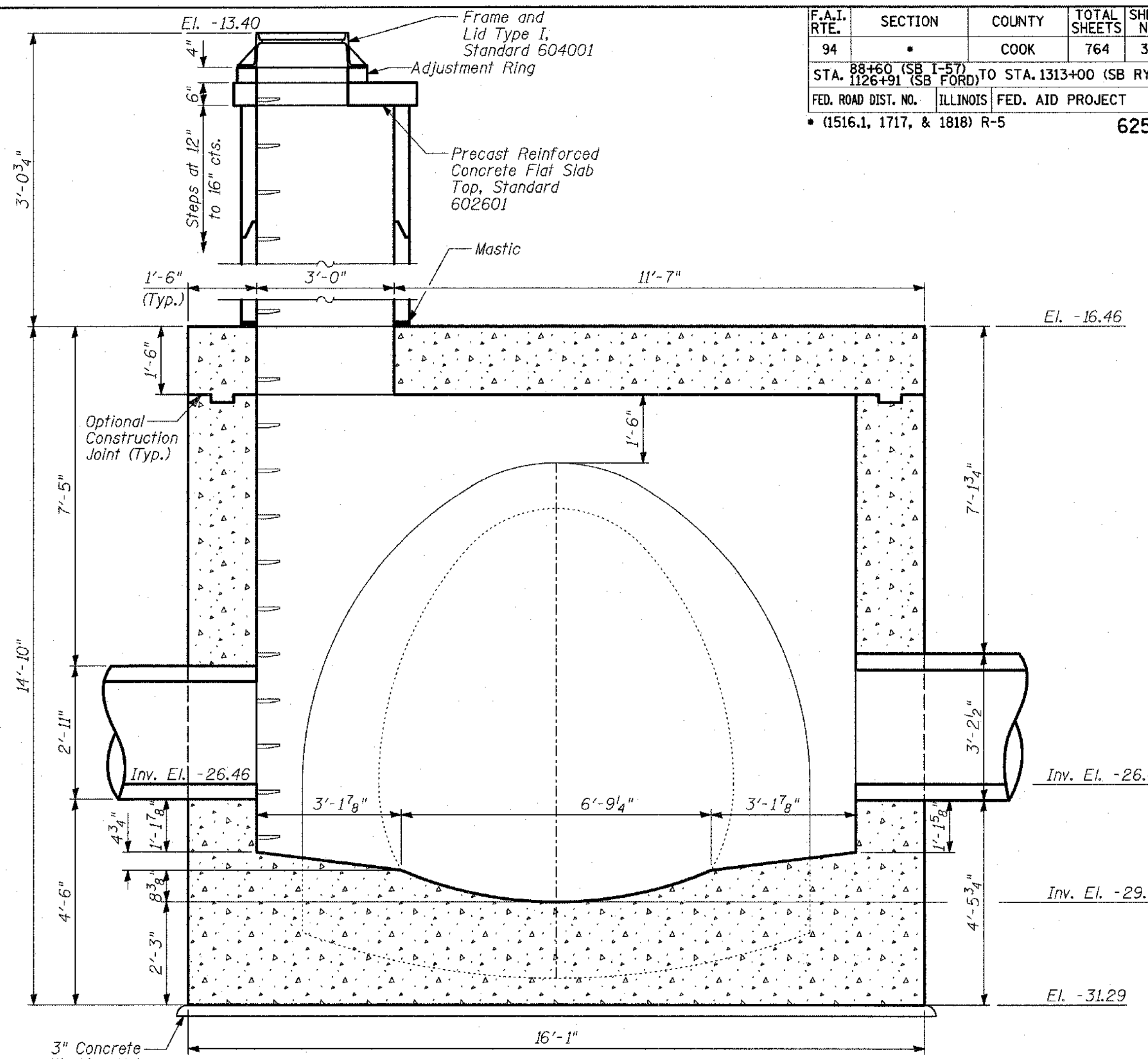
• (1516.1, 1717, & 1818) R-5 62593



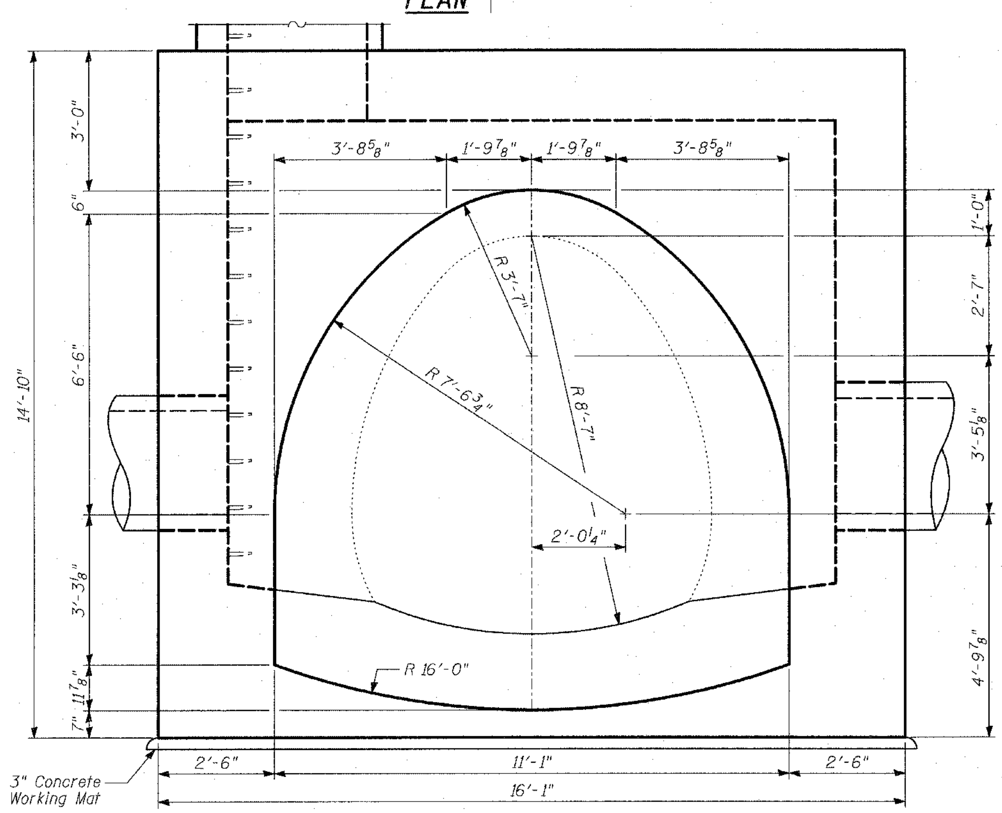
PLAN



SECTIONAL PLAN

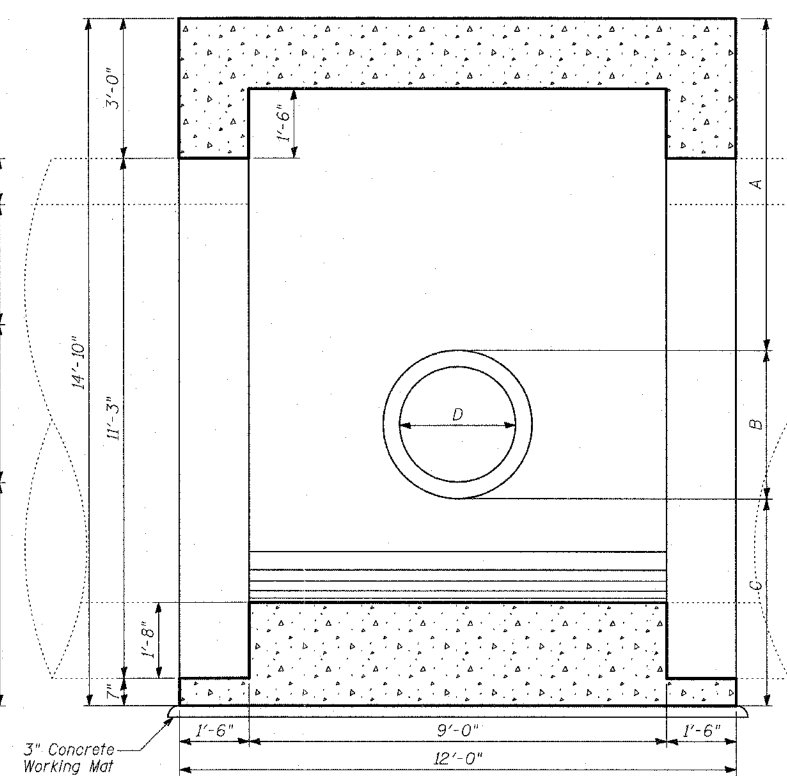


SECTION A-A



ELEVATION VIEW B-B

(Other Face Typical)



SECTION C-C & D-D

TABLE OF JUNCTION CHAMBER VARIABLES

Section	A	B	C	D
C-C	7'-1¾"	3'-2½"	4'-5¾"	2'-6"
D-D	7'-5"	2'-11"	4'-6"	2'-3"

GENERAL NOTES:

1. Alternate materials for the junction chamber top slab may be cast-in-place concrete or precast reinforced concrete.
2. The Contractor shall verify the location of the main drain before submitting the braced excavation drawings.
3. Excavation shall be performed simultaneously on each side of the existing Main Drain, followed by simultaneous backfilling around the junction chamber.
4. Retention systems placed within ten (10) feet of a water main must remain in place permanently.
5. All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
6. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
7. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
8. Cast iron steps shall be gray iron conforming to the requirements of Article 1006.14 of the Standard Specifications.
9. The maximum width of excavation is the width of the junction chamber plus 4 feet, and the maximum length is the length of the junction chamber plus 4 feet. Excavation outside the maximum dimensions specified will not be measured for payment.
10. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
11. The design of the braced excavation is the responsibility of the Contractor. The Contractor shall submit drawings and design for the braced excavation to the Engineer for approval. The braced excavation design and drawings shall be signed and sealed by an Illinois Licensed Structural Engineer, submitted and approved prior to the start of any work. The Engineer's approval shall not relieve the Contractor from the sole responsibility of the structural integrity of the braced excavation system.
12. See Standard 602701 for details of cast iron steps.
13. For additional information, see Standard Specifications.
14. For reinforcement details, see Sheets 2 and 3 of 3.
15. For additional details, see Drainage Schedules.

STATE OF ILLINOIS · PHILLIP D. FREY · 081-004826 · CHICAGO, ILLINOIS · LICENSED STRUCTURAL ENGINEER

Signed Phillip D. Frey

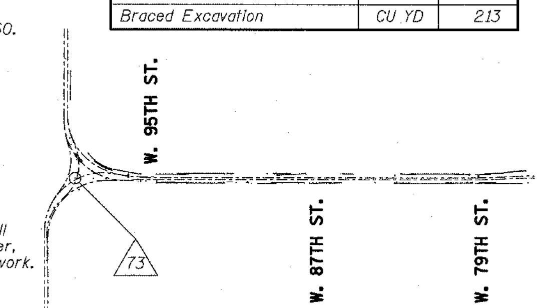
Phillip D. Frey, S.E. Il. Lic. No. 081-004826 Expires 11-30-2006.

For drawings 1 thru 3

Date 3/1/06

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Porous Granular Embankment	CU YD	106
Junction Chamber No. 73	EACH	1
Braced Excavation	CU YD	213



LOCATION SKETCH

SHEET 1 OF 3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

JUNCTION CHAMBER 73
GENERAL PLAN AND ELEVATION
STA. 1157+72.53 OFFSET 49.78 LT.

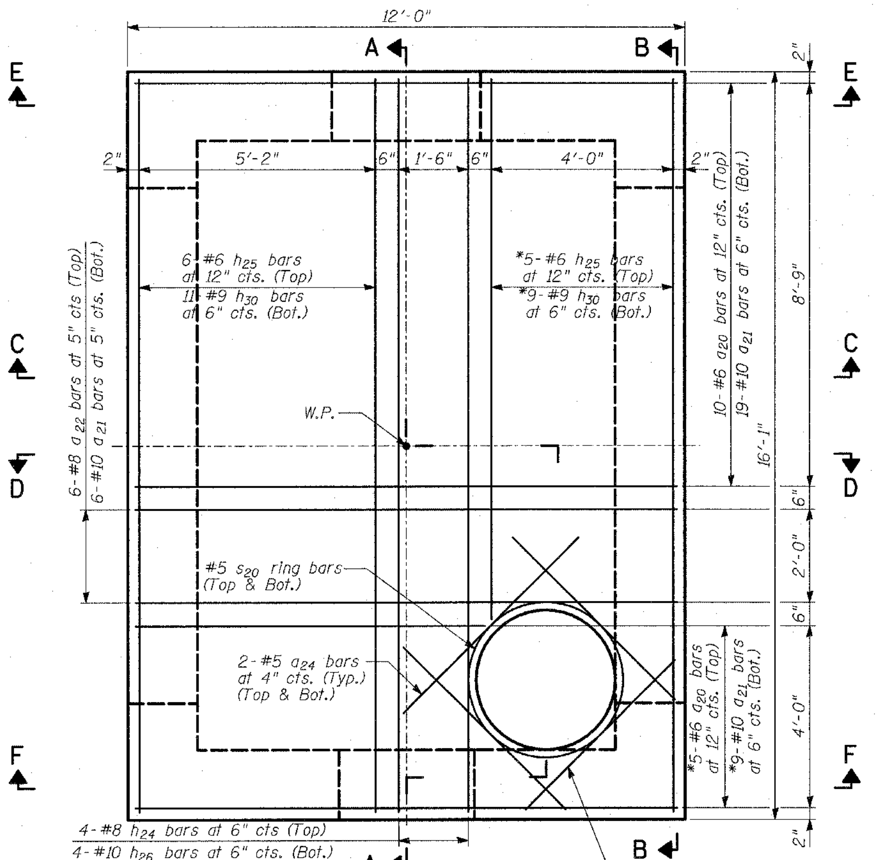
S.N. DESIGNED BY: TD, DE

SCALE: DRAWN BY: DE

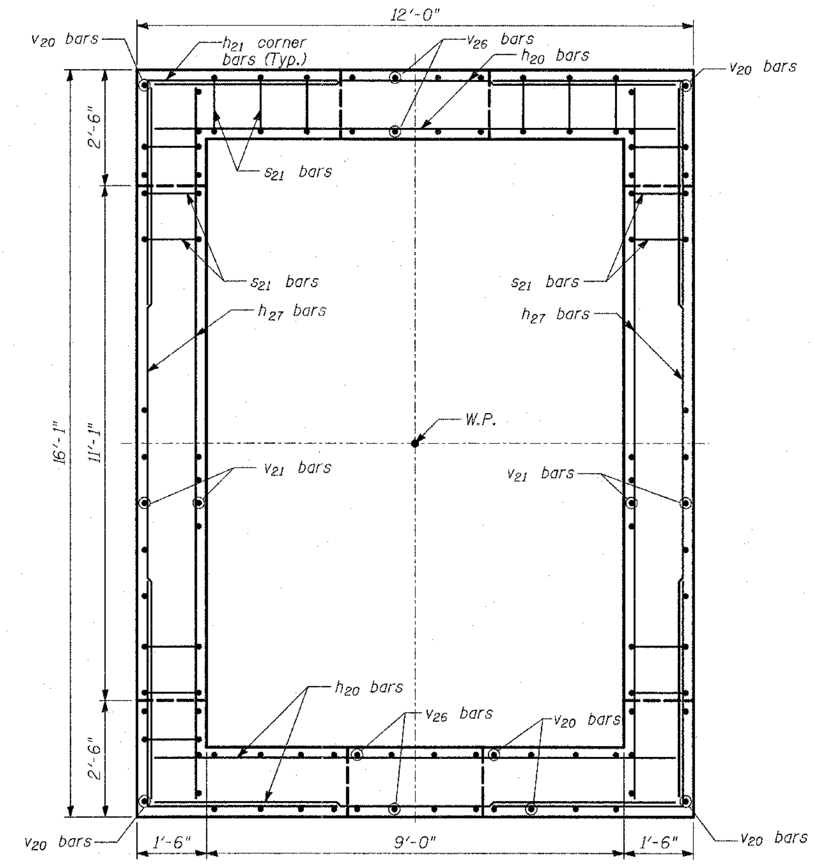
DATE: MARCH 1, 2006 CHECKED BY: MI, TD

TYLIN INTERNATIONAL

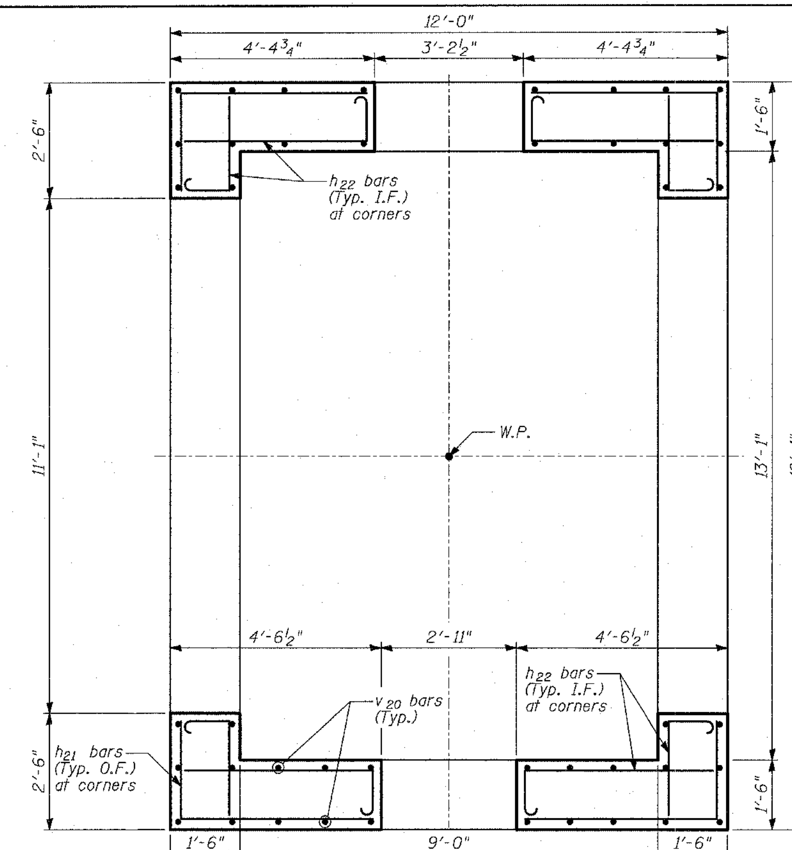
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	346
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593



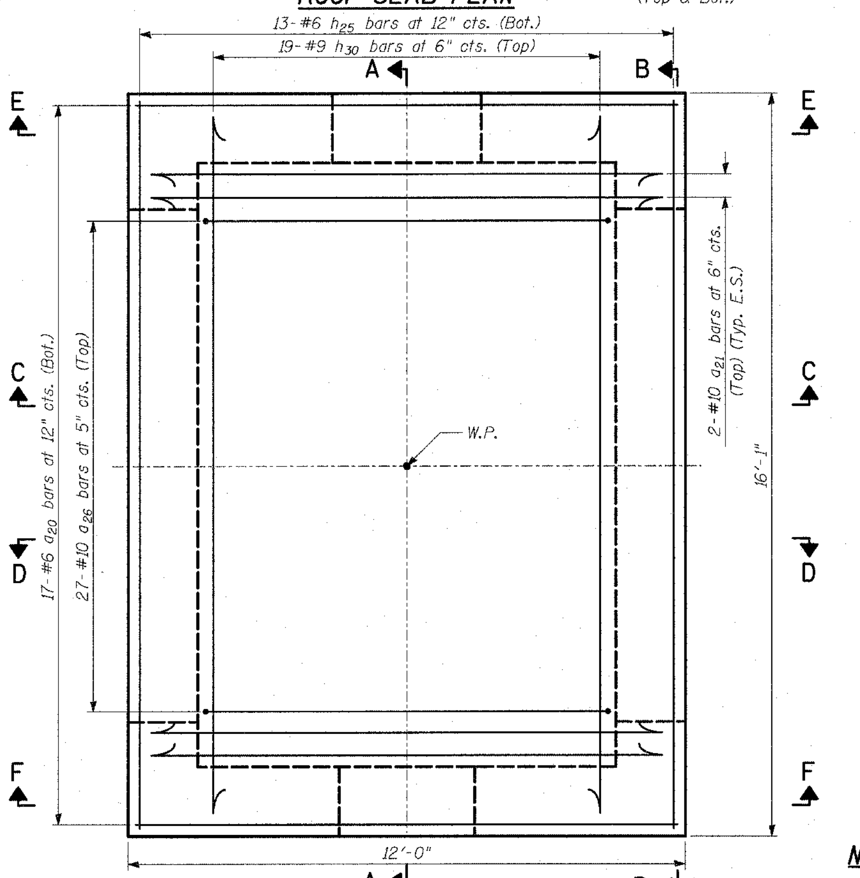
ROOF SLAB PLAN



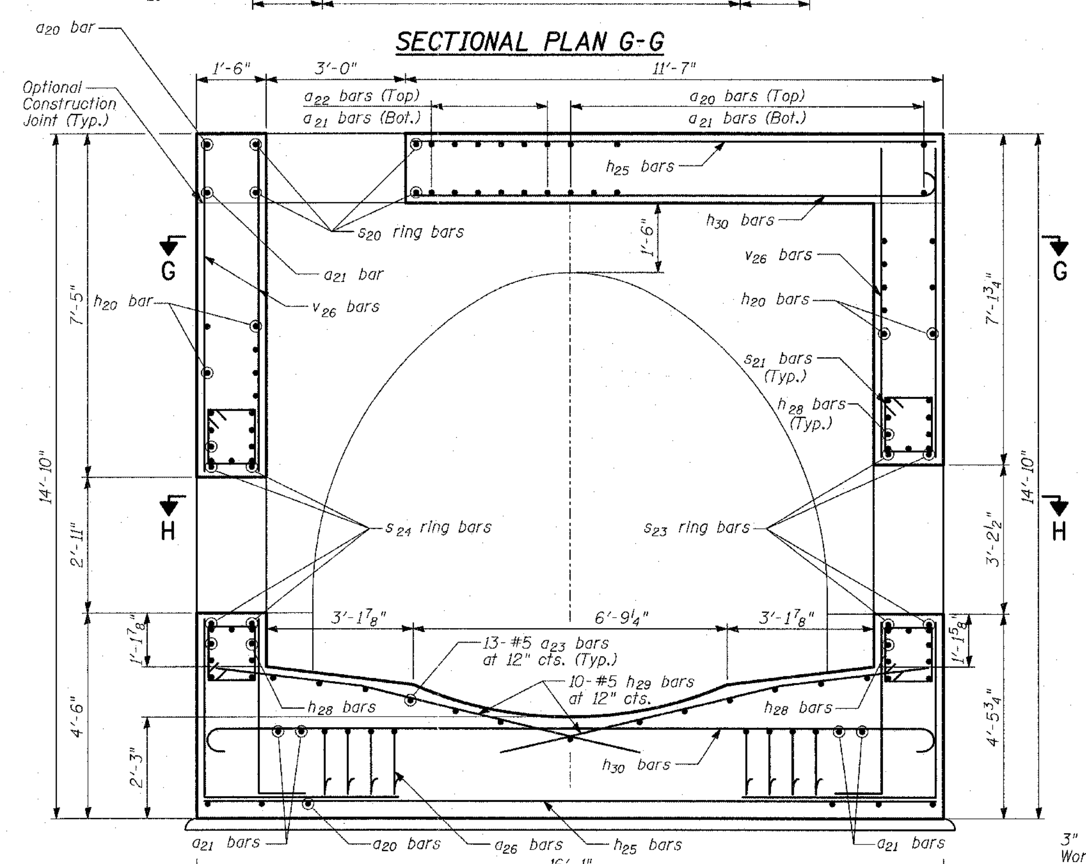
SECTIONAL PLAN G-G



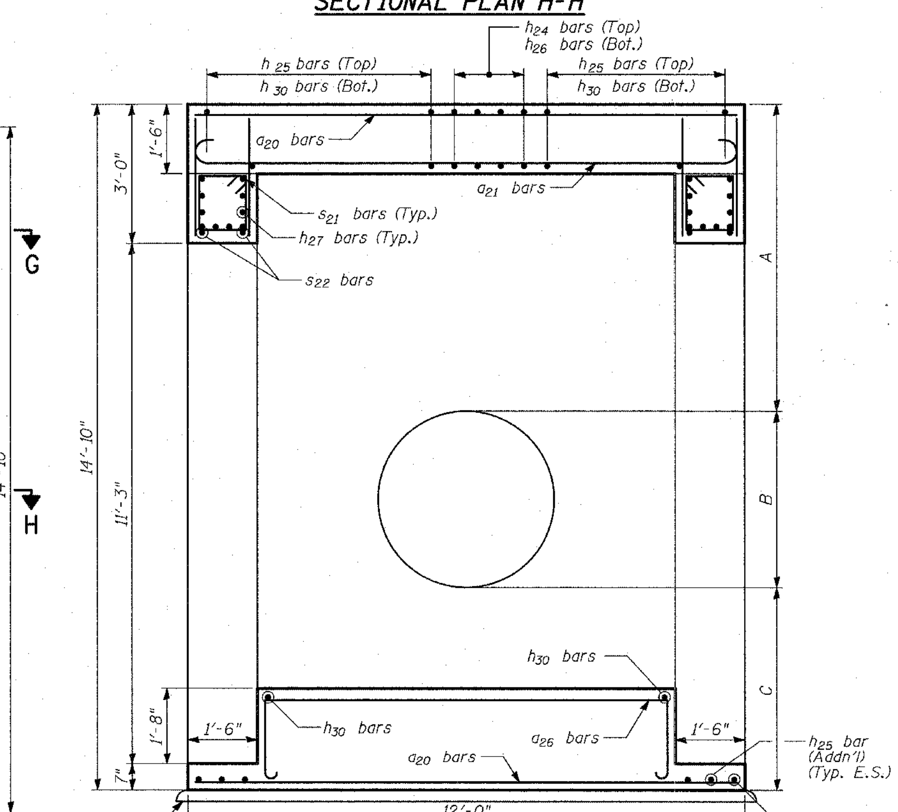
SECTIONAL PLAN H-H



BOTTOM SLAB PLAN



SECTION A-A



SECTION C-C & D-D

SHEET 2 OF 3

NOTES:

1. All dimensions and elevations shall be field verified prior to construction.
2. Concrete pipe sizes shall be coordinated with openings provided into junction chamber before pouring concrete.
3. Manhole Frame, Ladder Rungs, and any inserts installation shall be coordinated with Roadway Plans.
4. Concrete cover for reinforcement steel to be 2" unless otherwise noted.
5. All concrete edges shall be chamfered 1 inch.
6. All lap splices marked on the drawings are minimum.
7. Concrete Compressive Strength fc' = 3,500 psi.
8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 3 of 3.

* Cut bars to fit in field.
E.F. - denotes Each Face
E.S. - denotes Each Side
I.F. - denotes Inside Face
O.F. - denotes Outside Face

TY·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

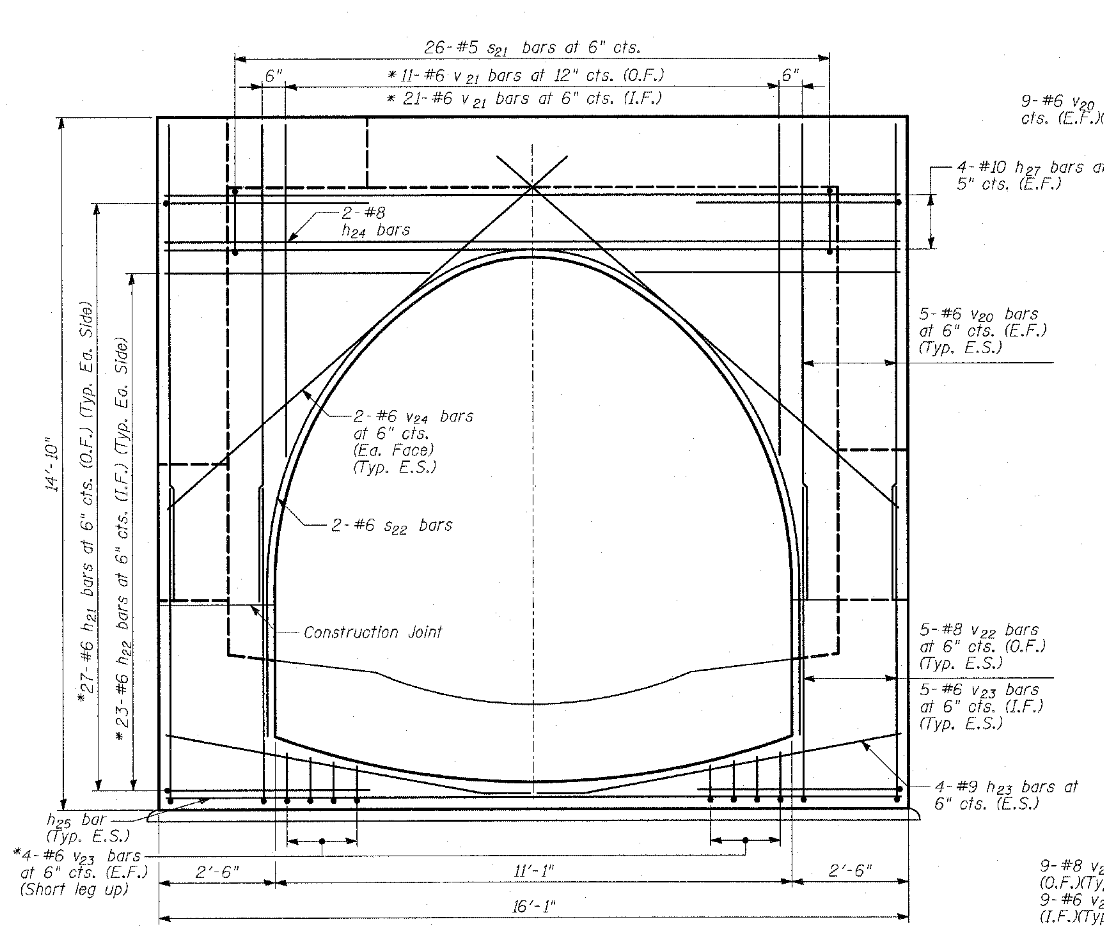
ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

JUNCTION CHAMBER 73
DETAILS 1

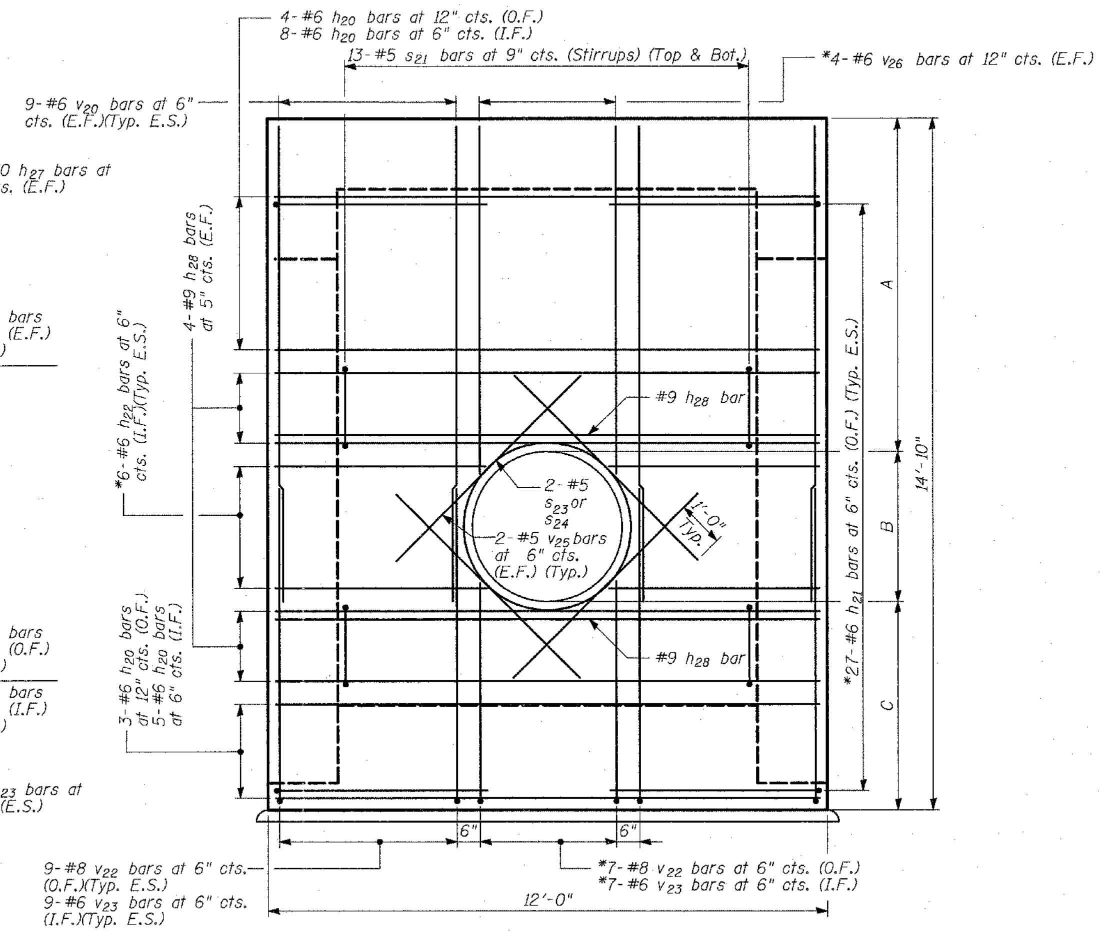
S.N.
SCALE:
DATE: MARCH 1, 2006

DESIGNED BY: TD, DE
DRAWN BY: DE
CHECKED BY: MI

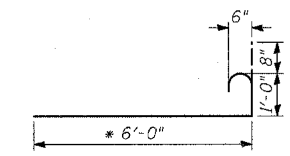


ELEVATION VIEW B-B

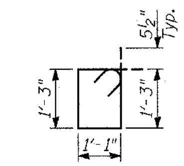
(Opposite Wall Typical)



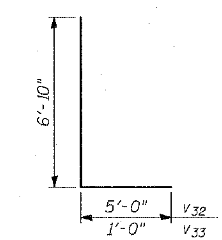
SECTION E-E & F-F



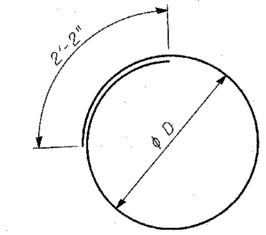
BAR h_{22}



BAR s_{21}

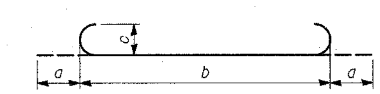


BARS v_{22} & v_{23}



BARS s_{20}, s_{23} & s_{24}

Bar	φ D
s_{20}	3'-4"
s_{23}	3'-7"
s_{24}	3'-3"

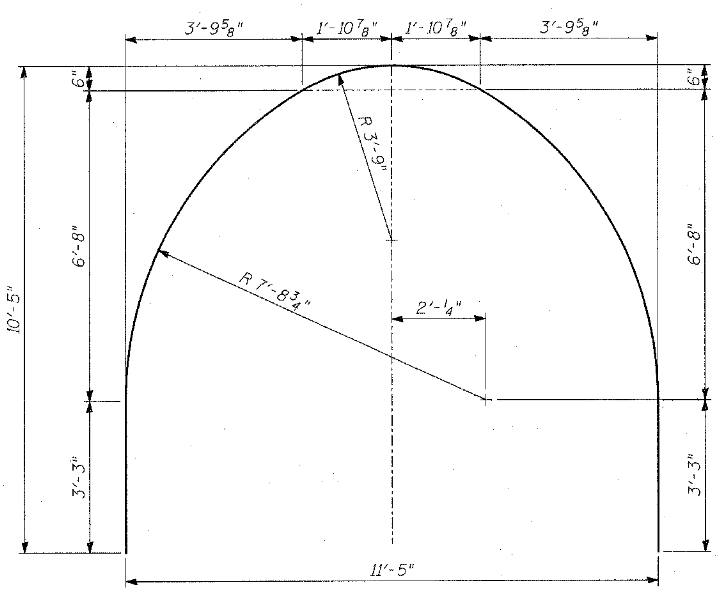


BARS a_{21}, h_{26} & h_{30}

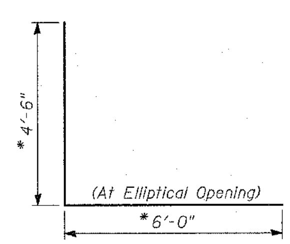
Bar	a	b	c
a_{21}	1'-5"	11'-8"	1'-1¼"
h_{26}	1'-5"	15'-9"	1'-1¼"
h_{30}	1'-3"	15'-9"	11¾"

BILL OF MATERIAL

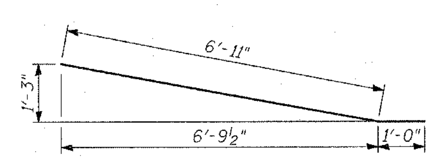
Bar	No.	Size	Length	Shape
a_{20}	32	#6	11'-8"	
a_{21}	38	#10	14'-6"	
a_{22}	6	#8	11'-8"	
a_{23}	13	#5	8'-8"	
a_{24}	12	#5	5'-4"	
a_{25}	4	#5	4'-2"	
a_{26}	27	#10	15'-0"	
h_{20}	40	#6	11'-8"	
h_{21}	108	#6	10'-6"	L
h_{22}	116	#6	7'-8"	
h_{23}	16	#9	7'-11"	
h_{24}	8	#8	15'-9"	
h_{25}	26	#6	15'-9"	
h_{26}	4	#10	18'-7"	
h_{27}	16	#10	15'-9"	
h_{28}	36	#9	11'-8"	
h_{29}	20	#5	9'-5"	
h_{30}	39	#9	18'-3"	
v_{20}	112	#6	10'-0"	
v_{21}	64	#6	6'-11"	
v_{22}	70	#8	11'-10"	L
v_{23}	102	#6	7'-10"	L
v_{24}	16	#6	11'-5"	
v_{25}	32	#5	5'-8"	
v_{26}	16	#6	7'-6"	
s_{20}	2	#5	12'-8"	
s_{21}	104	#5	5'-7"	
s_{22}	4	#6	26'-7"	
s_{23}	2	#5	13'-5"	
s_{24}	2	#5	12'-5"	
Reinforcement Bars			POUND	22,890
Concrete Structures			CU YD	48



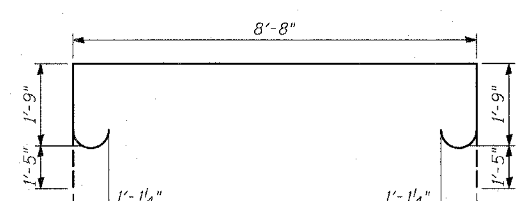
BAR s_{22}



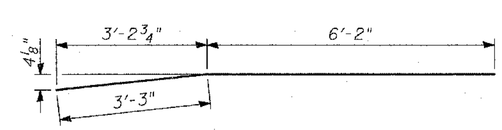
BAR h_{21}



BAR h_{23}



BAR a_{26}



BAR h_{29}

NOTES:

1. All dimensions and elevations shall be field verified prior to construction.
2. Concrete pipe sizes shall be coordinated with openings provided into junction chamber before pouring concrete.
3. Manhole Frame, Ladder Rungs, and any inserts installation shall be coordinated with Roadway Plans.
4. Concrete cover for reinforcement steel to be 2" unless otherwise noted.
5. All concrete edges shall be chamfered 1 inch.
6. All lap splices marked on the drawings are minimum.
7. Concrete Compressive Strength fc' = 3,500 psi.
8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 2 of 3.

* Cut bars to fit in field.

E.F. - denotes Each Face

E.S. - denotes Each Side

I.F. - denotes Inside Face

O.F. - denotes Outside Face

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

JUNCTION CHAMBER 73
DETAILS 2

S.N.
SCALE:
DATE: MARCH 1, 2006

DESIGNED BY: TD, DE
DRAWN BY: DE
CHECKED BY: MI

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
11	91+38.00	36.0 LT		A	4′	T20 F&G	2.27	-3.13	-3.13	-3.13	
12	92+36.42	36.0 LT		A	4′	T20 F&G	2.40			-2.72	
13	91+36.29	41.0 LT		C	2′	T1F OL	2.61			-3.11	
14	91+69.48	36.0 LT		A	4′	T20 F&G	2.24				-3.03
15	91+53.00	36.0 LT		A	4′	T20 F&G	2.25		-3.08		-3.08
21	94+30.87	36.0 LT		A	4′	T20 F&G	3.40			-1.70	
22	97+68.52	29.3 RT		A(7)	4′	T20 F&G	3.24	-2.59			
23	97+68.44	36.0 LT		A	4′	T20 F&G	3.68		-2.85	-2.85	
31	99+17.11	27.3 RT		A(7)	4′	T20 F&G	2.57	-3.01			
32	99+17.11	36.0 LT		A	4′	T20 F&G	2.99	-3.49		-3.26	-3.49
33	100+66.31	27.3 RT		A(7)	4′	T20 F&G	1.80	-4.03			
34	100+66.27	37.4 LT		A	4′	T20 F&G	2.23	-4.28		-4.28	
35	102+32.60	27.1 RT		A(7)	4′	T20 F&G	0.95	-4.88			
36	102+32.56	40.7 LT		A	4′	T20 F&G	1.30	-5.14	-5.14	-5.14	
37	103+42.28	27.3 RT		A(7)	4′	T20 F&G	0.37	-4.45			
38	104+74.28	27.2 RT		A(7)	4′	T20 F&G	-0.31	-5.28			
39	102+50.00	44.6 LT		C	2′	T1F OL	1.38				-5.07
310	104+88.38	54.1 LT		A	4′	T20 F&G	-0.21	-5.60		-5.60	
41	106+26.36	24.5 RT		A	4′	T20 F&G	-0.98	-6.81		-6.81	
42	106+26.37	42.1 LT		A	4′	T20 F&G	-0.68	-7.07		-7.07	
43	106+52.92	45.3 LT		C	2′	T1F OL	1.48				-6.99
44	108+80.55	58.6 LT	A		4′	T1F CL	0.84		-12.32	-8.58	
45	110+25.40	58.6 LT	A		4′	T1F CL	-0.59		-13.13	-9.34	-12.88
46	108+79.87	22.0 RT		A	4′	T20 F&G	-2.19	-8.02			
47	108+79.87	48.0 LT		A	4′	T20 F&G	-2.23	-8.54		-8.29	
48	110+25.35	22.0 RT		A	4′	T20 F&G	-2.95	-8.78			
49	110+25.35	48.0 LT		A	4′	T20 F&G	-3.03	-9.30		-9.05	
51	111+66.73	58.6 LT	A		5′	T1F CL	-1.24		-14.04	-9.82	-13.54
52	112+70.13	58.6 LT	A		5′	T1F CL	-1.56	-8.31(W)	-14.74	-10.96	-14.24
53	114+66.31	58.6 LT	A		6′	T1F CL	-0.79		-9.55	-15.62	-15.12
54	111+67.59	22.0 RT		A	4′	T20 F&G	-3.68	-9.51		-9.51	
55	111+67.59	48.0 LT		A	4′	T20 F&G	-3.76	-9.78		-9.78	
56	112+60.07	22.0 RT		A	4′	T20 F&G	-4.02		-10.12		
57	112+70.07	22.0 RT		A	4′	T20 F&G	-4.02	-10.15	-10.15		-10.15
58	112+80.07	22.0 RT		A	4′	T20 F&G	-4.02				-10.12
59	112+59.28	51.6 LT		C	2′	T1F OL	-3.90	-8.27			
510	NOT USED	- -	-	-	-	-	-				
511	112+60.07	48.0 LT		A	4′	T20 F&G	-4.10		-10.39		
512	112+70.07	48.0 LT		A	4′	T20 F&G	-4.10	-10.92	-10.42	-10.42	-10.42
513	112+80.07	48.0 LT		A	4′	T20 F&G	-4.10				-10.39
514	114+93.09	22.0 RT		A	4′	T20 F&G	-3.09	-8.92			
515	114+93.09	48.0 LT		A	4′	T20 F&G	-3.17			-9.19	-9.44
61	117+48.62	58.6 LT	A		4′	T1F CL	3.86		-7.51	-7.08	
62	119+02.28	58.6 LT	A		4′	T1F CL	3.10		-7.90	-7.65	-7.90
63	120+20.42	58.6 LT	A		5′	T1F CL	1.39	-5.36(E)	-8.45	-7.95	-8.20
64	121+92.51	57.2 LT	A		5′	T1F CL	1.17		-8.80	-6.96	-8.80
65	117+32.86	22.0 RT		A	4′	T20 F&G	-1.90	-6.73		-6.73	
66	117+32.78	43.3 LT		A	4′	T20 F&G	-1.75	-6.99		-6.99	-6.99
67	119+02.20	22.0 RT		A	4′	T20 F&G	-1.04	-7.09			
68	119+02.20	48.0 LT		A	4′	T20 F&G	-1.09	-7.61		-7.36	
69	117+25.44	48.0 LT		C	2′	T1F OL	0.52		-6.96		
610	120+20.42	22.0 RT		A	4′	T20 F&G	0.06	-7.39	-7.39		
611	120+20.31	48.0 LT		A	4′	T20 F&G	-1.14	-7.91		-7.66	
612	121+92.37	22.1 RT		A	4′	T20 F&G	1.74	-6.40			
613	121+92.35	48.0 LT		A	4′	T20 F&G	-0.83	-6.93		-6.68	
614	120+29.65	52.8 LT		C	2′	T1F OL	-0.95				-5.33

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
11	91+38.00	91+43.28	2	15	45	0.32	14.8
12	92+36.42	92+35.23	2	12	45	0.44	13.0
13	91+36.29	91+38.00	2	12	4	0.44	1.2
14	91+69.48	91+53.00	2	15	13	0.44	3.6
15	91+53.00	91+38.00	2	15	11	0.44	3.6
21	94+30.87	94+27.34	2	12	45	0.44	13.0
22	97+68.52	97+68.44	2	12	58	0.44	16.8
23	97+68.44	99+17.11	2	12	145	0.44	41.9
31	99+17.11	99+17.11	2	12	56	0.44	16.2
32	99+17.11	99+19.26	2	15	14	0.44	1.0
33	100+66.31	100+66.27	2	12	57	0.44	16.5
34	100+66.27	100+66.07	2	12	12	0.44	0.6
35	102+32.60	102+32.56	2	12	60	0.44	17.3
36	102+32.56	102+17.96	2	12	14	0.44	1.7
37	103+42.28	103+21.14	2	12	65	0.44	18.8
38	104+74.28	104+88.38	2	12	75	0.44	21.1
39	102+50.00	102+32.56	2	12	16	0.44	4.6
310	104+88.38	104+89.35	2	12	9	0.44	1.2
41	106+26.36	106+26.37	2	12	59	0.44	17.1
42	106+26.37	106+26.20	2	12	6	0.44	1.2
43	106+52.92	106+26.20	2	12	24	0.44	1.7
44	108+80.55	110+25.40	3	15	141	0.40	0.0
45	110+25.40	111+66.73	3	18	137	0.30	0.0
46	108+79.87	108+79.87	2	12	62	0.44	17.9
47	108+79.87	108+80.55	2	15	9	0.44	1.3
48	110+25.35	110+25.35	2	12	62	0.44	17.9
49	110+25.35	110+25.40	2	15	9	0.44	0.7
410	106+25.21	106+26.36	2	12	4	0.44	1.2
51	111+66.73	112+70.13	3	24	99	0.20	0.0
52	112+70.13	114+66.31	3	30	191	0.20	0.0
53	114+66.31	114+66.19	JIP	36	115	0.20	0.0
54	111+67.59	111+67.59	2	12	62	0.44	17.9
55	111+67.59	111+66.73	2	12	9	0.44	0.6
56	112+60.07	1135+91.69	2	15	7	0.44	2.3
57	112+70.07	112+70.07	2	15	62	0.44	20.4
58	112+80.07	112+70.07	2	15	6	0.44	2.0
59	112+59.28	112+70.13	2	12	10	0.44	0.0
510	NOT USED	-	-	-	-	-	-
511	112+60.07	112+70.07	2	15	6	0.44	2.0
512	112+70.07	112+70.13	2	21	9	0.44	0.8
513	112+80.07	112+70.07	2	15	6	0.44	2.0
514	114+93.09	114+93.09	2	12	62	0.44	17.9
515	114+93.09	114+66.31	2	15	25	0.44	3.6
518	111+57.51	111+67.59	2	12	11	0.44	3.2
519	112+59.53	112+70.07	2	12	12	0.44	2.9
61	117+48.62	119+02.28	2	18	150	0.26	0.0
62	119+02.28	120+20.42	2	18	114	0.26	0.0
63	120+20.42	121+92.51	2	21	166	0.21	0.0
64	121+92.51	123+31.04	2	21	130	0.21	0.0
65	117+32.86	117+32.78	2	12	58	0.44	16.8
66	117+32.78	117+48.62	2	12	20	0.44	2.3
67	119+02.20	119+02.20	2	12	62	0.44	17.9
68	119+02.20	119+02.28	2	15	9	0.44	1.6
69	117+25.44	117+32.78	2	12	7	0.44	2.0
610	120+20.42	120+20.31	2	12	62	0.44	17.9
611	120+20.31	120+20.42	2	15	9	0.44	1.0

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	348
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5

62593

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

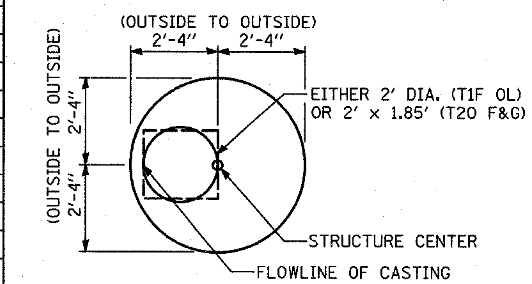
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

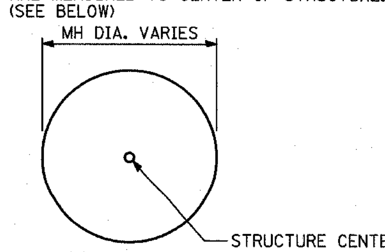
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

SHEET 1 OF 8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE

DATE: MARCH 1, 2006

DRAWN BY: RD

CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	349

STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

62593

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
6111	120+34.59	27.6 RT		C	2′	T1F OL	-0.10				-7.33
71	123+31.04	57.2 LT	A		5′	T1F CL	1.95		-9.58	-6.08	-9.07
72	125+86.73	58.6 LT	A		5′	T1F CL	3.20	-3.30 (E)	-10.19	-3.85	-9.94
73	127+21.28	57.9 LT	A		5′	T1F CL	4.05		-10.35		-10.35
74	123+42.35	22.9 RT		A	4′	T20 F&G	3.17	-5.50	-5.50		
75	123+42.94	48.0 LT		A	4′	T20 F&G	0.07	-6.03		-5.78	
76	125+85.73	26.1 RT		A	4′	T20 F&G	5.30	-3.52			
77	125+86.73	48.0 LT		A	4′	T20 F&G	2.02	-3.81		-3.81	
78	125+98.12	51.6 LT		C	2′	T1F OL	2.30				-3.27
79	123+57.84	28.6 RT		C	2′	T1F OL	3.08				-5.43
91	128+55.33	58.6 LT	A		6′	T1F CL	4.70		-2.65	-10.51	-10.51
92	132+13.35	57.2 LT	A		5′	T1F CL	3.95		-6.35	-3.71	-6.35
93	129+40.68	48.0 LT		A	4′	T20 F&G	3.53	-2.30			-2.30
94	341+60.13	25.7 LT		A	4′	T20 F&G	5.15	-2.50			
95	131+09.39	42.7 LT		A	4′	T20 F&G	2.95	-3.15		-2.90	
96	132+13.61	10.0 RT		A	4′	T20 F&G	4.45	-3.45			
97	132+13.62	47.6 LT		A	4′	T20 F&G	2.16	-3.67		-3.67	
98	406+30.19	44.6 RT	A		6′	T1F CL	7.70	-10.58			-10.58
99	128+45.64	105.8 RT	DROP		7′	T1F CL	4.62	-10.72	-14.72	-10.72	
910	128+64.53	107.5 RT	DROP		7′	T1F CL	4.68	-18.74			-14.74
911	128+67.20	94.7 RT	A(2)		6′	T1F CL	5.40	-18.75		-18.75	
912	128+69.90	82.3 RT	DROP		8′	T1F CL	6.01	-24.99		-18.76	
913	406+19.68	44.6 RT	PLUG						-10.57		
914	132+81.90	48.0 LT		A	4′	T20 F&G	1.78	-4.05			
915	131+51.39	54.8 LT	A(2)		6′	T1F CL	6.91		-6.52		-6.52
916	129+50.00	51.4 LT		C	2′	T1F OL	3.67			-2.26	
111	136+44.35	54.5 LT	A(6)		5′	T1F CL	1.85		-3.65	-3.65	-3.86
112	135+00.49	56.1 LT	A(6)		4′	T1F CL	1.13		-4.40	-4.40	-4.40
113	133+51.32	56.8 LT	A(6)		5′	T1F CL	1.39		-4.96	-4.77	-5.96
114	134+31.09	10.0 RT		A	4′	T20 F&G	3.66				-3.86
115	134+21.13	10.0 RT		A	4′	T20 F&G	3.66	-3.89	-3.89		-3.89
116	134+11.17	10.0 RT		A	4′	T20 F&G	3.66		-3.86		
117	NOT USED	- -	-	-	-	-	-				
118	NOT USED	- -	-	-	-	-	-				
119	134+21.75	48.0 LT		A	4′	T20 F&G	1.27	-4.36	-4.11	-4.11	-4.11
1110	134+32.00	48.0 LT		A	4′	T20 F&G	1.27	-4.08			-4.08
1111	134+11.50	48.0 LT		A	4′	T20 F&G	1.27		-4.08		
1112	135+00.52	10.0 RT		A	4′	T20 F&G	3.79	-4.15			
1113	135+00.52	48.0 LT		A	4′	T20 F&G	1.46	-4.37		-4.37	
1114	136+50.68	10.0 RT		A	4′	T20 F&G	4.54	-3.40			
1115	136+50.68	48.0 LT		A	4′	T20 F&G	2.21			-3.62	-3.62
1116	138+00.01	10.0 RT		A	4′	T20 F&G	5.28		-2.66		-2.66
1117	138+00.01	48.0 LT		A	4′	T20 F&G	2.95		-2.88		-2.88
1118	133+51.40	48.0 LT		A	4′	T20 F&G	1.42				-4.74
1119	134+29.33	54.3 LT		C	2′	T1F OL	0.70			-4.05	
1120	134+21.79	57.9 LT	A(6)		5′	T1F CL	1.38		-4.69	-4.40	-4.70
1121	136+55.15	55.1 LT		C	2′	T1F OL	1.90				-3.62
121	139+49.73	10.0 RT		A	4′	T20 F&G	5.76				-2.18
122	139+51.19	48.0 LT		A	4′	T20 F&G	3.43	-2.40	-2.40		
123	142+05.53	10.0 RT		A	4′	T20 F&G	4.76		-2.46		-2.46
124	138+15.00	20.6 RT		C	2′	T1F OL	4.04				-2.59
125	142+22.00	23.6 RT		C	2′	T1F OL	2.98				-2.37
126	140+51.42	51.6 LT		C	2′	T1F OL	3.38	-1.47			
141	146+73.32	55.5 LT	A(6)		5′	T1F CL	0.26	-11.88	-3.61	-12.38	
142	146+30.95	10.0 RT		A	4′	T20 F&G	2.54				-3.29
143	1168+71.92	34.0 RT		A(7)	4′	T20 F&G	1.27				-4.09

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
612	121+92.37	121+92.35	2	12	63	0.44	18.2
613	121+92.35	121+92.51	2	15	7	0.44	0.7
614	120+29.65	120+20.42	2	12	8	0.44	0.0
6111	120+34.59	120+20.42	2	12	14	0.44	4.0
6112	117+26.88	117+32.86	2	12	8	0.44	2.3
71	123+31.04	125+86.73	3	27	243	0.15	0.0
72	125+86.73	127+21.28	3	30	126	0.13	0.0
73	127+21.28	128+55.33	3	30	125	0.13	0.0
74	123+42.35	123+42.94	2	12	63	0.44	18.2
75	123+42.94	123+31.04	2	15	12	0.44	2.0
76	125+85.73	125+86.73	2	12	67	0.44	19.4
77	125+86.73	125+86.73	2	12	9	0.44	0.9
78	125+98.12	125+86.73	2	12	10	0.44	0.0
79	123+57.84	123+42.35	2	12	15	0.44	4.3
91	128+55.33	128+45.64	JIP	30	159	0.13	0.0
92	132+13.35	131+51.39	3	24	55	0.30	0.0
93	129+40.68	128+55.33	2	12	79	0.44	10.1
94	341+60.13	131+09.39	2	12	90	0.44	26.0
95	131+09.39	131+37.00	2	15	25	0.44	5.6
96	132+13.61	132+13.62	2	12	50	0.44	14.5
97	132+13.62	132+13.35	2	12	8	0.44	1.2
98	406+30.19	128+45.64	JIP	30	106	0.13	0.0
99	128+45.64	128+64.53	4	42	13	0.13	0.0
910	128+64.53	128+67.20	5	42	7	0.14	0.0
911	128+67.20	128+69.90	5	42	8	0.13	0.0
912	128+69.90	128+72.70	6	42	6	0.17	0.0
913	406+19.69	406+30.19	3	30	8	0.13	0.0
914	132+81.90	132+81.94	2	12	11	0.44(4)	1.2
915	131+51.39	131+37.00	3	24	8	0.30	0.0
916	129+50.00	129+40.68	2	12	8	0.44	1.2
111	136+44.35	135+00.49	2	18	136	0.40	0.0
112	135+00.49	134+21.79	2	18	72	0.40	0.0
113	133+51.32	132+13.35	2	24	129	0.30	0.0
114	134+31.09	134+21.13	2	15	6	0.44	2.0
115	134+21.13	134+21.75	2	15	50	0.44	16.5
116	134+11.17	134+21.13	2	15	6	0.44	2.0
117	NOT USED	-	-	-	-	-	-
118	NOT USED	-	-	-	-	-	-
119	134+21.75	134+21.79	2	18	8	0.44	0.0
1110	134+32.00	134+21.75	2	15	6	0.44	2.0
1111	134+11.50	134+21.75	2	15	6	0.44	2.0
1112	135+00.52	135+00.52	2	12	50	0.44	14.5
1113	135+00.52	135+00.49	2	12	7	0.44	0.9
1114	136+50.68	136+50.68	2	12	50	0.44	14.5
1115	136+50.68	134+11.50	2	12	7	0.44	1.4
1116	138+00.01	138+00.01	2	12	50	0.44	14.5
1117	138+00.01	137+83.89	2	12	13	0.44	3.5
1118	133+51.40	133+51.32	2	12	7	0.44	1.4
1119	134+29.33	134+32.00	2	12	6	0.44	0.0
1120	134+21.79	133+51.32	2	18	64	0.40	0.0
1121	136+55.15	136+44.35	2	12	7	0.44	0.0
121	139+49.73	139+51.19	2	12	50	0.44	14.5
122	139+51.19	139+85.08	2	12	30	0.44	6.9
123	142+05.53	142+08.33	2	12	43	0.44	12.4
124	138+15.00	138+00.01	2	12	17	0.44	2.9
125	142+22.00	142+05.53	2	12	20	0.44	2.3

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

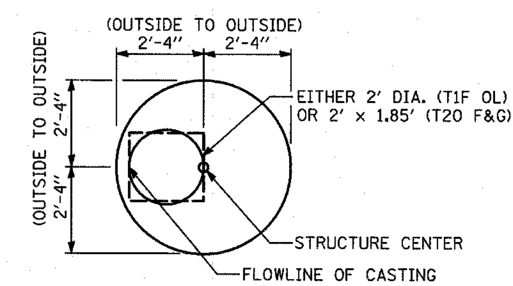
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

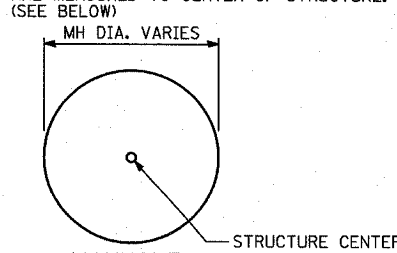
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

SHEET 2 OF 8

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE

DRAWN BY: RD

DATE: MARCH 1, 2006

CHECKED BY: DA

TYLININTERNATIONAL

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
144	1170+41.89	34.0 RT		A(7)	4′	T20 F&G	0.82				-5.40
145	147+26.35	48.0 LT		A	4′	T20 F&G	0.32		-5.78		-6.03
146	143+81.44	10.0 RT		A	4′	T20 F&G	3.89				-1.94
151	151+49.24	109.3 LT	A		5′	T1F CL	12.44	-10.10		-10.10	
152	150+69.33	58.6 LT	A		5′	T1F CL	-0.91	-10.36	-7.53	-10.36	
153	149+07.94	54.1 LT	A		5′	T1F CL	-0.89	-10.82	-6.71	-11.32	-6.71
154	149+00.66	56.1 LT		C	2′	T1F OL	-0.87	-6.69			
155	1172+27.23	34.0 RT		A(7)	4′	T20 F&G	1.13				-6.11
156	149+08.47	48.0 LT		A	4′	T20 F&G	-0.59		-6.44		-6.69
157	150+71.04	34.0 RT		A(7)	4′	T20 F&G	1.41				-6.91
158	150+68.58	48.0 LT		A	4′	T20 F&G	-1.39		-7.24		-7.49
161	155+26.80	55.4 LT	A		4′	T1F CL	-1.25		-7.89	-7.89	
162	154+14.92	58.5 LT	A		4′	T1F CL	-2.71	-8.41	-8.41	-8.41	
163	152+29.99	54.4 LT	A		5′	T1F CL	-2.52	-9.29	-8.32	-8.32	-9.79
164	152+05.35	109.7 LT	A		5′	T1F CL	12.96		-9.95	-9.95	
165	155+30.82	31.5 RT		A(7)	4′	T20 F&G	-1.03				-7.55
166	155+31.10	42.7 LT		A	4′	T20 F&G	-3.16		-7.84		-7.84
167	154+17.19	31.5 RT		A(7)	4′	T20 F&G	-0.20				-7.55
168	154+15.00	48.0 LT		A	4′	T20 F&G	-3.12	-8.37	-7.87		-8.37
169	152+31.21	32.1 RT		A(7)	4′	T20 F&G	0.71				-7.73
1610	152+30.49	48.0 LT		A	4′	T20 F&G	-2.20		-8.05		-8.30
1611	152+21.55	55.2 LT		C	2′	T1F OL	-2.48	-8.30			
1612	157+50.05	39.0 LT		A(1)	2′	T20 F&G	-3.34	-5.17			
1613	157+70.05	39.0 LT		A(1)	2′	T20 F&G	-3.34			-5.17	
1614	157+56.34	39.0 LT		A	4′	T20 F&G	-3.35	-5.23	-6.73	-5.21	
1615	NOT USED	- -	-	-	-	-	-	-	-	-	-
1616	157+63.93	30.8 RT		A(7)	4′	T20 F&G	-2.41	-8.03		-8.03	
1617	157+53.41	31.1 RT		A(7)	4′	T20 F&G	-2.42	-8.00			
1618	NOT USED	- -	-	-	-	-	-				
1619	155+64.53	40.6 LT		A	4′	T20 F&G	-3.06	-7.70		-7.70	
1620	155+93.95	37.6 LT		A	4′	T20 F&G	-3.06			-7.57	
1621	154+69.08	48.0 LT		A	4′	T20 F&G	-3.35			-8.15	-8.15
1622	154+69.00	54.6 LT		C	2′	T1F OL	-3.73		-8.12		
171	157+87.88	24.5 RT	A(6)		5′	T1F CL	-2.50	-8.85		-8.10	-7.02
172	NOT USED	- -	-	-	-	-	-	-	-	-	-
173	NOT USED	- -	-	-	-	-	-	-	-	-	-
174	NOT USED	- -	-	-	-	-	-	-	-	-	-
175	158+37.62	39.0 LT		A(1)	2′	T20 F&G	-3.04	-5.62			
176	158+34.99	29.2 RT		C(7)	2′	T20 F&G	-2.65	-8.49			
177	158+90.71	39.0 LT		A(1)	2′	T20 F&G	-2.89		-5.84	-5.84	
178	1208+84.48	63.0 LT		A(1)	2′	T20 F&G	-2.56	-5.60	-5.60		
179	1209+44.48	63.0 LT		A(1)	2′	T20 F&G	-2.26			-5.34	
1710	1210+78.44	4.3 RT		A(7)	4′	T20 F&G	-1.34				-7.23
1711	1210+16.13	63.8 LT		A	4′	T20 F&G	-1.92	-8.17			
1712	1210+78.55	66.2 LT		A	4′	T20 F&G	-1.68	-7.51	-7.51		-7.51
1713	1211+44.85	68.7 LT		A	4′	T20 F&G	-1.45			-7.23	
1714	1212+06.71	4.9 RT		A(7)	4′	T20 F&G	-0.72	-6.70			-7.04
1715	1212+08.00	71.1 LT		A	4′	T20 F&G	-1.24	-7.09	-7.34	-6.34	-7.34
1716	1212+98.11	72.0 LT		A	4′	T20 F&G	-0.86			-6.71	
1717	1212+90.40	4.6 RT		A(7)	4′	T20 F&G	-0.29			-6.35	
1718	1209+47.87	4.0 RT		C(7)	2′	T20 F&G	-1.98			-7.81	
1719	158+85.92	24.5 RT	A(6)		5′	T1F CL	-2.49	-9.15		-9.15	-8.08
1720	NOT USED	- -	-	-	-	-	-	-	-	-	-
1721	1212+00.00	77.3 LT		C	2′	T1F OL	-1.67	-6.30			
1722	157+75.42	30.4 RT		A(7)	4′	T20 F&G	-2.40	-8.06		-8.06	
181	1213+73.49	6.9 RT		A(7)	4′	T20 F&G	0.03				-6.26

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
126	140+51.42	140+59.96	2	12	17	0.44(5)	0.0
141	146+73.32	145+40.93	3	36	125	0.20	107.0
142	146+30.95	146+73.32	2	12	72	0.44	19.9
143	1168+71.92	145+65.63	2	12	119	0.44	34.4
144	1170+41.89	147+26.35	2	12	87	0.44	25.1
145	147+26.35	147+26.19	2	15	9	0.44	1.0
146	143+81.44	143+81.29	2	12	45	0.44	13.0
147	NOT USED	-	-	-	-	-	-
148	NOT USED	-	-	-	-	-	-
151	151+49.24	150+69.33	5	24	88	0.30	0.0
152	150+69.33	149+07.94	2	24	153	0.30	0.0
153	149+07.94	146+73.32	2	30	225	0.25	0.0
154	149+00.66	149+07.94	2	12	4	0.44	0.0
155	1172+27.23	149+08.47	2	12	76	0.44	22.0
156	149+08.47	149+07.94	2	15	4	0.44	1.0
157	150+71.04	150+68.58	2	12	75	0.44	21.7
158	150+68.58	150+69.33	2	15	9	0.44	1.0
161	155+26.80	154+14.92	2	18	106	0.50	0.0
162	154+14.92	152+29.99	2	18	177	0.50	0.0
163	152+29.99	152+05.35	5	24	56	0.30	0.0
164	152+05.35	151+49.24	JIP	24	49	0.30	0.0
165	155+30.82	155+31.10	2	12	67	0.44	19.4
166	155+31.10	155+26.80	2	15	12	0.44	1.0
167	154+17.19	154+15.00	2	12	72	0.44	20.8
168	154+15.00	154+14.92	2	18	9	0.44	1.1
169	152+31.21	152+30.49	2	12	73	0.44	21.1
1610	152+30.49	152+29.99	2	15	4	0.44	1.0
1611	152+21.55	152+29.99	2	12	5	0.44	0.0
1612	157+50.05	157+56.34	2	12	4	1.00	1.2
1613	157+70.05	157+56.34	2	12	11	1.00	3.2
1614	157+56.34	157+87.88	2	15	65	0.44	21.4
1615	NOT USED	-	-	-	-	-	-
1616	157+63.93	157+75.42	2	15	8	0.44	2.6
1617	157+53.41	157+63.93	2	15	7	0.44	2.3
1618	NOT USED	-	-	-	-	-	-
1619	155+64.53	155+26.80	2	12	30	0.44	8.7
1620	155+93.95	155+64.53	2	12	26	0.44	7.5
1621	154+69.08	154+15.00	2	12	50	0.44	14.5
1622	154+69.00	154+69.08	2	12	6	0.44	0.9
171	157+87.88	158+85.92	2	24	93	0.32	17.7
172	NOT USED	-	-	-	-	-	-
173	NOT USED	-	-	-	-	-	-
174	NOT USED	-	-	-	-	-	-
175	158+37.62	158+90.71	2	12	52	0.44	15.0
176	158+34.99	158+39.61	2	12	5	0.44	1.4
177	158+90.71	158+85.92	2	12	59	0.44	17.1
178	1208+84.48	1208+82.79	2	12	61	0.44	17.6
179	1209+44.48	1208+84.48	2	12	58	0.44	16.8
1710	1210+78.44	1210+78.55	2	12	63	0.44	18.2
1711	1210+16.13	1210+37.33	2	12	24	0.44	6.9
1712	1210+78.55	1210+78.56	2	12	12	0.44	1.2
1713	1211+44.85	1210+78.55	2	12	63	0.44	18.2
1714	1212+06.71	1212+08.00	2	15	69	0.44	22.7
1715	1212+08.00	1212+07.56	2	15	7	0.44	1.3
1716	1212+98.11	1212+08.00	2	12	87	0.44	25.1
1717	1212+90.40	1212+06.71	2	12	80	0.44	23.1

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

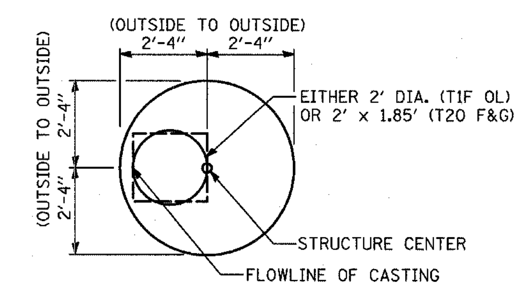
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

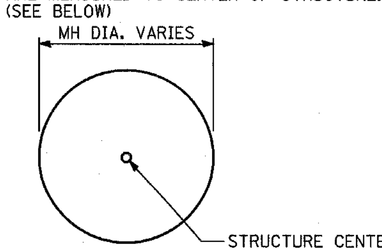
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE — DRAWN BY: RD

DATE: MARCH 1, 2006 — CHECKED BY: DA

TYLIN INTERNATIONAL

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
182	1213+76.02	72.0 LT		A	4′	T20 F&G	-0.47		-6.57		-6.57
183	1215+50.04	7.5 RT		A(7)	4′	T20 F&G	0.89		-6.03		-6.03
184	1215+50.57	72.0 LT		A	4′	T20 F&G	0.41	-6.35	-6.35		-6.35
185	1217+23.40	7.5 RT		A(7)	4′	T20 F&G	1.76				-5.42
186	1217+24.74	72.0 LT		A	4′	T20 F&G	1.32		-5.74		-5.74
187	1218+97.11	7.5 RT		A(7)	4′	T20 F&G	2.57				-4.68
188	NOT USED	- -	-	-	-	-	-				
189	1215+65.43	78.1 LT		C	2′	T1F OL	0.15		-6.29		
191	1219+01.42	72.0 LT		A	4′	T20 F&G	2.10		-5.00		-5.00
192	1222+51.63	7.5 RT		A(7)	4′	T20 F&G	2.65				-3.81
193	1224+12.19	7.5 RT		A(7)	4′	T20 F&G	1.92				-5.81
194	1224+11.23	84.0 LT		A	4′	T20 F&G	1.17		-6.18		-6.43
201	1225+71.32	10.0 RT		A(7)	4′	T20 F&G	0.61		-5.24		-5.24
202	1227+25.59	10.0 RT		A(7)	4′	T20 F&G	-0.91				-8.36
203	1227+25.59	72.0 LT		A	4′	T20 F&G	-1.30		-8.69		-8.69
204	1228+88.05	10.0 RT		A(7)	4′	T20 F&G	-2.54				-9.90
205	1228+85.75	72.0 LT		A	4′	T20 F&G	-2.87		-10.23		-10.23
206	1230+45.10	10.0 RT		A(7)	4′	T20 F&G	-4.11				-10.27
207	1230+61.54	72.0 LT		A	4′	T20 F&G	-4.62		-10.60		-10.60
208	NOT USED	- -	-	-	-	-	-				
209	1225+62.22	81.4 LT		C	2′	T1F OL	-0.03		-4.54		
2010	1229+99.75	80.5 LT		C	2′	T1F OL	-4.19	-7.69			
211	1235+87.19	77.4 LT	A		5′	T1F CL	-3.28	-12.23		-14.27	
212	1234+31.50	76.8 LT	A		5′	T1F CL	-5.33	-14.95	-14.07	-14.95	-11.83
213	1232+01.40	10.0 RT		A(7)	4′	T20 F&G	-5.67		-11.10		-11.10
214	1232+01.40	72.0 LT		A	4′	T20 F&G	-6.02		-11.43	-11.43	
215	1233+30.69	10.0 RT		A(7)	4′	T20 F&G	-6.92				-12.77
216	1233+30.59	72.0 LT		A	4′	T20 F&G	-7.27	-13.10	-13.10		
217	NOT USED	- -	-	-	-	-	-	-	-	-	-
218	1236+13.19	64.6 LT		A	4′	T20 F&G	-6.28			-12.11	
219	NOT USED	- -	-	-	-	-	-				
2110	1234+80.84	10.0 RT		A(7)	4′	T20 F&G	-7.25	-13.19	-13.19		
2111	1235+15.95	10.0 RT		A(7)	4′	T20 F&G	-7.10			-13.33	-13.33
2112	1235+15.76	75.1 LT		A	4′	T20 F&G	-7.57		-13.67		-13.67
2113	1231+60.90	67.0 LT	A		6′	T1F CL	-5.42	-16.68		-16.67	
2114	1234+47.21	72.5 LT		A	4′	T20 F&G	-7.69			-13.77	
2115	1234+37.31	72.0 LT		A	4′	T20 F&G	-7.67	-13.80	-13.80	-13.80	-14.05
2116	1234+27.31	72.0 LT		A	4′	T20 F&G	-7.67	-13.77			
2117	NOT USED	- -	-	-	-	-	-				
2118	1234+37.31	10.0 RT		A(7)	4′	T20 F&G	-7.32	-13.47		-13.47	-13.47
2119	1234+47.31	10.0 RT		A(7)	4′	T20 F&G	-7.32			-13.44	
2120	1234+27.31	10.0 RT		A(7)	4′	T20 F&G	-7.32	-13.44			
2121	1234+39.97	80.9 LT		C	2′	T1F OL	-5.92			-11.80	
221	1240+13.29	81.1 LT	A		5′	T1F CL	-0.61	-8.21	-6.16	-9.21	
222	1239+31.89	77.0 LT		C	2′	T1F OL	-1.46		-8.01		
223	1240+21.78	10.0 RT		A(7)	4′	T20 F&G	0.21				-5.54
224	1240+21.73	70.4 LT		A	4′	T20 F&G	-0.01		-5.86		-6.11
225	1238+91.50	9.6 RT		A(7)	4′	T20 F&G	-1.86				-7.69
226	1239+31.88	68.1 LT		A	4′	T20 F&G	-1.39	-8.05	-8.05		-8.05
227	1237+44.76	66.3 LT		A	4′	T20 F&G	-4.34		F.V.		
228	1237+30.50	8.3 RT		A(7)	4′	T20 F&G	-4.38				F.V.
231	1241+97.78	10.0 RT		A(7)	4′	T20 F&G	2.41				-3.41
232	1241+97.73	75.0 LT		A	4′	T20 F&G	2.08		-3.75		-3.75
233	1241+91.16	82.2 LT	A		4′	T1F CL	1.62	-3.79		-7.43	
234	1242+84.79	77.0 LT		A	4′	T20 F&G	2.58			-3.38	
235	1245+79.44	10.0 RT		A(7)	4′	T20 F&G	2.21				-3.64

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
1718	1209+47.87	1209+31.93	2	12	13	0.44	3.8
1719	158+85.92	1208+82.79	2	24	66	0.32	16.5
1720	NOT USED	-	-	-	-	-	-
1721	1212+00.00	1212+08.00	2	12	9	0.44	0.0
1722	157+75.42	157+87.88	2	15	9	0.44	3.0
181	1213+73.49	1213+76.02	2	15	71	0.44	23.4
182	1213+76.02	1213+83.86	2	15	9	0.44	1.6
183	1215+50.04	1215+50.57	2	15	72	0.44	23.7
184	1215+50.57	1215+50.87	2	15	9	0.44	1.0
185	1217+23.40	1217+24.74	2	15	72	0.44	23.7
186	1217+24.74	1217+22.86	2	15	6	0.44	1.3
187	1218+97.11	1219+01.42	2	15	72	0.44	23.7
188	1215+50.34	1215+50.04	2	15	6	0.44	1.0
189	1215+65.43	1215+50.57	2	12	14	0.44	2.0
191	1219+01.42	1219+01.52	2	15	4	0.44	1.3
192	1222+51.63	1222+77.65	2	12	72	0.44	20.8
193	1224+12.19	1224+11.23	2	15	84	0.44	27.6
194	1224+11.23	1224+11.23	2	18	9	0.44	0.9
201	1225+71.32	1225+71.77	2	15	77	0.44	25.3
202	1227+25.59	1227+25.59	2	15	74	0.44	24.3
203	1227+25.59	1227+25.59	2	15	10	0.44	0.8
204	1228+88.05	1228+85.75	2	15	75	0.44	24.7
205	1228+85.75	1228+85.77	2	15	5	0.44	1.3
206	1230+45.10	1230+61.54	2	15	76	0.44	25.0
207	1230+61.54	1230+61.54	2	15	3	0.44	1.0
208	1225+70.97	1225+71.32	2	15	5	0.44	1.3
209	1225+62.22	1225+71.77	2	12	10	0.44	1.4
2010	1229+99.75	1230+04.86	2	12	8	0.44(5)	0.0
211	1235+87.19	1234+31.50	2	15	151	0.45	180.5
212	1234+31.50	1233+71.37	3	18	56	0.45	107.6
213	1232+01.40	1232+01.40	2	15	74	0.44	24.3
214	1232+01.40	1231+42.86	2	15	52	0.44	17.1
215	1233+30.69	1233+30.59	2	12	74	0.44	21.4
216	1233+30.59	1233+71.37	2	12	37	0.44	10.7
217	1232+00.55	1232+01.40	2	15	5	0.44	1.3
218	1236+13.19	1235+87.19	2	12	26	0.44	2.9
219	1234+80.64	1234+80.84	2	15	4	0.44	1.0
2110	1234+80.84	1235+15.95	2	15	32	0.44	10.5
2111	1235+15.95	1235+15.76	2	15	78	0.44	25.7
2112	1235+15.76	1235+15.95	2	15	4	0.44	1.3
2113	1231+60.90	1231+80.35	2	48	19	0.09	24.9
2114	1234+47.21	1234+37.31	2	15	6	0.44	2.0
2115	1234+37.31	1234+31.50	2	18	5	0.44	1.8
2116	1234+27.31	1234+37.31	2	15	6	0.44	2.0
2117	NOT USED	-	-	-	-	-	-
2118	1234+37.31	1234+37.31	2	15	74	0.44	24.3
2119	1234+47.31	1234+37.31	2	15	6	0.44	2.0
2120	1234+27.31	1234+37.31	2	15	6	0.44	2.0
2121	1234+39.97	1234+31.50	2	12	6	0.44	0.0
2122	1231+50.41	1231+60.90	2	48	9	0.09	11.6
221	1240+13.29	1239+60.91	2	24	48	0.35	0.0
222	1239+31.89	1239+31.88	2	12	8	0.44	1.2
223	1240+21.78	1240+21.73	2	12	73	0.44	21.1
224	1240+21.73	1240+13.29	2	15	11	0.44	2.0
225	1238+91.50	1239+31.88	2	12	81	0.44	23.4
226	1239+31.88	1239+60.91	2	12	28	0.44	4.3

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

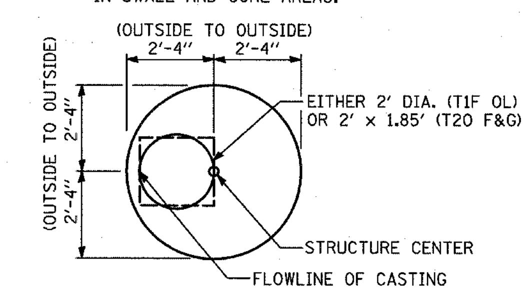
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

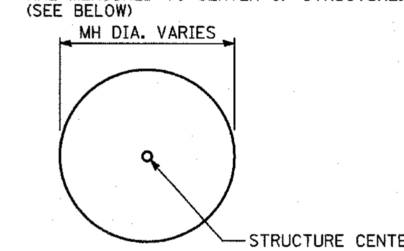
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

SHEET 4 OF 8

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 1, 2006 CHECKED BY: DA

T·Y·LIN INTERNATIONAL

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE MH	STRUCTURE TYPE CB	DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
241	1247+22.76	10.0 RT		A(7)	4'	T20 F&G	0.38				-5.92
242	1249+10.84	9.9 RT		A(7)	4'	T20 F&G	-3.48				-9.39
243	1249+10.82	72.0 LT		A	4'	T20 F&G	-3.87		-9.72	-9.97	
244	1250+70.51	8.6 RT		A(7)	4'	T20 F&G	-6.84				-12.82
245	1250+70.49	72.0 LT		A	4'	T20 F&G	-7.29	-13.73	-13.14		
246	1252+30.19	7.3 RT		A(7)	4'	T20 F&G	-8.73				-14.72
247	1252+30.19	72.0 LT		A	4'	T20 F&G	-9.19	-15.29	-15.04		
251	1254+05.13	6.0 RT		A(7)	4'	T20 F&G	-9.61				-15.67
252	1254+00.37	72.0 LT		A	4'	T20 F&G	-10.14		-15.99		-16.24
253	1255+70.29	5.9 RT		A(7)	4'	T20 F&G	-10.44				-16.54
254	1255+70.54	72.0 LT		A	4'	T20 F&G	-11.00		-16.85		-17.10
255	1257+37.13	6.0 RT		A(7)	4'	T20 F&G	-11.14	-17.45			
256	1257+51.83	6.0 RT		A(7)	4'	T20 F&G	-11.14	-17.50		-17.50	-17.50
257	1257+67.26	6.0 RT		A(7)	4'	T20 F&G	-11.14			-17.45	
258	NOT USED	- -	-	-	-	-	-				
259	NOT USED	- -	-	-	-	-	-				
2510	1257+51.83	72.0 LT		A	4'	T20 F&G	-11.69	-17.81	-17.81	-17.81	
2511	1257+41.83	72.0 LT		A	4'	T20 F&G	-11.69	-17.84			-18.34
2512	1257+61.83	72.0 LT		A	4'	T20 F&G	-11.69			-17.78	
2513	1258+27.91	6.2 RT		A(7)	4'	T20 F&G	-10.98				-16.45
2514	1258+27.70	65.4 LT		A	4'	T20 F&G	-11.23		-16.73		-16.73
2515	1257+42.21	81.8 LT		C	2'	T1F OL	-12.02		-18.34		
261	1259+95.28	75.1 LT	A		5'	T1F CL	-6.51	-14.71	-15.60	-13.01	
262	1261+47.25	76.4 LT	A		5'	T1F CL	-5.24	-15.10	-13.75	-15.10	-11.74(N)
263	1263+16.28	77.8 LT	A		5'	T1F CL	-4.66	-16.02	-11.11	-15.53	-11.11(N)
264	1259+91.23	6.5 RT		A(7)	4'	T20 F&G	-9.50				-15.28
265	1259+91.01	65.4 LT		A	4'	T20 F&G	-9.73		-15.56		-15.56
266	1261+39.93	6.5 RT		A(7)	4'	T20 F&G	-7.18				-13.16
267	1261+39.85	71.1 LT		A	4'	T20 F&G	-7.62		-13.47		-13.72
268	1263+11.09	6.5 RT		A(7)	4'	T20 F&G	-4.46				-10.53
269	1263+11.09	72.0 LT		A	4'	T20 F&G	-4.99		-10.84		-11.09
2610	1264+78.73	6.5 RT		A(7)	4'	T20 F&G	-1.90				-7.92
2611	1264+78.73	72.0 LT		A	4'	T20 F&G	-2.43		-8.28	-8.53	
2612	1263+50.00	79.8 LT		C	2'	T1F OL	-4.70			-10.97	
2613	1259+80.54	69.9 LT		C	2'	T1F OL	-7.59	-12.95			
2614	1261+63.33	80.5 LT		C	2'	T1F OL	-7.13			-11.68	
271	1266+49.39	6.6 RT		A(7)	4'	T20 F&G	-0.09				-6.15
272	1266+49.38	72.0 LT		A	4'	T20 F&G	-0.61		-6.46		-6.71
273	1268+40.44	9.5 RT		A(7)	4'	T20 F&G	1.53				-4.38
274	1268+40.38	72.0 LT		A	4'	T20 F&G	1.14		-4.71		-4.96
275	1270+49.55	10.0 RT		A(7)	4'	T20 F&G	3.26				-2.64
276	1270+49.55	72.0 LT		A	4'	T20 F&G	2.88		2.97		-3.22
277	1266+41.39	79.8 LT		C	2'	T1F OL	-1.02	-6.70			
281	1274+96.27	10.0 RT		A(7)	4'	T20 F&G	3.02				-2.90
282	NOT USED	- -	-	-	-	-	-				
283	1276+42.84	10.0 RT		A(7)	4'	T20 F&G	1.69				-4.22
284	1276+42.84	72.0 LT		A	4'	T20 F&G	1.30	-4.80	-4.55		
291	1277+89.11	10.0 RT		A(7)	4'	T20 F&G	-0.16				-6.07
292	1277+89.11	72.0 LT		A	4'	T20 F&G	-0.55	-6.65	-6.40		
293	1279+69.43	10.0 RT		A(7)	4'	T20 F&G	-2.50				-8.41
294	1279+69.43	72.0 LT		A	4'	T20 F&G	-2.89		-8.74		-8.99
295	1281+49.12	10.0 RT		A(7)	4'	T20 F&G	-4.84				-10.74
296	1281+48.58	72.0 LT		A	4'	T20 F&G	-5.22		-11.07		-11.32
297	1281+48.56	76.9 LT	A		5'	T1F CL	-5.14	-17.68	-11.33	-17.68	
298	1277+87.59	79.9 LT		C	2'	T1F OL	-0.85	-6.65			
301	1285+07.25	77.0 LT	A		4'	T1F CL	-5.80	-12.30	-15.98	-15.98	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
227	1237+44.76	1237+30.50	2	18	68	F.V.	24.3
231	1241+97.78	1241+97.73	2	12	77	0.44	22.3
232	1241+97.73	1241+91.16	2	12	8	0.44	2.3
233	1241+91.16	1240+13.29	2	18	174	0.45	2.8
234	1245+79.44	1241+97.73	2	12	84	0.44	24.3
235	1245+79.44	1245+79.44	2	12	79	0.44	22.8
241	1247+22.76	1247+22.75	2	12	72	0.44	20.8
242	1249+10.84	1249+10.82	2	12	74	0.44	21.4
243	1249+10.82	1249+02.97	2	15	5	0.44	1.6
244	1250+70.51	1250+70.49	2	12	73	0.44	21.1
245	1250+70.49	1250+79.96	2	15	9	2.00	3.0
246	1252+30.19	1252+30.19	2	12	72	0.44	20.8
247	1252+30.19	1252+41.48	2	15	9	0.44	3.0
251	1254+05.13	1254+00.37	2	12	71	0.44	20.5
252	1254+00.37	1254+00.37	2	15	5	0.44	1.0
253	1255+70.29	1255+70.54	2	12	70	0.44	20.2
254	1255+70.54	1255+78.46	2	15	6	0.44	2.0
255	1257+37.13	1257+51.83	2	15	11	0.44	3.6
256	1257+51.83	1257+51.83	2	15	70	0.44	23.0
257	1257+67.26	1257+51.83	2	15	12	0.44	3.9
258	NOT USED	-	-	-	-	-	-
259	NOT USED	-	-	-	-	-	-
2510	1257+51.83	1257+41.83	2	15	6	0.44	2.0
2511	1257+41.83	1257+42.19	2	21	2	0.44	0.8
2512	1257+61.83	1257+51.83	2	15	6	0.44	2.0
2513	1258+27.91	1258+27.70	2	12	64	0.44	18.5
2514	1258+27.70	1258+27.50	2	12	3	0.44	0.9
2515	1257+42.21	1257+42.19	2	12	3	0.44	0.0
261	1259+95.28	1261+47.25	2	18	148	0.26	29.3
262	1261+47.25	1263+16.28	2	18	165	0.26	181.1
263	1263+16.28	1264+53.18	3	24	132	0.25	74.0
264	1259+91.23	1259+91.01	2	12	64	0.44	18.5
265	1259+91.01	1259+95.28	2	12	9	0.44	1.4
266	1261+39.93	1261+39.85	2	12	70	0.44	20.2
267	1261+39.85	1261+47.25	2	15	6	0.44	2.0
268	1263+11.09	1263+11.09	2	12	71	0.44	20.5
269	1263+11.09	1263+16.28	2	15	5	0.44	1.6
2610	1264+78.73	1264+78.73	2	12	71	0.44	20.5
2611	1264+78.73	1264+53.18	2	15	22	0.44	7.2
2612	1263+50.00	1263+16.28	2	12	31	0.44	0.0
2613	1259+80.54	1259+95.28	2	12	13	0.44	0.0
2614	1261+63.33	1261+47.25	2	12	14	0.44	0.0
271	1266+49.39	1266+49.38	2	12	71	0.44	20.5
272	1266+49.38	1266+49.44	2	15	3	0.44	1.0
273	1268+40.44	1268+40.38	2	12	74	0.44	21.4
274	1268+40.38	1268+33.87	2	15	6	0.44	2.0
275	1270+49.55	1270+49.55	2	12	74	0.44	21.4
276	1270+49.55	1270+49.55	2	15	5	0.44	1.0
277	1266+41.39	1266+49.44	2	12	5	0.44	0.0
281	1274+96.27	1274+96.27	2	12	75	0.44	21.7
282	NOT USED	-	-	-	-	-	-
283	1276+42.84	1276+42.84	2	12	74	0.44	21.4
284	1276+42.84	1276+54.86	2	15	11	0.44	2.6
291	1277+89.11	1277+89.11	2	12	74	0.44	21.4
292	1277+89.11	1277+95.79	2	15	6	0.44	2.0
293	1279+69.43	1279+69.43	2	12	74	0.44	21.4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	352

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (1516.1, 1717, & 1818) R-5

62593

NOTES:

(1) INDICATES INLET TYPE A, 2' DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12"	30"	0.500"
24"	42"	0.625"
30"	48"	0.688"
36"	48"	0.688"

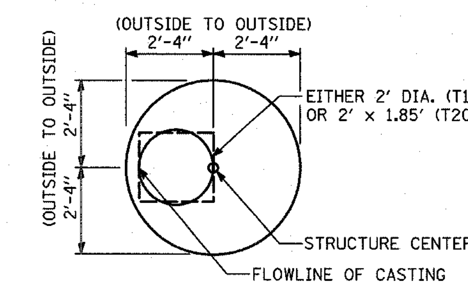
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

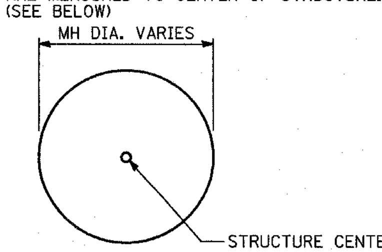
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 1, 2006 CHECKED BY: DA

TYLININTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	353
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5

62593

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
302	1283+31.61	76.9 LT	A		5′	T1F CL	-7.21	-16.56		-17.06	-13.71
303	1283+32.11	10.0 RT		A(7)	4′	T20 F&G	-7.22				-13.12
304	1283+31.58	72.0 LT		A	4′	T20 F&G	-7.60		-13.45		-13.70
305	1284+23.08	72.0 LT		A	4′	T20 F&G	-8.75				-14.58
306	1285+15.03	10.0 RT		A(7)	4′	T20 F&G	-9.59				-15.38
307	1285+14.73	66.4 LT		A	4′	T20 F&G	-9.72		-15.68		-15.93
308	1286+94.37	10.0 RT		A(7)	4′	T20 F&G	-11.03				-16.19
309	1286+94.37	66.0 LT		A	4′	T20 F&G	-11.14	-16.74	-16.49		
3010	1287+42.13	73.3 LT	A		5′	T1F CL	-8.49	-17.30	-17.30	-16.93	-14.49(S)
3011	1287+31.95	10.0 RT		A(7)	4′	T20 F&G	-11.10	-16.94			
3012	1287+51.95	10.0 RT		A(7)	4′	T20 F&G	-11.10			-16.94	
3013	1287+41.95	10.0 RT		A(7)	4′	T20 F&G	-11.10	-16.97		-16.97	-16.97
3014	1287+35.56	76.0 LT		C	2′	T1F OL	-9.20	-14.47			
3015	NOT USED	- -	-	-	-	-	-				
3016	1287+41.87	67.9 LT		A	4′	T20 F&G	-11.28	-17.28	-17.28	-17.28	-17.28
3017	1287+31.88	67.5 LT		A	4′	T20 F&G	-11.27	-17.25			
3018	1287+51.88	68.2 LT		A	4′	T20 F&G	-11.30			-17.25	
3019	1288+43.66	71.8 LT		A	4′	T20 F&G	-11.10				-16.93
3020	1288+80.83	10.0 RT		A(7)	4′	T20 F&G	-10.54				-16.37
3021	1288+80.69	72.0 LT		A	4′	T20 F&G	-10.85	-16.70	-16.70		-16.95
3022	1285+21.50	73.1 LT		C	2′	T1F OL	-7.51			-12.25	
3023	1282+99.93	79.8 LT		C	2′	T1F OL	-7.80	-13.58			
311	1289+14.06	76.9 LT		C	2′	T1F OL	-10.81			-16.56	
312	1290+29.16	10.0 RT		A(7)	4′	T20 F&G	-9.43				-15.21
313	1290+28.97	72.8 LT		A	4′	T20 F&G	-9.71		-15.54		-15.54
314	1291+79.49	10.0 RT		A(7)	4′	T20 F&G	-8.30				-14.27
315	1293+55.00	10.0 RT		A(7)	4′	T20 F&G	-6.98				-12.86
321	1295+31.04	10.0 RT		A(7)	4′	T20 F&G	-5.83				-12.22
322	1297+00.56	10.0 RT		A(7)	4′	T20 F&G	-5.17				-10.91
323	1298+40.00	10.0 RT		A(7)	4′	T20 F&G	-4.96				-10.40
324	1300+24.56	10.0 RT		A(7)	4′	T20 F&G	-5.16				-10.99
331	1301+79.49	9.9 RT		A(7)	4′	T20 F&G	-5.73				-11.03
332	1303+29.51	8.4 RT		A(7)	4′	T20 F&G	-6.42				-11.78
333	1304+79.51	6.9 RT		A(7)	4′	T20 F&G	-7.11				-12.50
334	1306+29.52	6.5 RT		A(7)	4′	T20 F&G	-7.84				-13.17
341	1307+88.29	4.9 RT		A(7)	4′	T20 F&G	-8.57				-14.40
342	1309+46.87	5.0 RT		A(7)	4′	T20 F&G	-9.37				-14.73
343	1310+23.72	5.1 RT		A(7)	4′	T20 F&G	-9.72				-15.12
344	1310+47.13	5.1 RT		A(7)	4′	T20 F&G	-9.76	-16.08			
345	1310+63.64	5.1 RT		A(7)	4′	T20 F&G	-9.77	-16.14		-16.14	-16.14
346	1310+77.13	5.1 RT		A(7)	4′	T20 F&G	-9.76			-16.10	
347	1310+78.62	80.2 LT		C	2′	T1F OL	-10.25			-15.80	
348	NOT USED	- -	-	-	-	-	-				
349	1310+63.64	72.0 LT		A	4′	T20 F&G	-10.35	-16.45	-16.45	-16.45	-16.45
3410	1311+06.72	76.6 LT	A		5′	T1F CL	-9.78	-16.02		-18.93	
3411	1310+53.64	72.0 LT		A	4′	T20 F&G	-10.35	-16.42			
3412	1310+78.64	72.0 LT		A	4′	T20 F&G	-10.35			-16.40	
3413	1311+98.43	4.9 RT		A(7)	4′	T20 F&G	-9.15				-15.12
3414	1311+94.89	66.4 LT		A	4′	T20 F&G	-9.55		-15.40	-15.65	
561	1128+17.05	22.0 LT		A	4′	T20 F&G	3.44	-2.39			
562	1128+22.22	32.4 RT		A	4′	T20 F&G	3.67		-2.85	-2.60	
563	1128+06.09	41.0 RT	A		5′	T1F CL	3.58		-10.28	-2.92	-9.78
564	1127+64.85	46.4 RT	A(2)		6′	T1F CL	3.79		-10.47		-10.47
565	1129+76.05	22.0 LT		A	4′	T20 F&G	3.04				-3.04
566	1129+96.05	22.0 LT		A	4′	T20 F&G	3.06		-3.04		
567	1129+86.05	33.9 LT		C	2′	T1F OL	1.54	-3.02			

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
294	1279+69.43	1279+69.47	2	15	5	0.44	1.0
295	1281+49.12	1281+48.58	2	12	74	0.44	21.4
296	1281+48.58	1281+48.56	2	15	3	0.44	1.0
297	1281+48.56	1280+78.07	3	24	65	0.35	138.7
298	1277+87.59	1277+95.79	2	12	6	0.44	0.0
301	1285+07.25	1283+31.61	2	18	171	0.34	122.6
302	1283+31.61	1281+48.56	3	24	179	0.35	0.0
303	1283+32.11	1283+31.58	2	12	74	0.44	21.4
304	1283+31.58	1283+31.61	2	15	3	0.44	1.0
305	1284+23.08	1284+16.16	2	12	8	0.44	1.7
306	1285+15.03	1285+14.73	2	12	69	0.44	19.9
307	1285+14.73	1285+07.25	2	15	11	0.44	2.3
308	1286+94.37	1286+94.37	2	12	68	0.44	19.7
309	1286+94.37	1287+42.13	2	15	45	0.44	14.8
3010	1287+42.13	1287+80.45	2	36	33	0.21	54.6
3011	1287+31.95	1287+41.95	2	15	6	0.44	2.0
3012	1287+51.95	1287+41.95	2	15	6	0.44	2.0
3013	1287+41.95	1287+41.87	2	15	70	0.44	23.0
3014	1287+35.56	1287+42.13	2	12	4	0.44	0.0
3015	NOT USED	-	-	-	-	-	-
3016	1287+41.87	1287+42.16	2	15	5	0.44	1.6
3017	1287+31.88	1287+41.87	2	15	6	0.44	2.0
3018	1287+51.88	1287+41.87	2	15	6	0.44	2.0
3019	1288+43.66	1288+43.74	2	12	7	0.44	1.2
3020	1288+80.83	1288+80.69	2	12	74	0.44	21.4
3021	1288+80.69	1288+80.68	2	15	9	0.44	1.3
3022	1285+21.50	1285+07.25	2	12	12	0.44	0.0
3023	1282+99.93	1283+31.61	2	12	29	0.44	0.0
311	1289+14.06	1288+80.69	2	12	32	0.44	9.2
312	1290+29.16	1290+28.97	2	12	75	0.44	21.7
313	1290+28.97	1290+28.93	2	12	16	0.44	0.6
314	1291+79.49	1291+79.91	2	12	66	0.44	19.1
315	1293+55.00	1293+54.89	2	12	66	0.44	19.1
321	1295+31.04	1295+30.02	2	12	66	0.44	19.1
322	1297+00.56	1297+00.49	2	12	66	0.44	19.1
323	1298+40.00	1298+08.16	2	12	74	0.44	21.4
324	1300+24.56	1300+24.43	2	12	66	0.44	19.1
331	1301+79.49	1301+79.36	2	12	66	0.44	19.1
332	1303+29.51	1303+29.38	2	12	56	0.44	16.2
333	1304+79.51	1304+79.20	2	12	54	0.44	15.6
334	1301+79.49	1306+30.84	2	12	63	0.44	18.2
341	1307+88.29	1307+89.78	2	12	61	0.44	17.6
342	1309+46.87	1309+47.46	2	12	62	0.44	17.9
343	1310+23.72	1310+26.15	2	12	62	0.44	17.9
344	1310+47.13	1310+63.64	2	15	13	0.44	4.3
345	1310+63.64	1310+63.64	2	15	70	0.44	23.0
346	1310+77.13	1310+63.64	2	15	10	0.44	3.3
347	1310+78.62	1310+70.46	2	12	9	0.44	0.0
348	NOT USED	-	-	-	-	-	-
349	1310+63.64	1310+70.46	2	15	5	0.44	25.0
3410	1311+06.72	1310+70.46	3	24	32	0.29	75.3
3411	1310+53.64	1310+63.64	2	15	6	0.44	2.0
3412	1310+78.64	1310+63.64	2	15	11	0.44	3.6
3413	1311+98.43	1311+94.89	2	12	64	0.44	18.5
3414	1311+94.89	1311+06.72	2	15	85	0.44	27.3
561	1128+17.05	1128+22.22	2	12	47	0.44	13.6

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

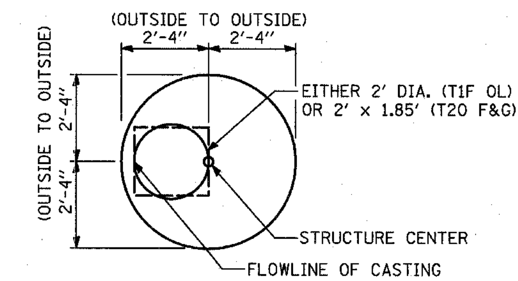
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

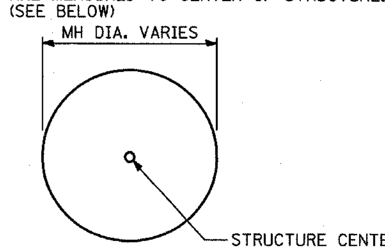
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

SHEET 6 OF 8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE | DRAWN BY: RD

DATE: MARCH 1, 2006 | CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	354

STA. 88+60 (SB I-57) / 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (1516.1, 1717, & 1818) R-5 62593

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
568	1129+86.05	22.0 LT		A	4′	T20 F&G	3.06	-3.07	-3.07	-3.07	-3.07
569	1129+86.04	32.4 RT		A	4′	T20 F&G	3.13	-3.53	-3.28	-3.28	-3.28
5610	1129+76.40	40.9 RT	A		5′	T1F CL	2.92	-3.57	-8.95	-3.57	-8.45
5611	1129+96.04	32.5 RT		A	4′	T20 F&G	3.14		-3.25		
5612	1129+76.05	32.4 RT		A	4′	T20 F&G	3.11				-3.25
5613	1129+67.54	48.2 RT		C	2′	T1F OL	2.39				-3.53
571	1131+41.00	22.0 LT		A	4′	T20 F&G	3.55	-2.28			
572	1131+38.37	32.4 RT		A	4′	T20 F&G	3.83	-2.49		-2.49	
573	1131+30.64	41.0 RT	A		5′	T1F CL	3.31		-7.78	-2.53	-7.28
574	1132+92.30	22.0 LT		A	4′	T20 F&G	4.23	-1.60			
575	1132+92.33	32.3 RT		A	4′	T20 F&G	4.45	-1.81		-1.81	
576	1132+79.79	41.0 RT	A		4′	T1F CL	4.57		-6.62	-1.87	
577	1135+91.70	31.6 RT		A(7)	4′	T20 F&G	4.27			-1.56	
578	1135+91.69	22.0 LT		A	4′	T20 F&G	4.55	-1.76			-1.76
579	1135+91.68	28.4 LT	A		4′	T1F CL	4.50	-1.78			-5.32
581	1137+29.07	33.0 RT		A	4′	T20 F&G	3.09			-2.74	
582	1137+28.81	22.0 LT		A	4′	T20 F&G	4.73	-2.95		-2.95	
583	1137+28.76	28.4 LT	A		4′	T1F CL	4.27	-2.97	-6.09		-6.34
584	1139+01.93	28.5 LT	A		5′	T1F CL	3.37	-4.75	-6.94	-3.13	-7.44
585	1140+27.35	29.0 LT	A		5′	T1F CL	2.08	-6.04	-7.81		-7.81
586	1141+78.01	29.3 LT	A(2)		6′	T1F CL	0.33	-7.42	-8.18		-8.18
587	1138+93.37	33.3 RT		A	4′	T20 F&G	1.31			-4.50	
588	1138+93.59	22.0 LT		A	4′	T20 F&G	3.88	-4.71		-4.71	
589	1138+96.23	33.2 LT		C	2′	T1F OL	1.89				-3.11
5810	1140+26.90	31.9 RT		A(7)	4′	T20 F&G	0.01			-5.82	
5811	1140+27.80	22.0 LT		A	4′	T20 F&G	2.63	-6.02		-6.02	
5812	1141+75.24	31.9 RT		A(7)	4′	T20 F&G	-1.37			-7.20	
5813	1141+75.27	22.0 LT		A	4′	T20 F&G	1.05	-7.40		-7.40	
5814	1142+42.45	34.1 LT		C	2′	T1F OL	-2.19		-5.69		
5815	1142+80.46	29.1 LT	A		5′	T1F CL	-0.38		-8.23		-8.23
5816	1142+03.59	29.4 LT	A(2)		6′	T1F CL	-0.06		-8.49		-8.49
591	1143+23.33	32.0 RT		A(7)	4′	T20 F&G	-3.13			-7.91	
592	1143+05.22	22.3 LT		A	4′	T20 F&G	-0.46	-8.13	-8.13		
593	1145+22.13	31.9 RT		A(7)	4′	T20 F&G	-4.15		-10.25		
594	1145+11.98	31.9 RT		A(7)	4′	T20 F&G	-4.20		-10.28		-10.28
595	1145+01.83	32.0 RT		A(7)	4′	T20 F&G	-4.26			-10.56	-10.31
596	1145+01.79	29.9 LT		A	4′	T20 F&G	-1.33	-10.80	-10.80	-10.80	-10.80
597	1144+96.78	45.4 LT	A		6′	T1F CL	-2.33	-10.86	-7.83		-11.11
598	1145+10.10	47.4 LT	A(2)		6′	T1F CL	-2.10		-11.15		-11.15
599	1144+67.66	38.5 LT		C	2′	T1F OL	-4.23				-7.71
5910	1145+11.68	30.1 LT		A	4′	T20 F&G	-1.23		-10.77		
5911	1145+88.85	31.9 RT		A(7)	4′	T20 F&G	-3.64				-9.47
5912	1145+37.21	50.0 LT	A(2)		6′	T1F CL	-1.67		-11.63		-11.63
5913	1146+19.57	49.2 LT	A		5′	T1F CL	-1.75	-10.14	-11.39		-11.39
5914	1148+11.33	49.0 LT	A		5′	T1F CL	-1.19	-7.45	-10.91	-7.45	-10.41
5915	1146+17.37	31.9 RT		A(7)	4′	T20 F&G	-3.52		-9.58	-9.58	
5916	1146+18.28	32.9 LT		A	4′	T20 F&G	-0.47	-9.83		-10.08	
5917	1148+11.29	31.8 RT		A(7)	4′	T20 F&G	-1.31			-7.14	
5918	1148+11.31	34.6 LT		A	4′	T20 F&G	1.00	-7.40		-7.40	
5919	1148+11.33	55.2 LT		C	2′	T1F OL	-0.74	-7.44			
5920	1144+91.96	27.7 LT		A	4′	T20 F&G	-1.41				-10.77
601	1149+82.09	31.4 RT		A(7)	4′	T20 F&G	0.44			-5.66	
602	1149+65.79	39.2 LT		A	4′	T20 F&G	1.49	-5.95		-5.95	
603	1149+65.47	59.3 LT	A		5′	T1F CL	-0.44	-6.03	-9.95		-9.45
604	1153+13.27	31.6 RT		A(7)	4′	T20 F&G	3.62		-3.17		
605	1151+34.48	31.8 RT		A(7)	4′	T20 F&G	1.94			-4.16	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
562	1128+22.22	1128+06.09	2	15	15	0.44	3.6
563	1128+06.09	1127+64.85	3	36	37	0.50	0.0
564	1127+64.85	1127+51.71	3	36	8	0.50	0.0
565	1129+76.05	1129+86.05	2	15	6	0.44	2.0
566	1129+96.05	1129+86.05	2	15	6	0.44	2.0
567	1129+86.05	1129+86.05	2	12	11	0.44	2.0
568	1129+86.05	1129+86.04	2	15	47	0.44	15.5
569	1129+86.04	1129+76.40	2	18	10	0.44	2.1
5610	1129+76.40	1128+06.09	3	30	166	0.50	0.0
5611	1129+96.04	1129+86.04	2	15	6	0.44	2.0
5612	1129+76.05	1129+86.04	2	15	6	0.44	2.0
5613	1129+67.54	1129+76.40	2	12	8	0.44	0.0
571	1131+41.00	1131+38.37	2	12	47	0.44	13.6
572	1131+38.37	1131+30.64	2	12	9	0.44	1.7
573	1131+30.64	1129+76.40	2	24	150	0.45	0.0
574	1132+92.30	1132+92.33	2	12	47	0.44	13.6
575	1132+92.33	1132+79.79	2	12	13	0.44	2.6
576	1132+79.79	1131+30.64	2	18	146	0.45	0.0
577	1135+91.70	1135+91.69	2	12	46	0.44	13.3
578	1135+91.69	1135+91.68	2	12	5	0.44	0.9
579	1135+91.68	1137+28.76	2	15	134	0.58	0.0
581	1137+29.07	1137+28.81	2	12	47	0.44	13.6
582	1137+28.81	1137+28.76	2	12	5	0.44	0.6
583	1137+28.76	1139+01.93	2	18	172	0.35	0.0
584	1139+01.93	1140+27.35	2	24	123	0.30	0.0
585	1140+27.35	1141+78.01	2	24	148	0.25	0.0
586	1141+78.01	1141+90.80	2	24	8	0.25	0.0
587	1138+93.37	1138+93.59	2	12	48	0.44	13.9
588	1138+93.59	1139+01.93	2	12	8	0.44	1.4
589	1138+96.23	1139+01.93	2	12	4	0.44	0.0
5810	1140+26.90	1140+27.80	2	12	46	0.44	13.3
5811	1140+27.80	1140+27.35	2	12	5	0.44	0.6
5812	1141+75.24	1141+75.27	2	12	46	0.44	13.3
5813	1141+75.27	1141+78.01	2	12	5	0.44	0.9
5814	1142+42.45	1142+33.50	2	12	10	0.44(4)	0.0
5815	1142+80.46	1142+03.59	2	24	74	0.35	0.0
5816	1142+03.59	1141+90.80	2	24	8	0.38	0.0
591	1143+23.33	1143+05.22	2	12	50	0.44	14.5
592	1143+05.22	1142+80.46	2	12	23	0.44	4.0
593	1145+22.13	1145+11.98	2	15	6	0.44	2.0
594	1145+11.98	1145+01.83	2	15	6	0.44	2.0
595	1145+01.83	1145+01.79	2	18	54	0.44	19.3
596	1145+01.79	1144+96.78	2	18	14	0.44	1.8
597	1144+96.78	1145+10.10	2	21	8	0.44	0.0
598	1145+10.10	1145+23.58	2	21	8	0.38	0.0
599	1144+67.66	1144+96.78	2	12	27	0.44	0.0
5910	1145+11.68	1145+01.79	2	15	6	0.44	2.0
5911	1145+88.85	1146+17.37	2	12	25	0.44	7.2
5912	1145+37.21	1145+23.58	2	30	8	0.25	0.0
5913	1146+19.57	1145+37.21	2	30	79	0.30	0.0
5914	1148+11.33	1146+19.57	2	30	192	0.25	0.0
5915	1146+17.37	1146+18.28	2	12	57	0.44	16.5
5916	1146+18.28	1146+19.57	2	15	14	0.44	1.3
5917	1148+11.29	1148+11.31	2	12	59	0.44	17.1
5918	1148+11.31	1148+11.33	2	12	12	0.44	0.9
5919	1148+11.33	1148+11.33	2	12	3	0.44	0.0

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

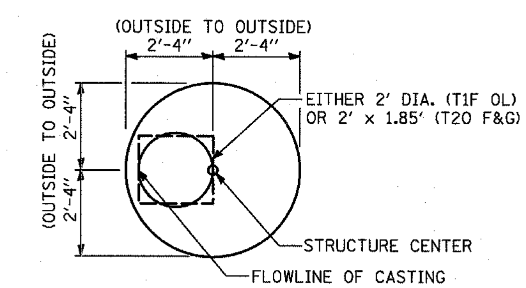
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

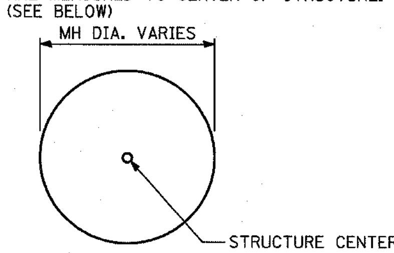
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

SHEET 7 OF 8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 1, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION	OFFSET	STRUCTURE TYPE		DIA.	FRAME & LID	TOP OF FRAME	N INV.	E INV.	S INV.	W INV.
			MH	CB							
606	1151+04.97	72.8 LT	A		4′	T1F CL	0.53	-4.59	-8.94		
607	1151+24.42	12.0 LT		A	4′	T20 F&G	2.51	-4.33		-4.33	
615	1154+98.49	31.8 RT		A(7)	4′	T20 F&G	5.14				-0.69
616	1154+88.88	29.0 LT	A		4′	T1F CL	5.68	-5.34	-0.94	-5.59	
617	1156+16.66	28.5 RT		A(7)	4′	T20 F&G	5.54				-0.29
618	1156+17.52	31.0 LT	A		4′	T1F CL	6.75		-0.53	-4.71	
619	1159+54.59	31.2 RT		A(7)	4′	T20 F&G	5.80				-0.03
6110	1159+52.51	29.5 LT	A(6)		4′	T1F CL	2.37	-8.19	-0.27		
621	1160+77.05	28.0 LT	A		4′	T1F CL	4.42	-8.80	-1.06	-8.80	
622	1162+52.28	23.3 LT	A		4′	T1F CL	4.75	-10.95	-2.45	-9.67	
623	1163+28.94	20.3 LT	A(2)		6′	T1F CL	4.68	-11.28		-11.28	
624	1160+77.72	31.7 RT		A(7)	4′	T20 F&G	5.01				-0.82
625	1162+55.23	31.5 RT		A(7)	4′	T20 F&G	3.60				-2.23
626	1163+71.16	31.5 RT		A(7)	4′	T20 F&G	3.14				-2.69
627	1163+69.24	21.3 LT	A		4′	T1F CL	4.38		-2.90	-5.23	
628	1163+54.12	21.6 LT	A(2)		6′	T1F CL	4.79	-5.28		-5.28	
631	416+48.10	45.2 RT		C	2′	T1F OL	3.30	-2.54			
632	416+48.27	34.0 RT		A	4′	T20 F&G	3.24	-2.59		-2.59	
633	416+48.26	10.0 LT		A	4′	T20 F&G	5.25	-2.75		-2.75	
634	416+64.24	20.4 LT	A		4′	T1F CL	4.50		-5.69	-2.82(W)	-5.44
635	414+73.12	21.9 LT	A		4′	T1F CL	6.30		-4.59		
651	418+86.29	17.4 LT	DROP		7′	T1F CL	3.01	-16.18	-7.07	-5.13	-6.57
652	420+24.12	15.3 LT	A		6′	T1F CL	1.82	-3.68	-6.66	-6.11	-6.66
653	421+23.69	22.3 LT	A		6′	T1F CL	2.43	-5.87		-3.71	-6.37
654	418+72.12	34.0 RT		A	4′	T20 F&G	0.89	-4.94			
655	418+86.29	10.0 LT		A	4′	T20 F&G	2.90	-5.11		-5.11	
656	420+36.21	41.1 RT		C	2′	T1F OL	-1.01	-5.88			
657	420+38.43	34.1 RT		A	4′	T20 F&G	0.22			-5.91	-5.91
658	420+17.99	34.0 RT		A	4′	T20 F&G	0.12		-5.91		
659	420+28.19	34.0 RT		A	4′	T20 F&G	0.16	-5.94	-5.94		-5.94
6510	420+23.76	22.8 LT		C	2′	T1F OL	1.34			-3.66	
6511	420+27.50	8.5 LT		A	4′	T20 F&G	2.35	-6.09	-6.09	-6.09	-6.09
6512	420+17.56	8.8 LT		A	4′	T20 F&G	2.34		-6.06		
6513	420+37.45	8.4 LT		A	4′	T20 F&G	2.35				-6.06
6514	421+41.14	34.4 RT		A	4′	T20 F&G	0.56	-3.48			
6515	421+41.07	8.1 LT		A	4′	T20 F&G	2.89	-3.63		-3.63	
6516	418+59.70	204.1 LT	A(2)		6′	T1F CL	-8.84	-18.02		-18.02	
6517	418+58.03	217.4 LT	DROP		8′	T1F CL	-10.93	-26.40		-18.04	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
5920	1144+91.96	1145+01.79	2	15	6	0.44	2.0
601	1149+82.09	1149+65.79	2	15	65	0.44	21.4
602	1149+65.79	1149+65.47	2	15	18	0.44	1.0
603	1149+65.47	1148+11.33	2	24	154	0.30	0.0
604	1153+13.27	1151+31.85	2	12	178	0.44	51.4
605	1151+34.48	1151+24.42	2	15	39	0.44	12.8
606	1151+04.97	1149+65.47	2	18	141	0.36	0.0
607	1151+24.42	1151+04.97	2	15	60	0.44	14.8
615	1154+98.49	1154+88.88	2	12	56	0.44	14.5
616	1154+88.88	421+23.69	2	18	70	0.40	0.0
617	1156+16.66	1156+17.52	2	12	54	0.44	14.7
618	1156+17.52	1154+88.88	3	15	127	0.50	0.0
619	1159+54.59	1159+52.51	2	12	55	0.44	15.6
6110	1159+52.51	1160+77.05	3	15	123	0.50	0.0
621	1160+77.05	1162+52.28	3	15	174	0.50	254.9
622	1162+52.28	1163+28.94	3	18	73	0.45	0.0
623	1163+28.94	1163+41.76	3	18	8	0.50	0.0
624	1160+77.72	1160+77.05	2	12	54	0.44	15.3
625	1162+55.23	1162+52.28	2	12	49	0.44	13.9
626	1163+71.16	1163+69.24	2	12	47	0.44	12.4
627	1163+69.24	1163+54.12	2	15	11	0.50	0.0
628	1163+54.12	1163+41.76	2	15	7	0.50	0.0
631	416+48.10	416+48.27	2	12	11	0.44	0.9
632	416+48.27	416+48.26	2	12	36	0.44	10.4
633	416+48.26	416+64.24	2	12	17	0.44	2.0
634	416+64.24	418+86.29	2	18	221	0.40	0.0
635	414+73.12	416+64.24	2	15	190	0.50	0.0
651	418+86.29	418+59.70	4	30	184	1.00	0.0
652	420+24.12	418+86.29	2	24	135	0.30	327.2
653	421+23.69	420+24.12	2	24	96	0.30	0.0
654	418+72.12	418+86.29	2	12	39	0.44	11.3
655	418+86.29	418+86.29	2	12	4	0.44	1.2
656	420+36.21	420+38.43	2	12	7	0.44	1.4
657	420+38.43	420+28.19	2	15	6	0.44	2.0
658	420+17.99	420+28.19	2	15	6	0.44	2.0
659	420+28.19	420+27.50	2	15	35	0.44	11.5
6510	420+23.76	420+24.12	2	12	4	0.44	0
6511	420+27.50	420+24.12	2	15	5	0.44	1.6
6512	420+17.56	420+27.50	2	15	6	0.44	2.0
6513	420+37.45	420+27.50	2	15	6	0.44	2.0
6514	421+41.14	421+41.07	2	12	35	0.44	10.1
6515	421+41.07	421+23.69	2	12	19	0.44	2.6
6516	418+59.70	418+58.03	2	30	7	0.20	0.0
6517	418+58.03	1157+72.53	3	30	5	1.00	0.0

NOTES:

(1) INDICATES INLET TYPE A, 2′ DIAMETER, TYPE 20 FRAME & GRATE.

(2) INDICATES MANHOLE, TYPE A, 6′ DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE.

(3) INDICATES SEWER LATERAL WITH 45° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(4) INDICATES SEWER LATERAL WITH 30° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(5) INDICATES SEWER LATERAL WITH 60° CONNECTION. SEE SHEET "DETAIL OF STORM SEWER CONNECTIONS TO SEWER."

(6) INDICATES MANHOLE TYPE A WITH FLAT SLAB TOP, IDOT STANDARD 602601.

(7) INDICATES CATCH BASIN REQUIRING TEMPORARY SOIL RETENTION SYSTEM WITH INSTALLATION.

(8) ALL STRUCTURE ELEVATIONS IN RESURFACED AREAS COME FROM AERIAL SURVEY AND SHOULD BE VERIFIED IN THE FIELD AND ADJUSTED TO MATCH EXISTING CONDITIONS.

CASING SIZES

PIPE SIZE	CASING SIZE (OD)*	CASING WALL THICKNESS
12″	30″	0.500″
24″	42″	0.625″
30″	48″	0.688″
36″	48″	0.688″

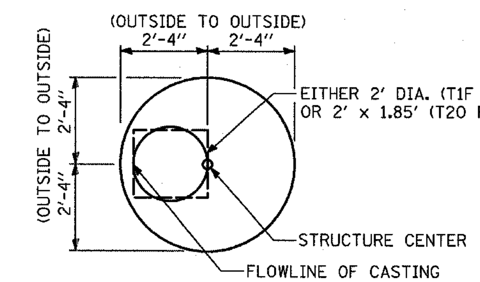
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

SEE THE DRAINAGE & UTILITY PLANS FOR LOCATION OF ALL STRUCTURES.

CATCH BASIN STATIONS ARE MEASURED TO CENTER OF STRUCTURE.

CATCH BASIN OFFSETS ARE MEASURED TO FLOWLINE OF CASTING. (SEE BELOW)

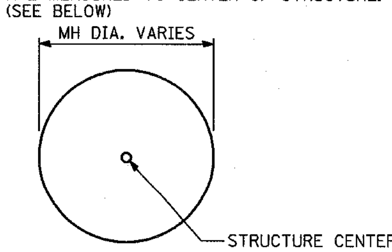
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

MANHOLE STATIONS AND OFFSETS ARE MEASURED TO CENTER OF STRUCTURE. (SEE BELOW)



MANHOLE

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE

DATE: MARCH 1, 2006

DRAWN BY: RD

CHECKED BY: DA

T·Y·LIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	356

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

62593

UNDERDRAIN SCHEDULE

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
•90+22.28 - 91+38.00	36.80 LT - 36.00 LT	115.7	11	2.0
91+33.83 - 91+38.00	12.00 RT - 36.00 LT	36.0	11	10.0
91+56.84 - 91+53.00	12.00 RT - 36.00 LT	36.0	15	10.0
91+71.84 - 91+68.00	12.00 RT - 36.00 LT	36.0	14	10.0
91+38.00 - 91+53.00	36.00 LT - 36.00 LT	15.0	15	2.0
91+53.00 - 91+69.48	36.00 LT - 36.00 LT	16.5	14	2.0
92+36.42 - 91+68.00	36.00 LT - 36.00 LT	68.4	14	2.0
94+30.87 - 92+36.42	36.00 LT - 36.00 LT	194.5	12	2.0
90+22.28 - 91+30.59	12.00 RT - 22.49 RT	108.3	EX	10.0
92+34.72 - 91+30.59	12.00 RT - 22.49 RT	104.1	EX	10.0
94+27.33 - 92+34.72	12.00 RT - 20.43 RT	192.6	EX	10.0
96+30.91 - 94+30.87	36.00 LT - 36.00 LT	200.0	21	2.0
96+30.91 - 97+68.44	36.00 LT - 36.00 LT	137.5	23	2.0
97+68.44 - 99+17.11	36.00 LT - 36.00 LT	148.7	32	2.0
96+30.91 - 94+27.33	12.00 RT - 26.67 RT	203.6	EX	10.0
96+30.91 - 97+68.52	12.00 RT - 27.29 RT	137.6	22	10.0
97+68.52 - 99+17.11	12.00 RT - 27.30 RT	148.6	31	10.0
99+17.11 - 100+66.30	36.00 LT - 37.37 LT	149.2	34	2.0
100+66.30 - 102+32.60	37.37 LT - 40.70 LT	166.3	36	2.0
102+32.60 - 103+21.51	40.70 LT - 42.48 LT	88.9	EX	2.0
103+98.86 - 104+11.01	61.95 LT - 60.64 LT	12.1	EX	2.0
104+11.01 - 104+88.38	60.64 LT - 54.13 LT	77.4	310	2.0
99+17.11 - 100+66.31	25.32 RT - 25.27 RT	149.2	33	10.0
100+66.31 - 102+32.60	12.00 RT - 25.14 RT	166.3	35	10.0
102+32.60 - 103+42.28	12.00 RT - 25.32 RT	109.7	37	10.0
103+42.28 - 104+74.28	12.00 RT - 25.24 RT	132.0	38	10.0
104+74.28 - 106+26.20	12.00 RT - 22.53 RT	151.9	41	10.0
104+88.38 - 106+26.37	54.13 LT - 42.07 LT	138.0	42	2.0
106+26.20 - 108+79.89	42.08 LT - 48.00 LT	253.7	47	2.0
108+79.89 - 110+25.36	48.00 LT - 48.00 LT	145.5	49	2.0
110+25.36 - 111+67.59	48.00 LT - 48.00 LT	142.2	55	2.0
•106+26.20 - 108+79.87	12.00 RT - 22.00 RT	253.7	46	10.0
108+79.87 - 110+25.36	22.00 RT - 22.00 RT	145.5	48	2.0
110+25.36 - 111+67.59	22.00 RT - 22.00 RT	142.2	54	2.0
111+67.59 - 112+60.07	48.00 LT - 48.00 LT	92.5	511	2.0
112+60.07 - 112+60.07	12.00 RT - 38.00 LT	50.0	511	7.2
112+70.07 - 112+70.07	12.00 RT - 38.00 LT	50.0	512	7.2
112+80.07 - 112+80.07	12.00 RT - 38.00 LT	50.0	513	7.2
112+60.07 - 112+70.07	48.00 LT - 48.00 LT	10.0	512	2.0
112+80.07 - 112+70.07	48.00 LT - 48.00 LT	10.0	512	2.0
112+60.07 - 112+70.07	22.00 RT - 22.00 RT	10.0	57	2.0
112+80.07 - 112+70.07	22.00 RT - 22.00 RT	10.0	57	2.0
114+93.09 - 112+80.07	48.00 LT - 48.00 LT	213.0	513	2.0
117+32.86 - 114+93.09	43.30 LT - 48.00 LT	239.8	515	2.0
111+67.59 - 112+60.07	22.00 RT - 22.00 RT	92.5	56	2.0
114+93.09 - 112+80.07	22.00 RT - 22.00 RT	213.0	58	2.0
•117+32.86 - 114+93.09	22.00 RT - 22.00 RT	239.8	514	2.0
119+02.20 - 117+32.86	48.00 LT - 43.30 LT	169.3	66	2.0
120+20.39 - 119+02.20	48.00 LT - 48.00 LT	118.2	68	2.0
121+92.35 - 120+20.39	48.00 LT - 48.00 LT	172.0	611	2.0
123+42.94 - 121+92.35	48.00 LT - 48.00 LT	150.6	613	2.0
119+02.20 - 117+32.86	22.00 RT - 22.00 RT	169.3	65	2.0
120+20.43 - 119+02.20	22.00 RT - 22.00 RT	118.2	67	2.0
121+92.37 - 120+20.43	22.06 RT - 22.00 RT	171.9	610	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
123+42.37 - 121+92.37	22.85 RT - 22.06 RT	150.0	612	2.0
125+86.73 - 123+42.94	48.00 LT - 48.00 LT	243.8	75	2.0
128+62.70 - 125+86.73	48.00 LT - 48.00 LT	276.0	77	2.0
125+85.77 - 123+42.37	26.00 RT - 22.85 RT	243.4	74	2.0
128+62.70 - 125+85.77	31.07 RT - 26.00 RT	276.9	76	2.0
128+62.70 - 129+40.68	48.00 LT - 48.00 LT	78.0	93	2.0
•129+40.68 - 131+09.39	48.00 LT - 42.74 LT	168.7	95	2.0
131+09.25 - 132+13.61	42.74 LT - 47.62 LT	104.4	97	2.0
132+13.61 - 132+81.90	47.62 LT - 48.00 LT	68.3	914	2.0
132+81.90 - 133+51.40	48.00 LT - 48.00 LT	69.5	1118	2.0
343+51.69 - 341+60.01	26.00 LT - 25.70 LT	191.7	94	10.0
340+29.15 - 341+60.01	26.00 LT - 25.70 LT	130.9	94	2.0
340+29.15 - 340+84.80	12.00 RT - 12.00 RT	55.7	-	-
131+40.95 - 132+13.61	10.00 RT - 10.00 RT	72.7	96	2.0
132+13.61 - 134+11.17	10.00 RT - 10.00 RT	197.6	116	2.0
133+51.40 - 134+11.50	48.00 LT - 48.00 LT	60.1	1111	2.0
134+11.17 - 134+11.50	0.00 RT - 38.00 LT	38.0	1111	7.1
134+21.13 - 134+21.75	0.00 RT - 38.00 LT	38.0	119	7.1
134+31.09 - 134+32.00	0.00 RT - 38.00 LT	38.0	1110	7.1
134+11.50 - 134+21.75	48.00 LT - 48.00 LT	10.3	119	2.0
134+32.00 - 134+21.75	48.00 LT - 48.00 LT	10.3	119	2.0
134+11.17 - 134+21.13	10.00 RT - 10.00 RT	10.0	115	2.0
134+31.09 - 134+21.13	10.00 RT - 10.00 RT	10.0	115	2.0
135+00.52 - 134+32.00	48.00 LT - 48.00 LT	68.5	1110	2.0
136+50.67 - 135+00.52	48.00 LT - 48.00 LT	150.2	1113	2.0
137+99.89 - 136+50.67	48.00 LT - 48.00 LT	149.2	1115	2.0
135+00.52 - 134+31.09	10.00 RT - 10.00 RT	69.4	114	2.0
136+50.67 - 135+00.52	10.00 RT - 10.00 RT	150.2	1112	2.0
137+99.89 - 136+50.67	10.00 RT - 10.00 RT	149.2	1114	2.0
139+51.19 - 137+99.89	48.00 LT - 48.00 LT	151.3	1117	2.0
139+51.19 - 142+08.96	48.00 LT - 48.00 LT	257.8	EX	2.0
139+49.73 - 137+99.89	10.00 RT - 10.00 RT	149.8	1116	2.0
139+49.73 - 142+05.54	10.00 RT - 10.00 RT	255.8	123	2.0
142+05.54 - 143+81.44	10.00 RT - 10.00 RT	175.9	146	2.0
143+96.13 - 144+62.45	61.94 LT - 57.60 LT	66.3	EX	2.0
144+62.45 - 145+65.63	57.60 LT - 51.19 LT	103.2	EX	2.0
145+65.63 - 147+26.35	51.19 LT - 48.00 LT	160.7	145	2.0
147+26.35 - 149+08.47	48.00 LT - 48.00 LT	182.1	156	2.0
143+81.44 - 146+30.95	10.00 RT - 10.00 RT	249.5	142	2.0
146+47.41 - 146+30.95	10.00 RT - 10.00 RT	16.5	142	2.0
1167+93.55 - 1169+50.27	11.17 LT - 16.11 LT	156.7	142	10.0
1169+65.57 - 1169+50.27	10.00 LT - 16.11 LT	15.3	142	10.0
1167+93.60 - 1168+71.92	24.00 RT - 34.00 RT	78.3	143	10.0
1168+71.92 - 1170+41.89	24.00 RT - 34.00 RT	170.0	144	10.0
1170+41.89 1172+28.14	24.00 RT - 34.00 RT	186.3	155	10.0
149+08.47 - 150+68.58	48.00 LT - 48.00 LT	160.1	158	2.0
151+63.02 - 150+68.58	48.00 LT - 48.00 LT	94.4	158	2.0
149+09.81 - 150+71.04	25.18 RT - 34.00 RT	161.2	157	10.0
151+70.10 - 150+71.04	24.00 RT - 34.00 RT	99.1	157	10.0
152+00.79 - 152+30.49	48.00 LT - 48.00 LT	29.7	1610	2.0
152+30.49 - 154+15.00	48.00 LT - 48.00 LT	184.5	168	2.0
154+15.00 - 154+68.91	48.00 LT - 48.00 LT	53.9	1621	2.0
154+68.91 - 155+30.99	48.00 LT - 42.70 LT	62.1	166	2.0
•155+30.99 - 155+64.46	38.00 LT - 40.59 LT	33.5	1619	2.0

LEGEND:

•COORDINATE LOCATION OF PIPE UNDERDRAIN WITH LOCATION OF PROPOSED ELECTRICAL DUCT.

SHEET 1 OF 3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

UNDERDRAIN SCHEDULE

SCALE: NONE

DATE: MARCH 1, 2006

DRAWN BY: MB

CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	357

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593

UNDERDRAIN SCHEDULE

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
• 155+64.46 - 155+93.95	37.09 LT - 39.60 LT	29.5	1620	2.0
• 155+93.95 - 157+56.34	36.11 LT - 39.00 LT	162.4	1614	2.0
157+50.05 - 157+53.35	36.00 LT - 24.00 RT	60.0	1617	3.0
157+56.34 - 157+63.93	36.00 LT - 24.00 RT	60.0	1616	6.0
157+70.05 - 157+75.42	36.00 LT - 24.00 RT	60.0	1722	8.0
- - -	- - - - -	-	-	-
- - -	- - - - -	-	-	-
157+53.41 - 157+63.93	24.00 RT - 30.78 RT	10.5	1616	5.0
157+63.93 - 157+75.42	24.00 RT - 30.44 RT	11.5	1722	5.0
- - -	- - - - -	-	-	-
152+07.31 - 152+31.17	24.00 RT - 32.06 RT	23.9	169	2.0
152+31.17 - 154+17.19	24.00 RT - 31.50 RT	186.0	167	2.0
154+17.19 - 155+30.82	24.00 RT - 31.49 RT	113.6	165	2.0
155+30.82 - 157+53.35	24.00 RT - 31.08 RT	222.5	1617	2.0
- - -	- - - - -	-	-	-
- - -	- - - - -	-	-	-
- - -	- - - - -	-	-	-
• 1210+16.13 - 1206+83.13	60.73 LT - 63.00 LT	333.0	1614	2.0
1210+78.55 - 1210+16.13	66.16 LT - 63.76 LT	62.4	1711	2.0
1211+44.86 - 1210+78.55	68.71 LT - 66.16 LT	66.3	1712	2.0
1212+08.00 - 1211+44.86	71.14 LT - 68.71 LT	63.1	1713	2.0
1212+98.11 - 1212+08.00	72.00 LT - 71.14 LT	90.1	1715	2.0
158+85.92 - 157+87.88	24.00 RT - 24.50 RT	98.0	171	2.0
157+87.88 - 157+75.42	24.00 RT - 30.44 RT	12.5	1722	2.0
159+55.99 - 158+85.92	24.00 RT - 24.50 RT	70.1	1719	2.0
1209+31.93 - 1208+82.79	0.00 RT - 3.21 RT	49.1	EX	2.0
1210+34.78 - 1209+47.87	0.00 RT - 3.98 RT	86.9	1718	2.0
1209+47.87 - 1209+31.93	0.00 RT - 2.75 RT	15.9	EX	2.0
1210+78.44 - 1210+34.78	0.00 RT - 5.13 RT	43.7	EX	2.0
1212+06.73 - 1210+78.44	0.00 RT - 4.27 RT	128.3	1710	2.0
1212+90.41 - 1212+06.73	0.00 RT - 4.91 RT	83.7	1714	2.0
1213+73.50 - 1212+90.41	0.00 RT - 4.60 RT	83.1	1717	2.0
1213+76.02 - 1212+98.11	72.00 LT - 72.00 LT	77.9	1716	2.0
1215+50.57 - 1213+76.02	72.00 LT - 72.00 LT	174.5	182	2.0
1217+24.74 - 1215+50.57	72.00 LT - 72.00 LT	174.2	184	2.0
1219+01.42 - 1217+24.74	72.00 LT - 72.00 LT	176.7	186	2.0
1215+50.04 - 1213+73.50	0.00 RT - 6.89 RT	176.5	181	2.0
1217+23.40 - 1215+50.04	0.00 RT - 7.50 RT	173.4	183	2.0
1218+97.10 - 1217+23.40	0.00 RT - 7.50 RT	173.7	185	2.0
1220+86.66 - 1219+01.42	72.00 LT - 72.00 LT	185.2	191	2.0
1220+86.66 - 1221+74.07	72.00 LT - 72.00 LT	87.4	EX	2.0
1223+71.38 - 1224+11.23	86.31 LT - 84.00 LT	39.8	EX	2.0
1224+11.23 - 1225+71.77	84.01 LT - 74.72 LT	160.5	EX	2.0
1220+86.66 - 1218+97.11	0.00 RT - 7.50 RT	189.6	187	2.0
1220+86.66 - 1222+51.63	0.00 RT - 7.50 RT	165.0	192	2.0
1222+51.63 - 1224+12.19	0.00 RT - 7.50 RT	160.6	193	2.0
1224+12.19 - 1225+71.32	0.00 RT - 9.95 RT	159.1	201	2.0
1225+71.77 - 1227+25.59	74.76 LT - 72.00 LT	153.8	203	2.0
1227+25.59 - 1228+85.75	72.00 LT - 72.00 LT	160.2	205	2.0
1228+85.75 - 1230+61.54	72.00 LT - 72.00 LT	175.8	207	2.0
1231+39.01 - 1230+61.54	72.00 LT - 72.00 LT	77.5	207	2.0
1225+71.32 - 1227+25.59	0.00 RT - 10.00 RT	154.3	202	2.0
1227+25.59 - 1228+88.05	0.00 RT - 10.00 RT	162.5	204	2.0
1228+88.05 - 1230+45.10	0.00 RT - 10.00 RT	157.1	206	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
1230+45.10 - 1232+01.40	0.00 RT - 10.00 RT	156.3	213	2.0
1231+58.17 - 1232+01.40	72.00 LT - 72.00 LT	43.2	214	2.0
• 1232+01.40 - 1233+30.59	72.00 LT - 72.00 LT	129.2	216	2.0
1233+30.59 - 1234+27.31	72.00 LT - 72.00 LT	96.7	2116	2.0
1234+27.31 - 1234+27.31	0.00 RT - 62.00 LT	62.0	2116	7.3
1234+37.31 - 1234+37.31	0.00 RT - 62.00 LT	62.0	2115	7.3
1234+47.29 - 1234+47.21	0.00 RT - 62.00 LT	62.0	2114	7.3
1234+27.31 - 1234+37.31	72.00 LT - 72.00 LT	10.0	2115	2.0
1234+47.21 - 1234+37.31	72.47 LT - 72.00 LT	9.9	2115	2.0
1234+27.31 - 1234+37.31	10.00 RT - 10.00 RT	10.0	2118	8.0
1234+47.31 - 1234+37.31	10.00 RT - 10.00 RT	10.0	2118	8.0
1235+15.83 - 1234+47.29	75.11 LT - 72.47 LT	68.5	2114	2.0
• 1236+13.19 - 1235+15.83	64.59 LT - 75.11 LT	107.9	2112	2.0
• 1237+44.83 - 1236+13.19	66.26 LT - 64.59 LT	131.6	218	2.0
1232+04.40 - 1233+30.69	0.00 RT - 10.00 RT	126.3	215	2.0
1233+30.69 - 1234+27.31	0.00 RT - 10.00 RT	96.6	2120	2.0
1234+80.84 - 1234+47.31	0.00 RT - 10.00 RT	33.5	2119	2.0
1235+15.95 - 1234+80.84	0.00 RT - 10.00 RT	35.1	2110	2.0
1237+30.51 - 1235+15.95	0.00 RT - 10.00 RT	214.6	2111	2.0
• 1239+31.93 - 1237+44.83	68.15 LT - 66.26 LT	187.1	227	2.0
1240+21.78 - 1239+31.93	70.39 LT - 68.15 LT	89.9	226	2.0
1241+97.78 - 1240+21.78	74.79 LT - 70.39 LT	176.0	224	2.0
1238+91.62 - 1237+30.51	0.00 RT - 8.29 RT	161.1	228	2.0
1240+21.78 - 1238+91.62	0.00 RT - 9.64 RT	130.2	225	2.0
1241+97.78 - 1240+21.78	0.00 RT - 10.00 RT	176.0	223	2.0
1242+84.85 - 1241+97.78	76.97 LT - 74.79 LT	87.1	232	2.0
1243+77.57 - 1242+84.85	79.29 LT - 76.97 LT	92.7	234	2.0
1243+77.57 - 1245+79.44	79.29 LT - 84.33 LT	201.9	EX	2.0
1246+59.37 - 1245+79.44	86.33 LT - 84.33 LT	79.9	EX	2.0
1243+77.57 - 1241+97.78	0.00 RT - 10.00 RT	179.8	231	2.0
1243+77.57 - 1245+79.44	0.00 RT - 10.00 RT	201.9	235	2.0
1245+79.44 - 1247+22.76	0.00 RT - 10.00 RT	143.3	241	2.0
1248+90.71 - 1249+10.82	72.00 LT - 72.00 LT	20.1	243	2.0
1249+10.82 - 1250+70.49	72.00 LT - 72.00 LT	159.7	245	2.0
1250+70.49 - 1252+30.19	72.00 LT - 72.00 LT	159.7	247	2.0
1252+30.19 - 1254+00.37	72.00 LT - 72.00 LT	170.2	252	2.0
1247+22.76 - 1249+10.82	0.00 RT - 9.93 RT	188.1	242	2.0
1249+10.82 - 1250+70.49	0.00 RT - 8.57 RT	159.7	244	2.0
1250+70.49 - 1252+30.19	0.00 RT - 7.30 RT	159.7	246	2.0
1252+30.19 - 1254+05.13	0.00 RT - 6.01 RT	174.9	251	2.0
1254+00.37 - 1255+70.54	72.00 LT - 72.00 LT	170.2	254	2.0
1255+70.54 - 1257+41.83	72.00 LT - 72.00 LT	171.3	2511	2.0
1257+37.13 - 1257+41.83	0.00 RT - 62.00 LT	62.0	2511	6.7
1257+51.83 - 1257+51.83	0.00 RT - 62.00 LT	62.0	2510	6.7
1257+67.26 - 1257+61.83	0.00 RT - 62.00 LT	62.0	2512	6.7
1257+41.83 - 1257+51.83	72.00 LT - 72.00 LT	10.0	2510	2.0
1257+61.83 - 1257+51.83	72.00 LT - 72.00 LT	10.0	2510	2.0
1257+37.13 - 1257+51.83	6.00 RT - 6.00 RT	14.7	256	4.0
1257+67.26 - 1257+51.83	6.00 RT - 6.00 RT	15.4	256	4.0
1258+27.50 - 1257+61.83	65.39 LT - 72.00 LT	65.7	2512	2.0
1259+91.09 - 1258+27.50	65.38 LT - 65.39 LT	163.6	2514	2.0
1254+05.13 - 1255+70.29	0.00 RT - 5.90 RT	165.2	253	2.0
1255+70.29 - 1257+37.13	0.00 RT - 5.99 RT	166.8	255	2.0
1258+27.98 - 1257+67.26	0.00 RT - 6.01 RT	60.7	257	2.0

LEGEND:

•COORDINATE LOCATION OF PIPE UNDERDRAIN WITH LOCATION OF PROPOSED ELECTRICAL DUCT.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

UNDERDRAIN SCHEDULE

SCALE: NONE DRAWN BY: MB

DATE: MARCH 1, 2006 CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	358

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593

UNDERDRAIN SCHEDULE

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
1259+91.09 - 1258+27.50	65.38 LT - 65.39 LT	163.6	2514	2.0
1254+05.13 - 1255+70.29	0.00 RT - 5.90 RT	165.2	253	2.0
1255+70.29 - 1257+37.13	0.00 RT - 5.99 RT	166.8	255	2.0
1258+27.98 - 1257+67.26	0.00 RT - 6.01 RT	60.7	257	2.0
• 1259+91.23 - 1258+27.98	0.00 RT - 6.18 RT	163.3	2513	2.0
1261+39.93 - 1259+91.09	71.10 LT - 65.38 LT	148.8	265	2.0
1263+11.09 - 1261+39.93	72.00 LT - 71.10 LT	171.2	267	2.0
1264+78.73 - 1263+11.09	72.00 LT - 72.00 LT	167.6	269	2.0
1266+49.38 - 1264+78.73	72.00 LT - 72.00 LT	170.7	2611	2.0
1261+39.93 - 1259+91.23	0.00 RT - 6.50 RT	148.7	264	2.0
1263+11.09 - 1261+39.93	0.00 RT - 6.50 RT	171.2	266	2.0
1264+78.73 - 1263+11.09	0.00 RT - 6.50 RT	167.6	268	2.0
1266+49.38 - 1264+78.73	0.00 RT - 6.50 RT	170.7	2610	2.0
1268+40.38 - 1266+49.38	72.00 LT - 72.00 LT	191.0	272	2.0
1270+49.55 - 1268+40.38	72.00 LT - 72.00 LT	209.2	274	2.0
1271+80.98 - 1270+49.55	72.00 LT - 72.00 LT	131.4	276	2.0
1268+40.38 - 1266+49.38	0.00 RT - 6.62 RT	191.0	271	2.0
1270+49.55 - 1268+40.38	0.00 RT - 10.00 RT	209.2	273	2.0
1272+55.00 - 1270+49.55	0.00 RT - 10.00 RT	205.4	275	2.0
1274+37.29 - 1274+96.27	75.27 LT - 72.81 LT	59.0	EX	2.0
1274+96.27 - 1276+42.84	72.27 LT - 72.00 LT	146.6	284	2.0
1276+42.84 - 1277+89.11	72.00 LT - 72.00 LT	146.3	292	2.0
1272+55.00 - 1274+96.27	0.00 RT - 10.00 RT	241.3	281	2.0
1274+96.27 - 1276+42.84	0.00 RT - 10.00 RT	146.6	283	2.0
1276+42.84 - 1277+89.11	0.00 RT - 10.00 RT	146.3	291	2.0
1277+89.11 - 1279+69.43	72.00 LT - 72.00 LT	180.3	294	2.0
1279+69.43 - 1281+48.58	72.00 LT - 72.00 LT	179.2	296	2.0
1276+42.84 - 1283+31.58	72.00 LT - 72.00 LT	688.7	304	2.0
1277+89.11 - 1279+69.43	0.00 RT - 10.00 RT	180.3	293	2.0
1279+69.43 - 1281+49.12	0.00 RT - 10.00 RT	179.7	295	2.0
1281+49.12 - 1283+32.11	0.00 RT - 10.00 RT	183.0	303	2.0
1283+31.58 - 1284+23.08	72.00 LT - 72.00 LT	91.5	305	2.0
1284+23.08 - 1285+14.53	72.00 LT - 66.41 LT	91.4	307	2.0
• 1285+14.53 - 1286+94.37	66.41 LT - 66.03 LT	179.8	309	2.0
1286+94.37 - 1287+31.96	66.03 LT - 67.48 LT	37.6	3017	2.0
1287+31.95 - 1287+31.96	0.00 RT - 62.00 LT	62.0	3017	5.2
1287+41.95 - 1287+41.95	0.00 RT - 62.00 LT	62.0	3016	5.2
1287+51.95 - 1287+51.95	0.00 RT - 62.00 LT	62.0	3018	5.2
1287+31.88 - 1287+41.87	67.48 LT - 67.86 LT	10.0	3016	3.9
1287+51.88 - 1287+41.87	68.24 LT - 67.86 LT	10.0	3016	3.9
1287+31.95 - 1287+41.95	10.00 RT - 10.00 RT	10.0	3013	8.0
1287+51.95 - 1287+41.95	10.00 RT - 10.00 RT	10.0	3013	8.0
1288+43.74 - 1287+51.95	71.78 LT - 68.25 LT	91.8	3018	2.0
1288+80.69 - 1288+43.74	72.00 LT - 71.78 LT	36.9	3019	2.0
1290+29.02 - 1288+80.69	72.81 LT - 72.00 LT	148.3	3021	2.0
1283+32.11 - 1285+15.03	0.00 RT - 10.00 RT	182.9	306	2.0
1285+15.03 - 1286+94.37	0.00 RT - 10.00 RT	179.3	308	2.0
1286+94.37 - 1287+31.95	0.00 RT - 10.00 RT	37.6	3011	2.0
1288+80.83 - 1287+51.95	0.00 RT - 10.00 RT	128.9	3012	2.0
1290+29.16 - 1288+80.83	0.00 RT - 10.00 RT	148.3	3020	2.0
1291+80.00 - 1290+29.02	76.68 LT - 72.81 LT	151.0	313	2.0
1293+55.00 - 1291+80.00	81.26 LT - 76.58 LT	175.0	EX	2.0

UNDERDRAIN SCHEDULE

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
1294+45.00 - 1293+53.00	84.28 LT - 82.28 LT	92.0	EX	2.0
1295+06.20 - 1294+45.00	86.32 LT - 84.28 LT	61.2	EX	2.0
1291+79.49 - 1290+29.16	0.00 RT - 10.00 RT	150.3	312	2.0
1293+55.00 - 1291+79.49	0.00 RT - 10.00 RT	175.5	314	2.0
1295+31.04 - 1293+55.00	0.00 RT - 10.00 RT	176.0	315	2.0
1297+00.56 - 1295+31.04	0.00 RT - 10.00 RT	169.5	321	2.0
1298+40.00 - 1297+00.56	10.00 RT - 10.00 RT	139.4	322	2.0
1298+65.00 - 1298+40.00	0.00 RT - 10.00 RT	25.0	323	2.0
1298+65.00 - 1300+24.56	0.00 RT - 10.00 RT	159.6	324	2.0
1300+24.56 - 1301+79.49	0.00 RT - 9.90 RT	154.9	331	2.0
1301+79.49 - 1303+29.49	0.00 RT - 8.41 RT	150.0	332	2.0
1303+29.49 - 1304+79.49	0.00 RT - 6.93 RT	150.0	333	2.0
1304+79.49 - 1306+29.52	0.00 RT - 6.50 RT	150.0	334	2.0
1306+29.52 - 1307+88.29	0.00 RT - 4.88 RT	158.8	341	2.0
1307+00.00 - 1308+10.00	84.30 LT - 78.29 LT	110.0	EX	2.0
1308+10.00 - 1309+47.45	78.29 LT - 72.00 LT	137.4	EX	2.0
1309+47.45 - 1310+26.11	72.00 LT - 72.00 LT	78.7	EX	2.0
1310+26.11 - 1310+53.64	72.00 LT - 72.00 LT	27.5	3411	2.0
1310+47.13 - 1310+53.64	0.00 RT - 62.00 LT	62.0	3411	6.7
1310+63.64 - 1310+63.64	0.00 RT - 62.00 LT	62.0	349	6.7
1310+77.13 - 1310+78.64	0.00 RT - 62.00 LT	62.0	3412	6.7
1310+53.64 - 1310+63.64	72.00 LT - 72.00 LT	10.0	349	8.0
1310+78.64 - 1310+63.64	72.00 LT - 72.00 LT	15.0	349	8.0
• 1310+47.13 - 1310+63.64	5.12 RT - 5.11 RT	16.5	345	3.1
1310+77.13 - 1310+63.64	5.10 RT - 5.11 RT	13.5	345	3.1
1311+94.70 - 1310+78.64	66.39 LT - 72.00 LT	116.1	3412	2.0
1313+00.00 - 1311+94.70	62.00 LT - 66.39 LT	105.3	3414	2.0
1307+88.29 - 1309+46.87	0.00 RT - 5.04 RT	158.6	342	2.0
1309+46.87 - 1310+23.71	0.00 RT - 5.13 RT	76.8	343	2.0
1310+23.71 - 1310+47.13	0.00 RT - 5.12 RT	23.4	344	2.0
1311+98.42 - 1310+77.13	0.00 RT - 5.10 RT	121.3	346	2.0
1313+00.00 - 1311+98.42	0.00 RT - 0.00 RT	101.6	3413	2.0

LEGEND:

•COORDINATE LOCATION OF PIPE UNDERDRAIN WITH LOCATION OF PROPOSED ELECTRICAL DUCT.

MANHOLE RECONSTRUCTION SCHEDULE

STRUCTURE NUMBER	CONTRACT NUMBER	STATION	OFFSET	STRUCTURE DATA	EXISTING RIM EL	PROPOSED RIM EL
3A3	62694	104+31.14	67.9 LT	DROP MH-6'	7.06	3.89
EX	-	1208+82.79	3.21 RT	MH	-1.98	-2.27
EX	-	1209+31.93	2.75 RT	MH	-1.78	-2.01
126	62695	1230+61.54	76.8 LT	MH TY A-5'	-4.71	-2.30
133	62695	1233+71.37	76.7 LT	MH TY A-5'	-1.85	-5.19
159	62695	1252+41.48	77.1 LT	MH TY A-5'	-5.08	-8.91
169	62695	1255+78.46	76.8 LT	MH TY A-5'	-8.51	-10.95
1613	62695	1257+42.19	76.2 LT	MH TY A-5'	-7.35	-11.49
119	62591	1257+96.60	79.5 LT	MH TY A-7'	-7.30	-9.75
121	62591	1264+52.60	77.2 LT	DROP MH-6'	-0.22	-2.59
194	62695	1276+54.86	78.6 LT	MH TY A-4'	3.60	0.83
191	62695	1277+95.79	77.0 LT	MH TY A-5'	2.07	-0.59
123	62591	1280+76.80	75.3 LT	MH TY A-6'	-1.00	-4.10

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

UNDERDRAIN SCHEDULE AND MANHOLE RECONSTRUCTION SCHEDULE

SCALE: NONE DRAWN BY: MB

DATE: MARCH 1, 2006 CHECKED BY: DA

TYLIN INTERNATIONAL

EXISTING ABANDONED STORM SEWER SCHEDULE
(REQUIRE CLSM)

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	CLSM (CY)
102+34.80	28.23 RT	8	7	0.1
103+77.92	25.64 RT	8	24	0.3
105+14.24	25.67 RT	8	28	0.4
122+16.29	18.06 RT	15	127	5.8
123+43.32	24.86 RT	10	5	0.1
123+42.50	20.37 RT	18	122	8.0
125+64.55	24.36 RT	24	91	10.6
126+93.21	24.95 RT	12	131	3.8
138+15.17	16.56 RT	12	141	4.1
139+54.17	6.41 RT	15	252	11.5
142+05.40	8.48 RT	15	321	14.6
145+24.85	9.61 RT	24	83	9.7
149+09.69	33.12 RT	12	10	0.3
149+18.76	32.35 RT	15	155	7.0
150+71.25	31.58 RT	15	162	7.4
152+53.48	30.43 RT	15	23	1.0
153+22.65	30.67 RT	15	90	4.1
154+10.90	30.07 RT	15	90	4.1
1212+07.26	2.39 RT	36	173	45.29
1213+20.40	3.26 RT	36	114	29.85
1213+73.50	5.86 RT	36	54	14.14
1215+48.15	5.69 RT	36	175	45.81
1217+23.40	6.1 RT	36	176	46.08
1219+10.54	5.95 RT	15	188	8.5
1128+22.22	31.5 RT	12	140	4.1
1129+74.22	15.52 RT	12	48	1.4
1131+31.31	30.46 RT	15	170	7.7
1132+81.16	31.33 RT	15	159	7.2
1135+91.69	31.39 RT	12	440	12.8
1140+26.93	39.91 RT	12	10	0.3
1142+35.62	22.58 LT	12	71	2.1
1149+55.12	27.88 RT	15	53	2.4
1156+13.43	28.15 RT	10	111	2.2
1159+54.62	30.76 RT	12	116	3.4
1160+80.60	31.69 RT	12	150	4.4
1162+38.78	31.97 RT	12	14	0.4
1162+58.28	31.18 RT	12	106	3.1
416+53.70	31.81 RT	12	43	1.3
416+97.60	34.63 RT	12	144	4.2
418+44.88	34.4 RT	12	28	0.8
420+35.91	40.66 RT	12	99	2.9

EXISTING STORM SEWER REMOVAL SCHEDULE
(REQUIRE IN-PLACE TRENCH BACKFILL)

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
102+24.31	35.51 LT	12	60	12.9
102+48.65	22.92 RT	12	9	1.94
103+51.32	46.05 LT	12	64	13.1
104+87.92	41.91 LT	10	60	11.2
114+61.34	33.24 LT	12	58	10.7
121+81.38	43.74 LT	12	10	1.6
121+78.20	34.21 LT	12	65	13.98
122+17.06	24.16 RT	10	10	2.14
123+22.64	35.11 LT	10	59	12.6
124+45.14	30.91 RT	12	21	4.5
124+61.28	26.14 RT	15	7	0.8
124+47.29	35.7 RT	10	57	8.2
125+86.73	45.36 LT	12	74	13.62
126+95.71	35.9 LT	10	59	10.86
126+95.62	30.37 RT	10	4	0.5
129+91.42	36.53 LT	12	119	25.6
131+10.20	36.47 LT	12	8	1.7
131+11.68	29.16 LT	12	64	13.76
130+85.16	28.32 RT	12	23	4.95
132+79.98	37.27 LT	10	101	16.7
133+82.10	37.1 LT	15	55	9.8
135+06.95	44.91 LT	12	121	27.0
135+60.92	36.62 LT	12	56	12.0
137+41.40	36 LT	10	34	7.28
137+73.72	46.56 LT	10	76	16.26
139+11.97	44.53 LT	10	66	14.12
140+80.72	32.03 LT	12	36	7.7
140+83.72	42.08 LT	12	11	2.4
145+53.70	31.87 LT	12	51	10.5
145+14.05	80.73 RT	10	42	8.99
146+73.32	55.53 LT	12	54	6.3
147+26.47	37.99 LT	12	9	1.4
147+33.46	32.37 LT	12	105	22.58
147+27.63	43.09 RT	12	63	13.55
152+40.54	34.2 LT	12	60	10.4
152+50.29	24.37 RT	12	21	4.52
154+15.79	34.95 LT	10	66	11.6
154+30.69	30.02 RT	12	20	4.4
1205+13.97	61.45 LT	12	69	12.8
1206+85.46	61.8 LT	12	71	12.3
1207+43.46	2.46 RT	12	5	0.9
1208+17.60	61.66 LT	10	68	9.6
1210+12.93	61.54 LT	12	65	11.2
1212+12.23	60.91 LT	12	64	11.1
1213+84.10	0.43 LT	12	13	2.5
1213+83.26	61.05 LT	10	61	10.2
1215+57.68	0.39 LT	15	12	2.3
1215+57.69	60.79 LT	12	61	9.3
1215+80.79	72.58 LT	12	26	5.0
1217+34.13	60.86 LT	10	68	11.90
1217+34.61	0.41 LT	12	13	2.25
1218+87.28	75.22 LT	10	27	3.7
1219+09.69	61 LT	12	67	11.6
1221+67.45	56.35 LT	10	14	1.9
1221+59.43	67.06 LT	12	17	2.3
1223+71.03	78.13 LT	15	21	2.5
1223+85.84	71.53 LT	12	26	3.4
1224+12.19	5.01 RT	12	81	12.9

EXISTING STORM SEWER REMOVAL SCHEDULE
(REQUIRE IN-PLACE TRENCH BACKFILL)

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
1223+91.83	76.79 LT	18	84	8.8
1224+67.49	65.79 LT	12	10	1.3
1225+57.08	59.41 LT	12	9	1.2
1227+25.93	51.23 LT	12	13	1.7
1228+86.37	51.23 LT	12	12	2.8
1228+95.74	57.79 LT	36	166	97.4
1230+48.70	51.17 LT	12	15	3.5
1230+61.34	59.13 LT	36	119	73.7
1232+00.71	62.06 LT	12	21	5.0
1231+99.47	0.23 LT	12	49	8.0
1234+67.96	60.6 LT	12	30	5.8
1234+89.28	11.5 RT	12	21	4.3
1235+11.33	60.83 LT	8	68	12.2
1235+09.62	6.31 RT	12	6	1.2
1236+13.62	55.32 LT	12	121	18.4
1238+44.70	61.07 LT	18	63	6.6
1238+91.71	0.18 RT	12	9	1.6
1238+97.73	5.98 RT	15	6	1.2
1240+20.58	80.93 LT	12	10	1.3
1240+21.61	91.25 LT	12	11	1.5
1242+03.41	6.11 RT	12	6	1.4
1242+09.94	64.83 LT	12	72	14.0
1242+19.39	65.04 LT	12	10	1.9
1243+65.43	71.9 LT	8	14	2.8
1243+73.39	82.46 LT	12	11	2.4
1243+74.33	72.22 LT	12	20	3.9
1243+83.15	54.52 LT	12	69	16.3
1244+59.88	86.96 LT	12	87	18.7
1244+61.25	77.5 LT	8	10	1.7
1246+06.52	89.98 LT	10	57	7.8
1245+65.89	50.83 LT	12	57	12.3
1245+67.39	5.72 RT	12	8	1.9
1248+92.38	50.64 LT	12	57	10.7
1248+92.99	4.62 RT	12	6	1.3
1250+59.19	61.72 LT	10	72	14.5
1257+29.52	61.03 LT	12	15	2.8
1257+43.78	60.9 LT	12	10	1.7
1257+43.89	51.52 LT	12	58	9.5
1258+28.84	61.93 LT	12	85	14.7
1261+38.13	58.85 LT	10	65	12.6
1263+07.06	60.06 LT	10	69	14.8
1266+53.03	5.56 RT	12	6	1.4
1268+50.38	61.04 LT	12	73	15.7
1268+73.25	71.99 LT	10	26	3.5
1274+29.42	72.02 LT	12	84	11.1
1274+58.73	71.34 LT	12	21	2.8
1276+04.71	67.21 LT	10	71	9.7
1276+05.83	5.5 RT	12	7	0.9
1285+25.62	62.75 LT	10	16	2.6
1286+98.75	59.99 LT	12	29	4.7
1287+27.78	60.88 LT	12	73	14.9
1287+14.91	4.59 RT	12	31	5.1
1288+78.87	5.11 RT	10	7	1.5
1290+25.57	5.11 RT	12	7	1.4
1293+55.11	63.21 LT	10	69	11.2
1293+49.74	5.08 RT	12	7	1.7
1296+77.40	63.49 LT	12	76	12.7
1297+04.32	1.13 RT	12	13	2.9
1300+29.61	63.37 LT	10	69	11.1

EXISTING STORM SEWER REMOVAL SCHEDULE
(REQUIRE IN-PLACE TRENCH BACKFILL)

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
1300+29.06	4.9 RT	12	7	1.6
1307+78.75	62.09 LT	12	69	15.8
1309+15.63	4.45 RT	10	15	3.2
1309+28.57	1.61 LT	12	9	2.12
1309+28.67	62.11 LT	10	61	13.1
1310+06.83	4.75 RT	10	79	16.91
1311+06.50	62.14 LT	12	69	16.28
1311+35.84	62.44 LT	12	30	4.0
1312+00.77	62.94 LT	12	71	16.76
1129+68.18	31.34 RT	10	7	5.5
1131+32.22	49.94 RT	10	20	15.74
1131+39.92	31.57 RT	10	9	3.3
1132+93.58	31.36 RT	15	12	4.8
1132+90.90	33.32 LT	12	11	4.2
1148+11.33	31.45 RT	12	11	4.21
1149+79.09	30.09 RT	12	19	7.3
1151+26.57	27.32 27.32	12	7	2.7

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	359

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

62593

SHEET 1 OF 1

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

EXISTING ABANDONED STORM SEWER SCHEDULE AND EXISTING STORM SEWER REMOVAL SCHEDULE

SCALE: NONE | DRAWN BY: MB

DATE: MARCH 1, 2006 | CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	360
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593

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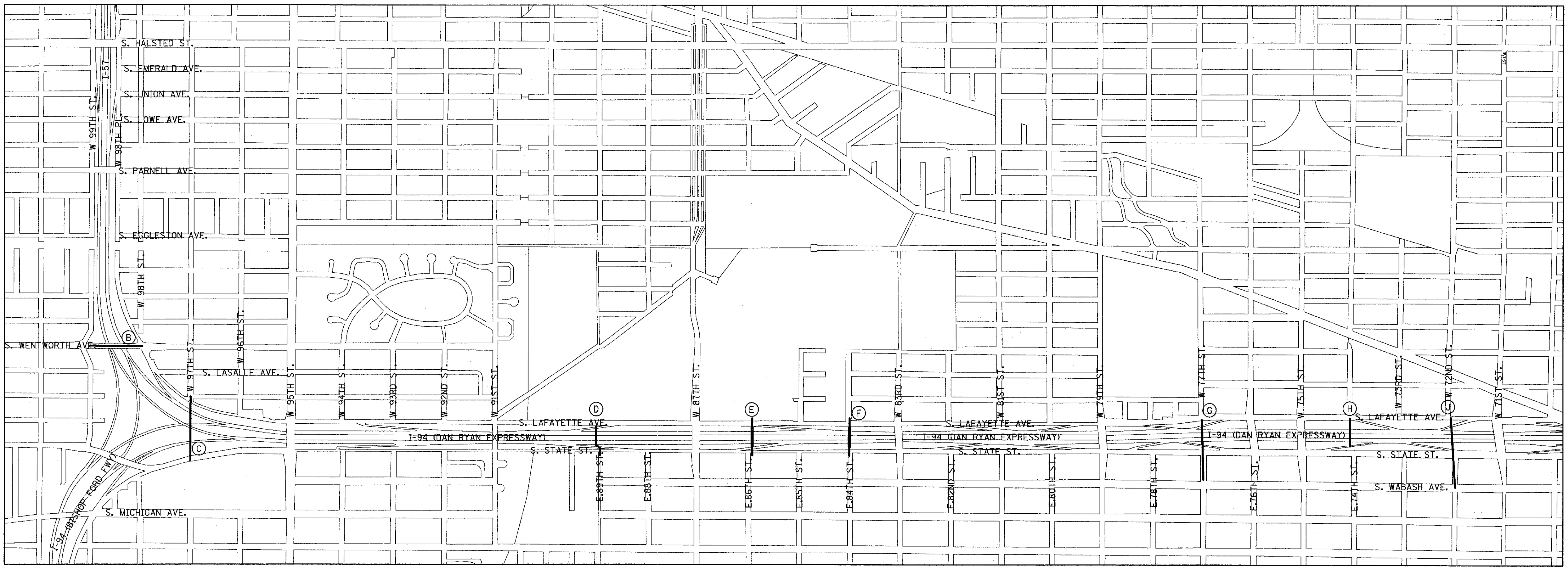


LEGEND:

—— LIMITS OF SEWER TELEVISING

SEWER TELEVISING LOCATIONS

LOCATION					TOTAL LENGTH (FOOT)
LETTER	RAMP/STREET	DESCRIPTION	BEGIN STRUCTURE	END STRUCTURE	
B	S. WENTWORTH AVENUE	S. LAFAYETTE AVENUE TO W. 99TH STREET	B1	B2	689
C	W. 97TH STREET	S. PERRY AVENUE TO S. STATE STREET	C1	C2	847
D	W. 89TH STREET	S. LAFAYETTE AVENUE TO S. STATE STREET	D1	D4	354
E	W. 86TH STREET	S. LAFAYETTE AVENUE TO S. STATE STREET	E1	E4	767
F	W. 84TH STREET	S. LAFAYETTE AVENUE TO S. STATE STREET	F1	F4	900
G	77TH STREET	S. LAFAYETTE AVENUE TO S. WABASH AVENUE	G1	G3	836
H	W. 74TH STREET	S. LAFAYETTE AVENUE TO S. STATE STREET	H1	H2	402
J	72ND STREET	S. LAFAYETTE AVENUE TO S. MICHIGAN AVENUE	J1	J3	824
				TOTAL:	5619

NOTE:

CONTRACTOR SHALL TELEVISE SEWER AFTER CONSTRUCTION IS COMPLETED FOR EACH STAGE. SEE SEWER TELEVISING SCHEDULE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

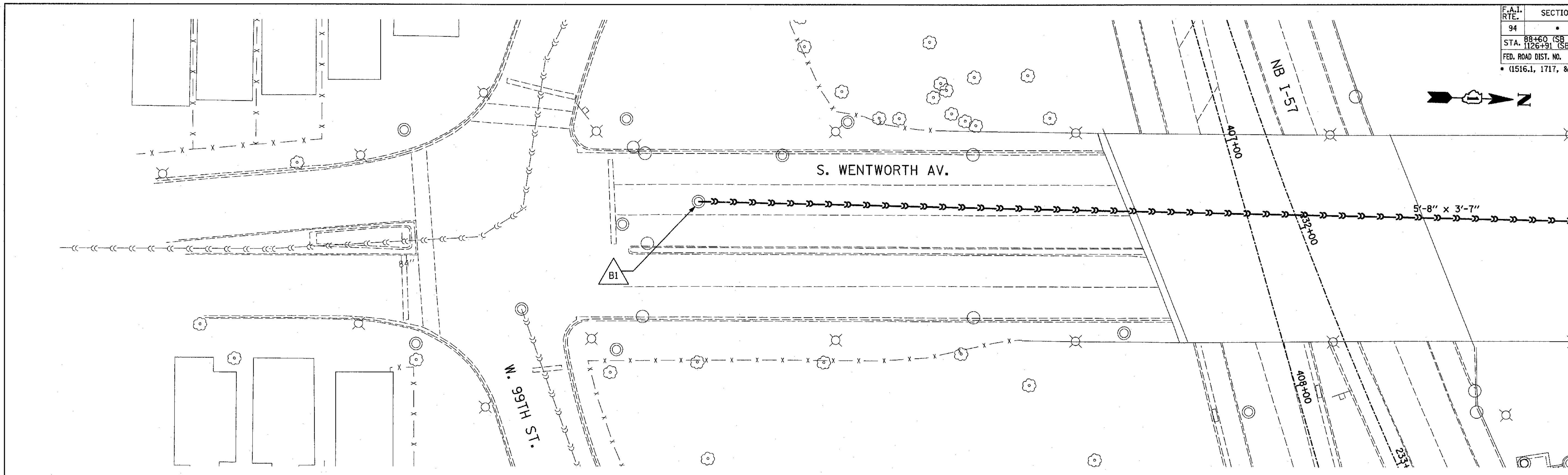
F.A.I. 94 (DAN RYAN EXPRESSWAY)

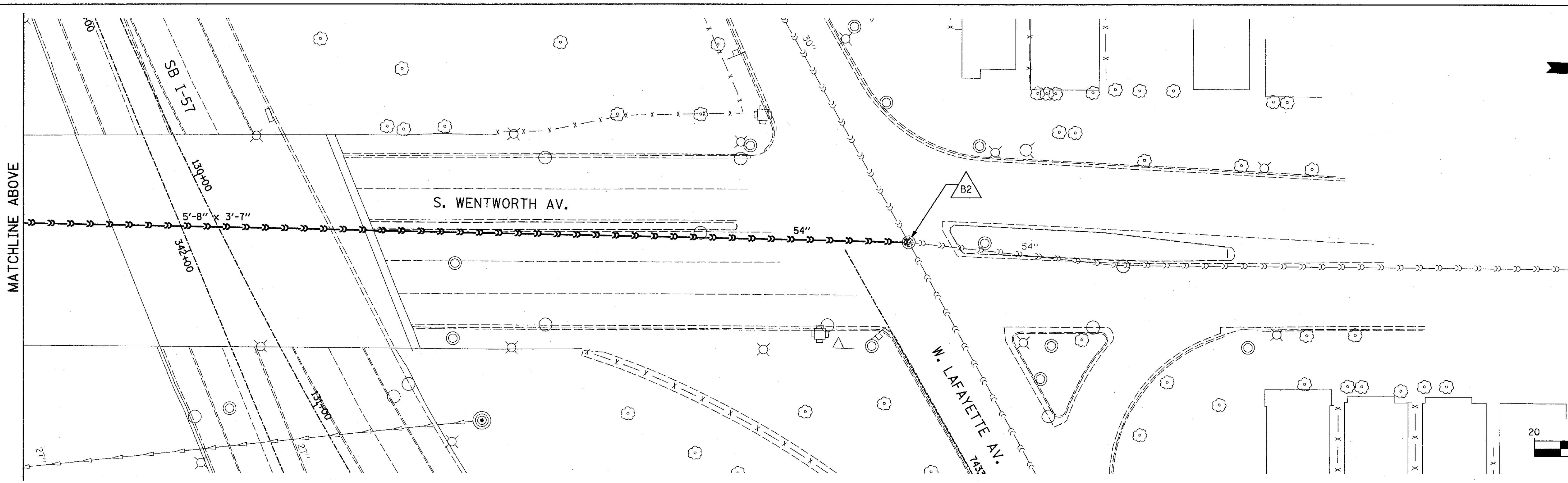
SEWER TELEVISING
KEY PLAN

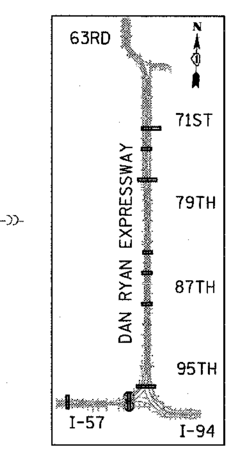
SCALE: NONE | DRAWN BY: MPG
DATE: MARCH 1, 2006 | CHECKED BY: TGB

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	361
STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

EXISTING COMBINED SEWER

EXISTING COMBINED SEWER TO BE TELEVISED

XY MANHOLE STRUCTURE NO.

T·Y·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SEWER TELEVISING
WENTWORTH AVE. CROSSING

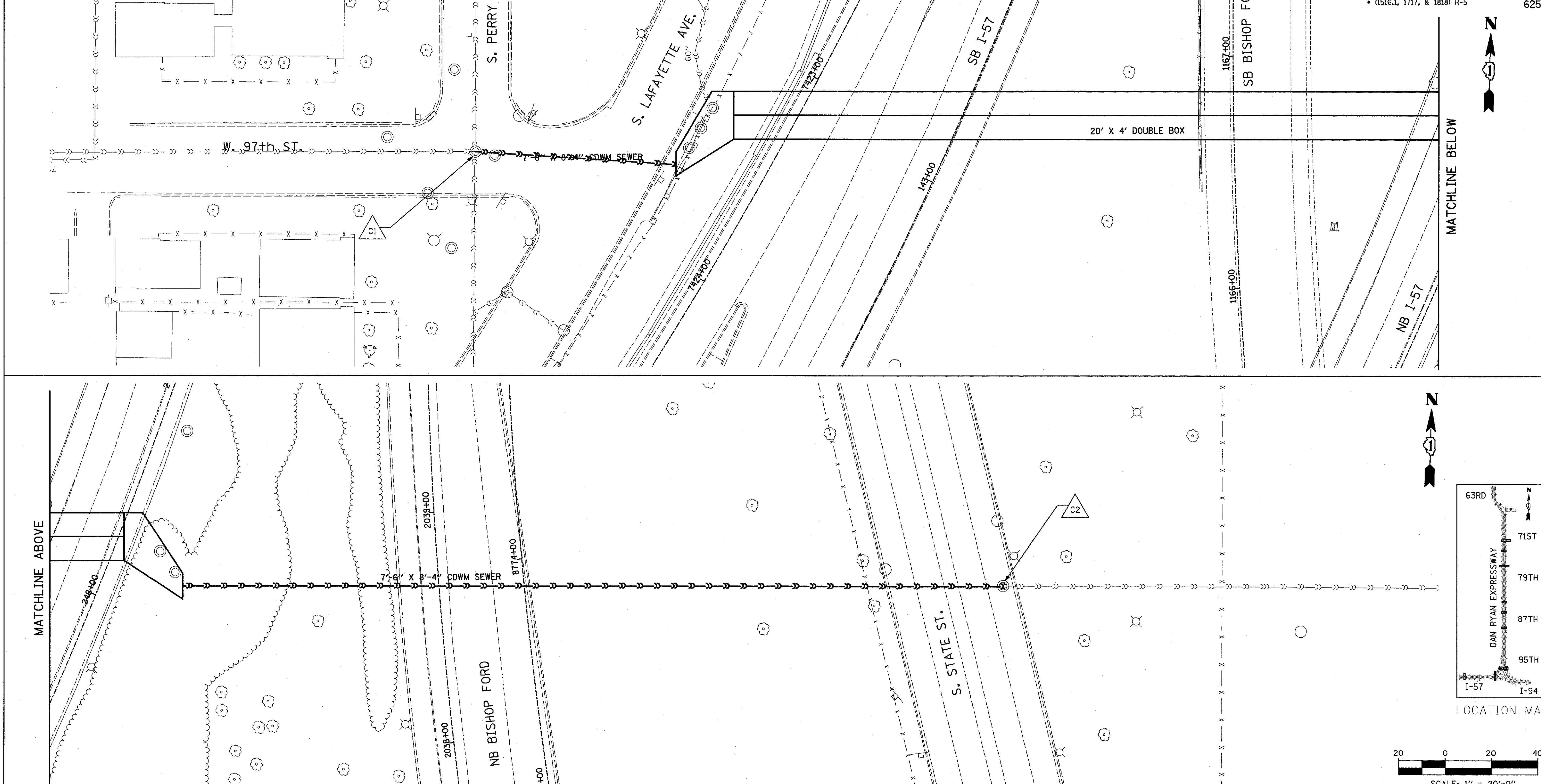
SCALE: 1"=20'-0" DRAWN BY: MPG

DATE: MARCH 1, 2006 CHECKED BY: TGB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	362
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593



LEGEND:

EXISTING COMBINED SEWER

EXISTING COMBINED SEWER TO BE TELEVISED

XY MANHOLE STRUCTURE NO.

T·Y·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

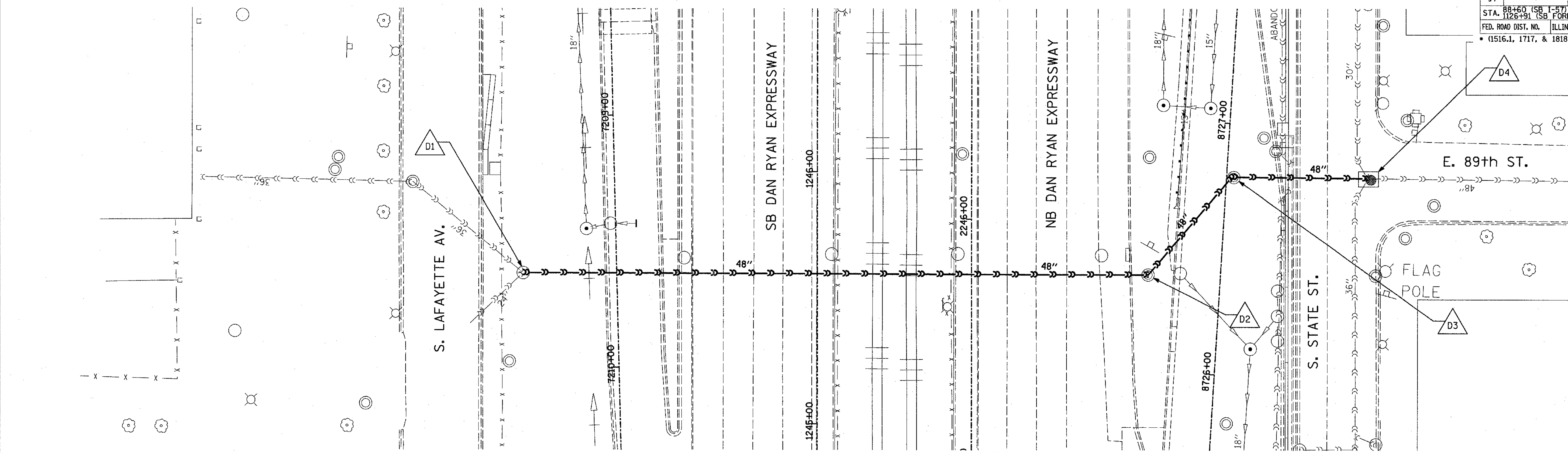
F.A.I. 94 (DAN RYAN EXPRESSWAY)

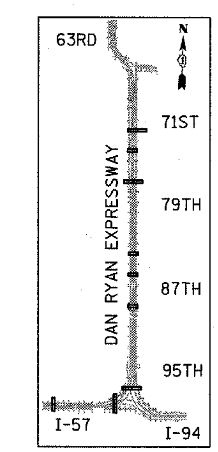
SEWER TELEVISING
97TH STREET CROSSING

SCALE: 1"=20'-0" DRAWN BY: MPG

DATE: MARCH 1, 2006 CHECKED BY: TGB

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	363
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- EXISTING COMBINED SEWER
- EXISTING COMBINED SEWER TO BE TELEVISED
- XY MANHOLE STRUCTURE NO.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SEWER TELEVISING
89TH ST. CROSSING

SCALE: 1"=20'-0" DRAWN BY: MPG

DATE: MARCH 1, 2006 CHECKED BY: TGB

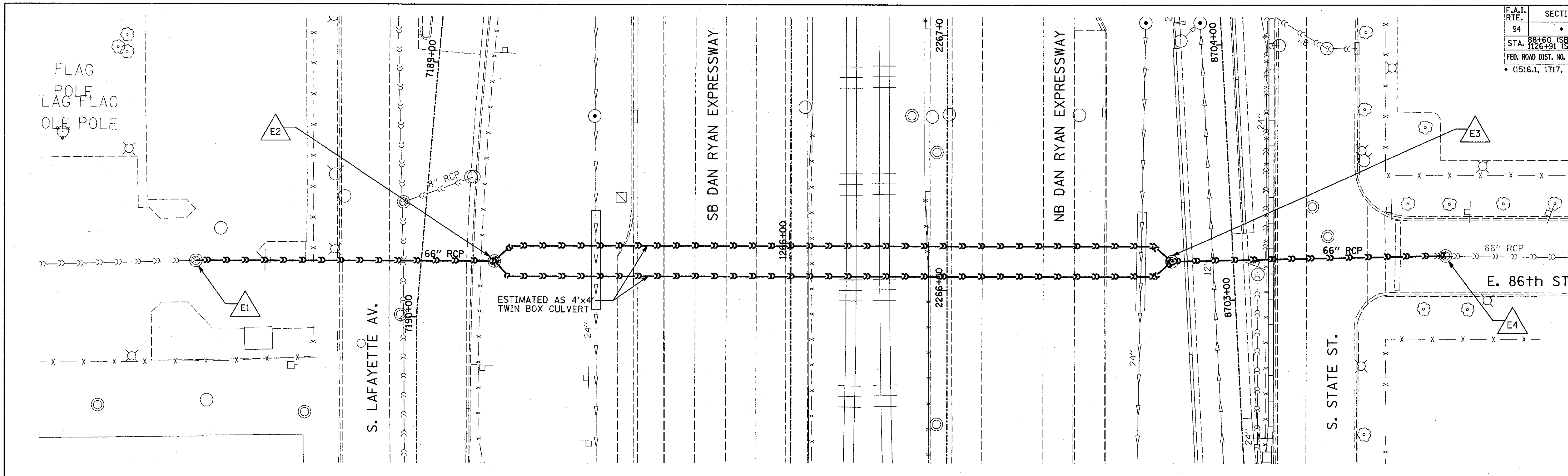
TYLIN INTERNATIONAL

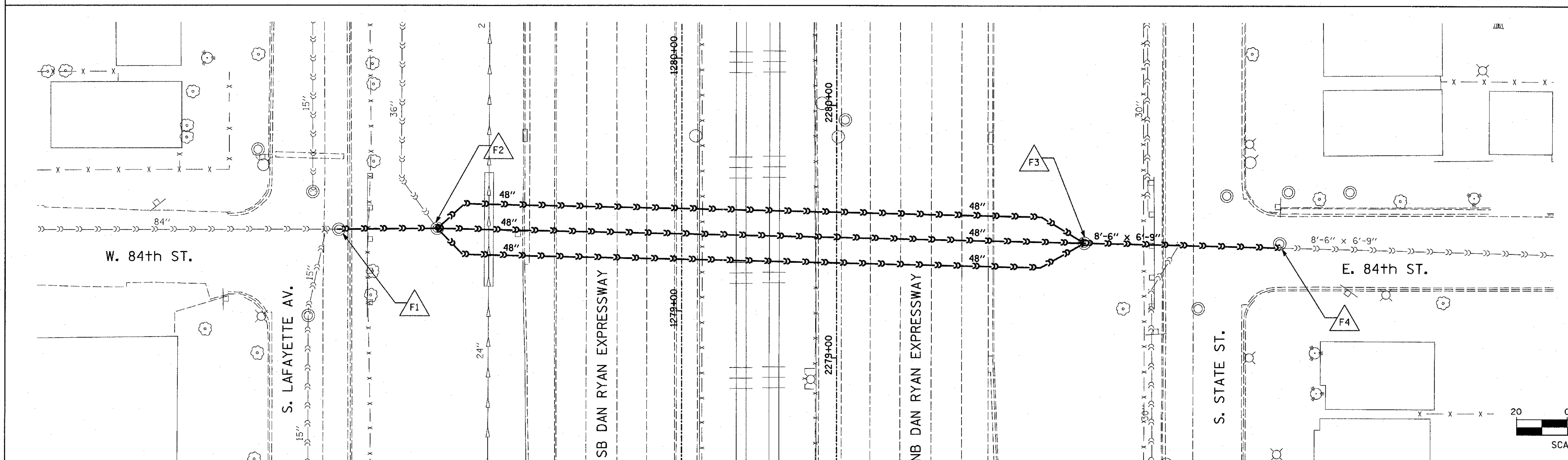
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	364

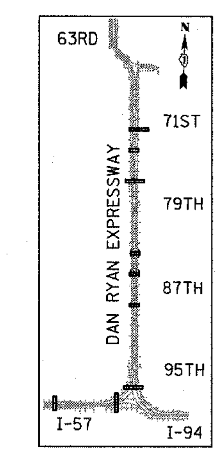
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

EXISTING COMBINED SEWER

EXISTING COMBINED SEWER TO BE TELEVISED

XY MANHOLE STRUCTURE NO.

T·Y·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SEWER TELEVISING
86TH ST. & 84TH ST. CROSSINGS

SCALE: 1"=20'-0" DRAWN BY: MPG

DATE: MARCH 1, 2006 CHECKED BY: TGB

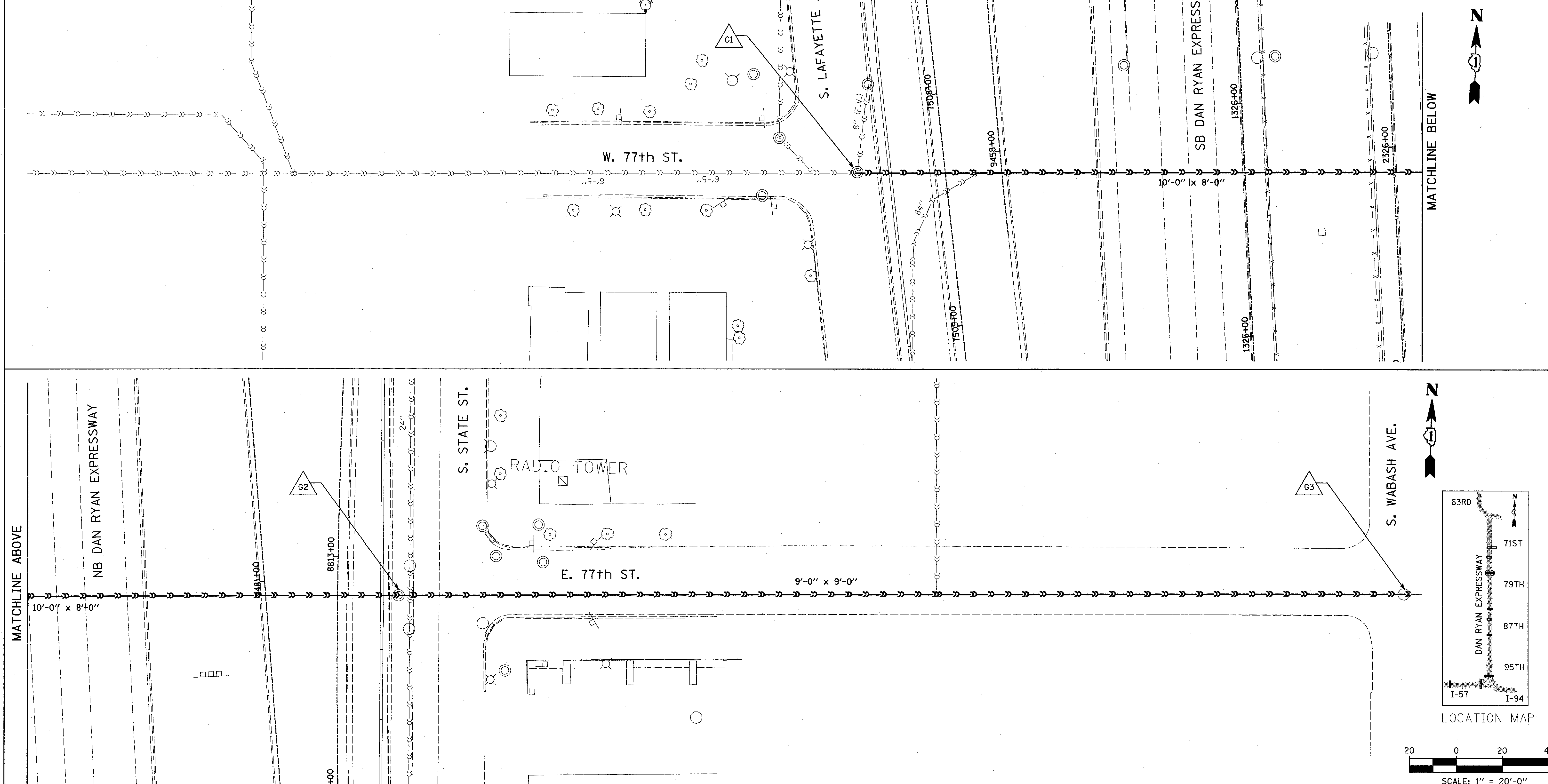
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	365

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5

62593



LEGEND:

- EXISTING COMBINED SEWER
- EXISTING COMBINED SEWER TO BE TELEVISED
- XY MANHOLE STRUCTURE NO.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SEWER TELEVISING
77TH ST. CROSSING

SCALE: 1"=20'-0" DRAWN BY: MPG

DATE: MARCH 1, 2006 CHECKED BY: TGB

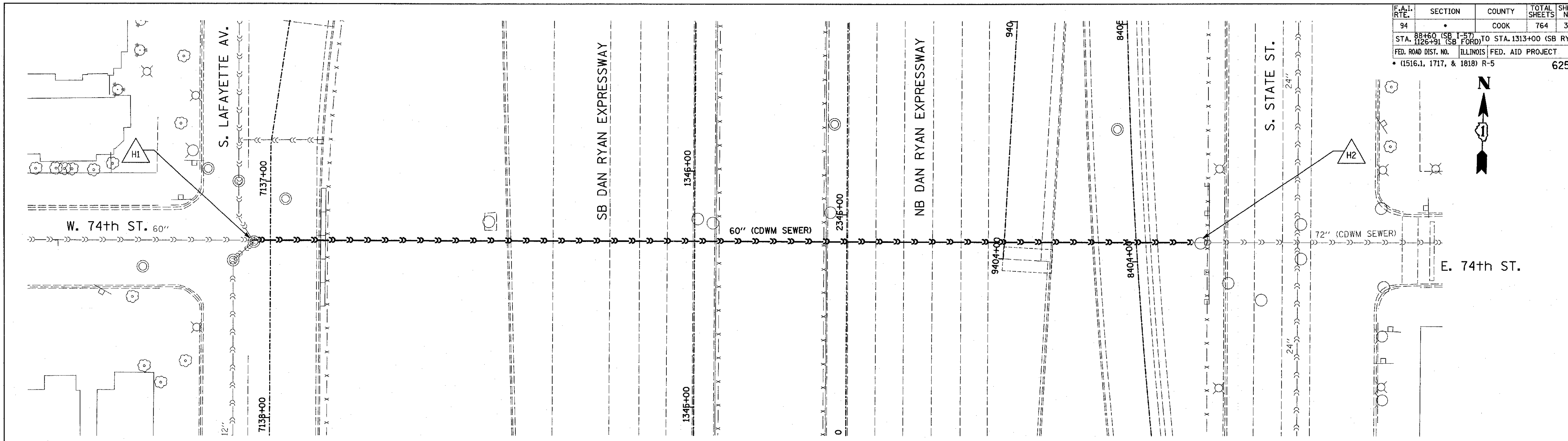
TYLININTERNATIONAL

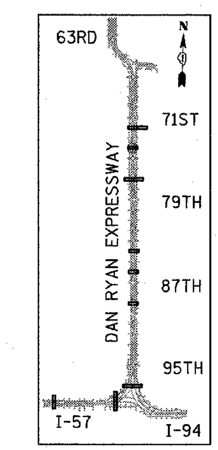
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	366

STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593





LOCATION MAP

20 0 20 40

SCALE: 1″ = 20′-0″

LEGEND:

- EXISTING COMBINED SEWER
- EXISTING COMBINED SEWER TO BE TELEVISED
- XY MANHOLE STRUCTURE NO.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

SEWER TELEVISING
74TH ST. CROSSING

SCALE: 1″=20′-0″ DRAWN BY: MPG

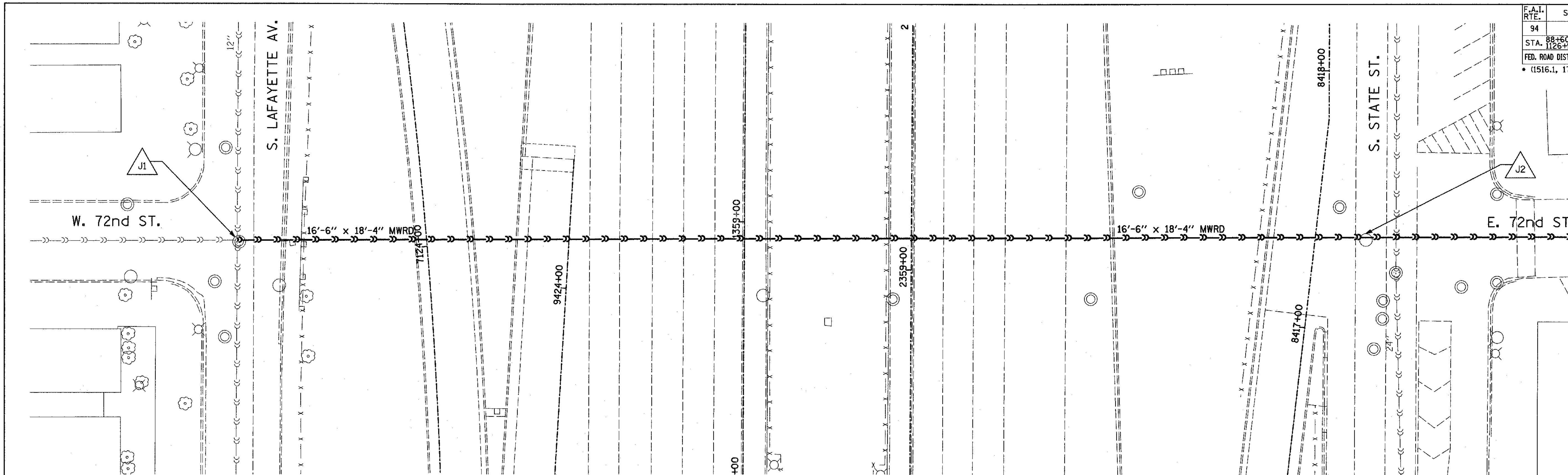
DATE: MARCH 1, 2006 CHECKED BY: TGB

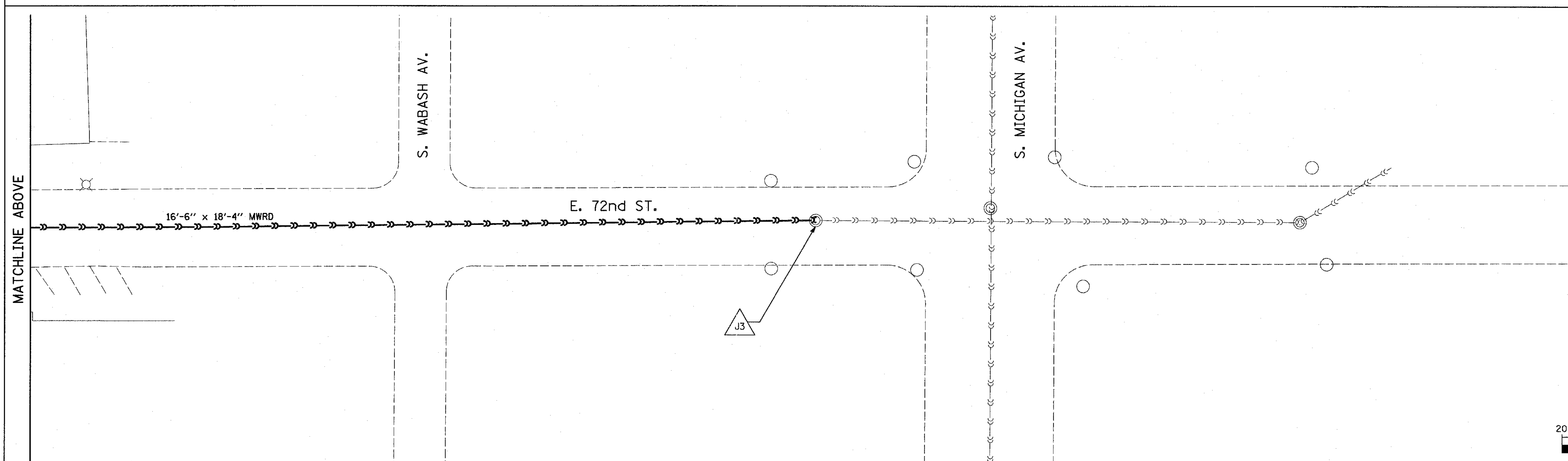
T·Y·LIN INTERNATIONAL

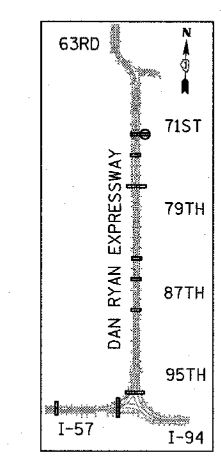
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	367
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

EXISTING COMBINED SEWER

EXISTING COMBINED SEWER TO BE TELEVISED

XY MANHOLE STRUCTURE NO.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

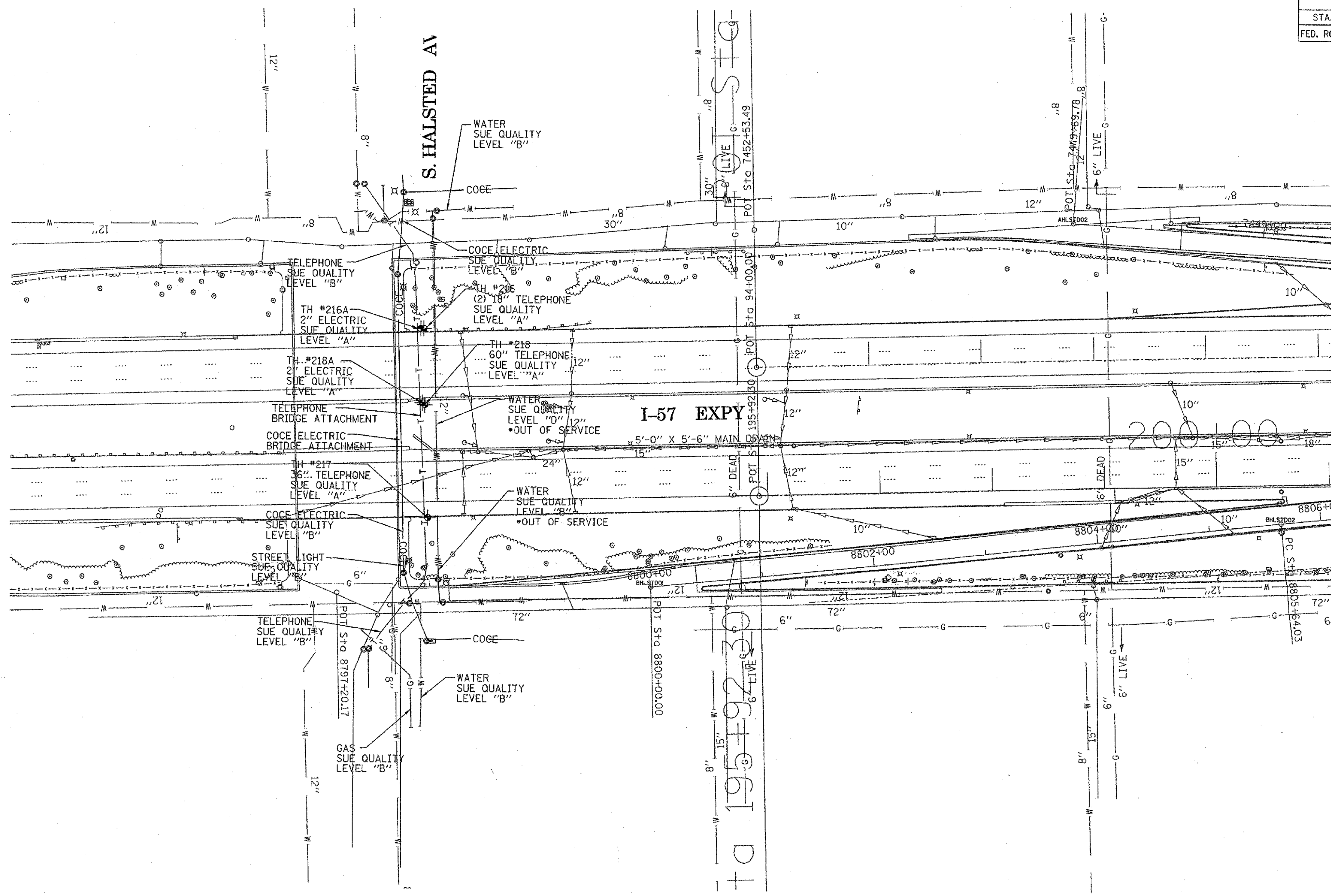
SEWER TELEVISING
72ND STREET CROSSING

SCALE: 1"=20'-0"   DRAWN BY: MPG

DATE: MARCH 1, 2006   CHECKED BY: TGB

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	368
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

N



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 238, 239
TBE SUE PAGE NO: 1 of 36
Checked by: [signature]
SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

TS — TS	TRAFFIC SIGNAL
SL — SL	STREET LIGHT
COCE	CITY OF CHICAGO ELECTRIC
T — T	TELEPHONE
W	WATER
G	GAS
CTV — CTV	CABLE TELEVISION
FO — FO	FIBER OPTIC
E — E	ELECTRIC
⊕	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

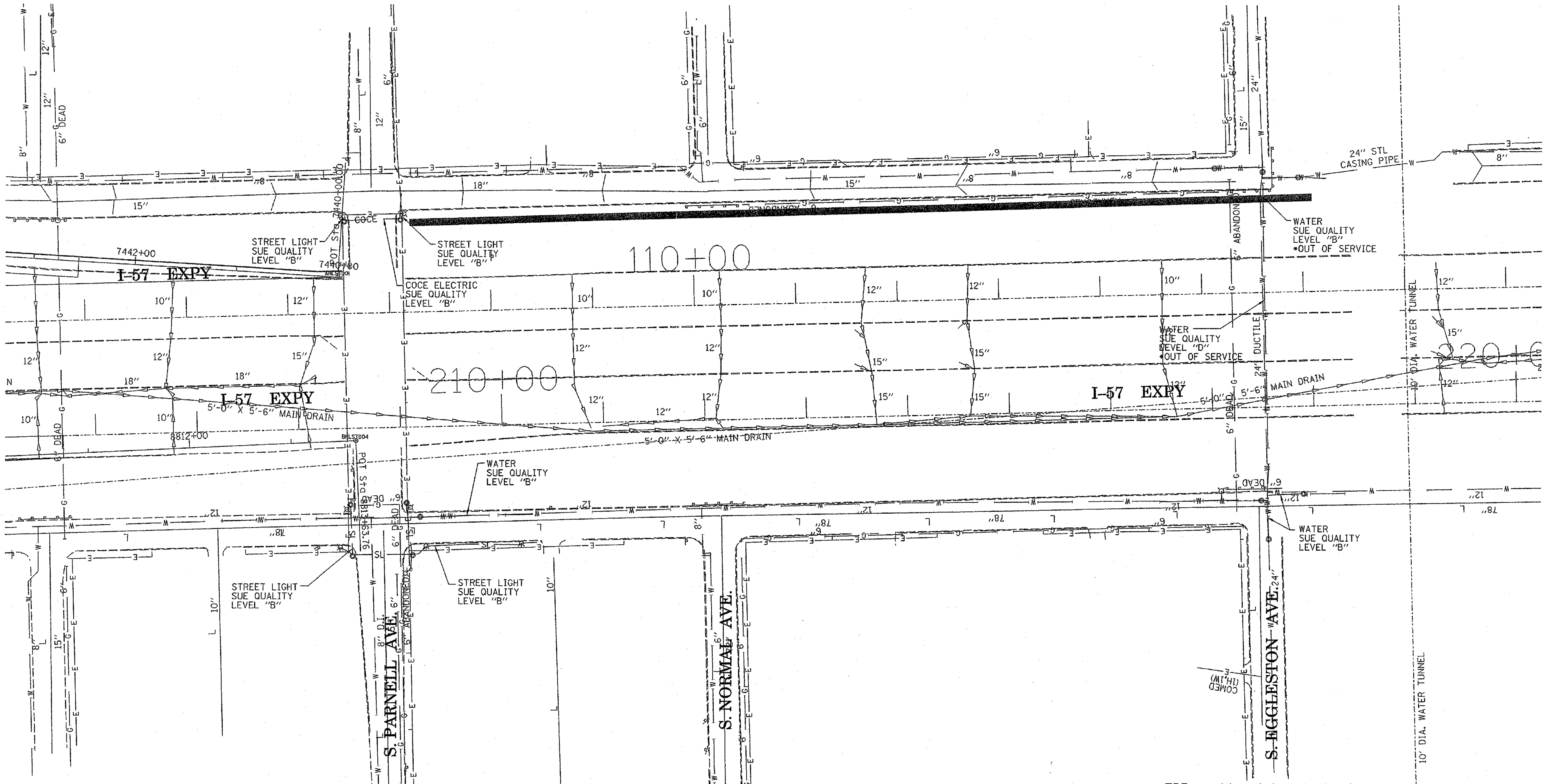
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 8/16/05
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	369
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.

CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

TBE SUE PAGE NO: 2 of 36

Checked by: ________

SUE Quality Level "A" : Test Holes

SUE Quality Level "B" : Designating

—TS— —TS—	TRAFFIC SIGNAL
—SL— —SL—	STREET LIGHT
— COCE —	CITY OF CHICAGO ELECTRIC
—T— —T—	TELEPHONE
—W— —W—	WATER
—G— —G—	GAS
—CTV— —CTV—	CABLE TELEVISION
—FO— —FO—	FIBER OPTIC
—E— —E—	ELECTRIC
⊕	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

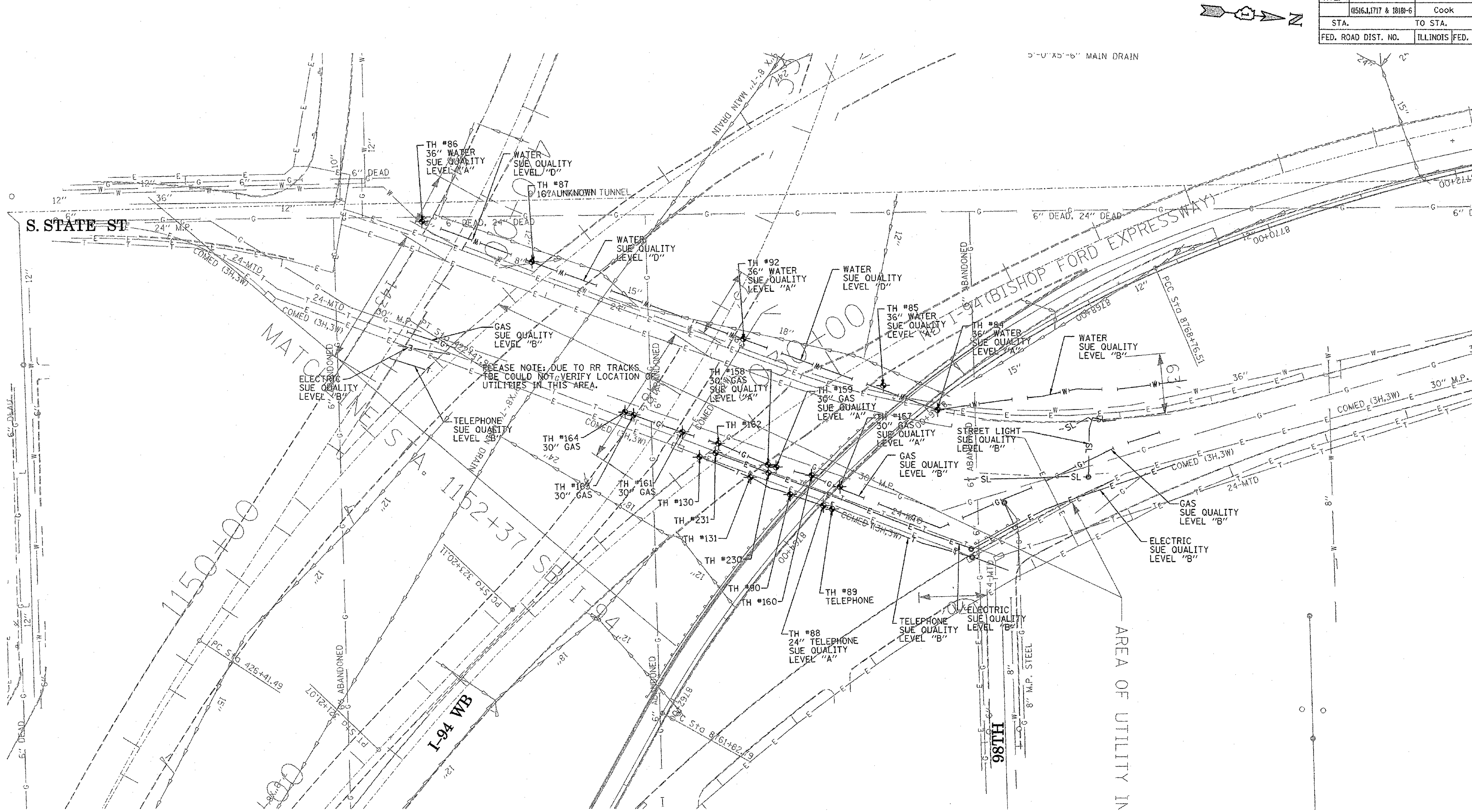
SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "B" DATE : 7/22/04

DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	370
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
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NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 235, 237, 248, 249
TBE SUE PAGE NO: 3 of 36
Checked by: [signature]
SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS— —TS—	TRAFFIC SIGNAL
—SL— —SL—	STREET LIGHT
— COCE —	CITY OF CHICAGO ELECTRIC
—T— —T—	TELEPHONE
—W—	WATER
—G—	GAS
—CTV— —CTV—	CABLE TELEVISION
—FO— —FO—	FIBER OPTIC
—E— —E—	ELECTRIC
⊕	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

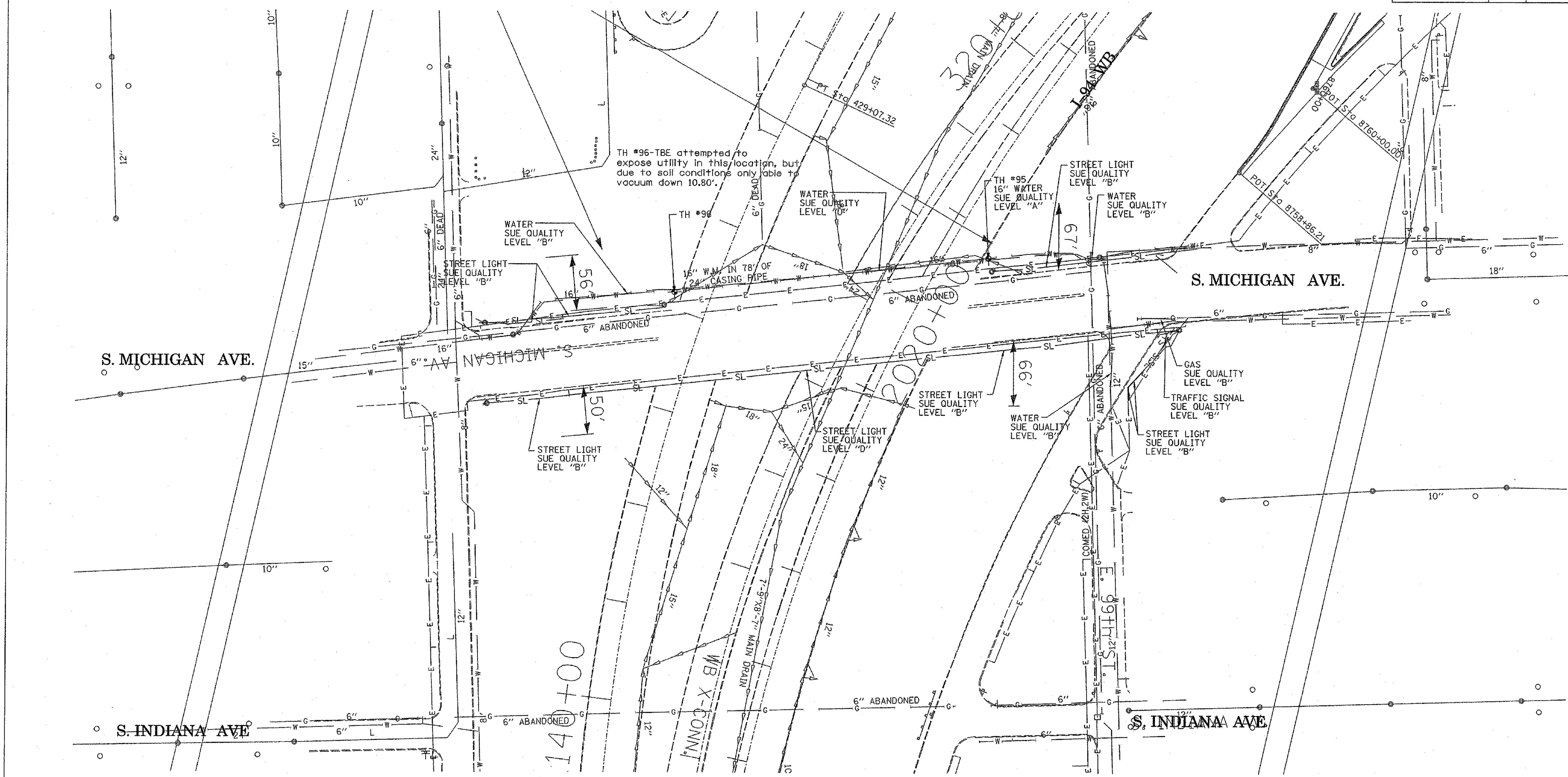
REVISIONS	
NAME	DATE
ADDITIONAL TBE TH'S	2/06/06

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 2/17/05
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	371
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
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IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232
TBE SUE PAGE NO: 4 of 36
Checked by: Sonia Flores Co

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—	TRAFFIC SIGNAL
—SL—	STREET LIGHT
—COCE—	CITY OF CHICAGO ELECTRIC
—T—	TELEPHONE
—W—	WATER
—G—	GAS
—CTV—	CABLE TELEVISION
—FO—	FIBER OPTIC
—E—	ELECTRIC
⊕	TEST HOLE

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205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

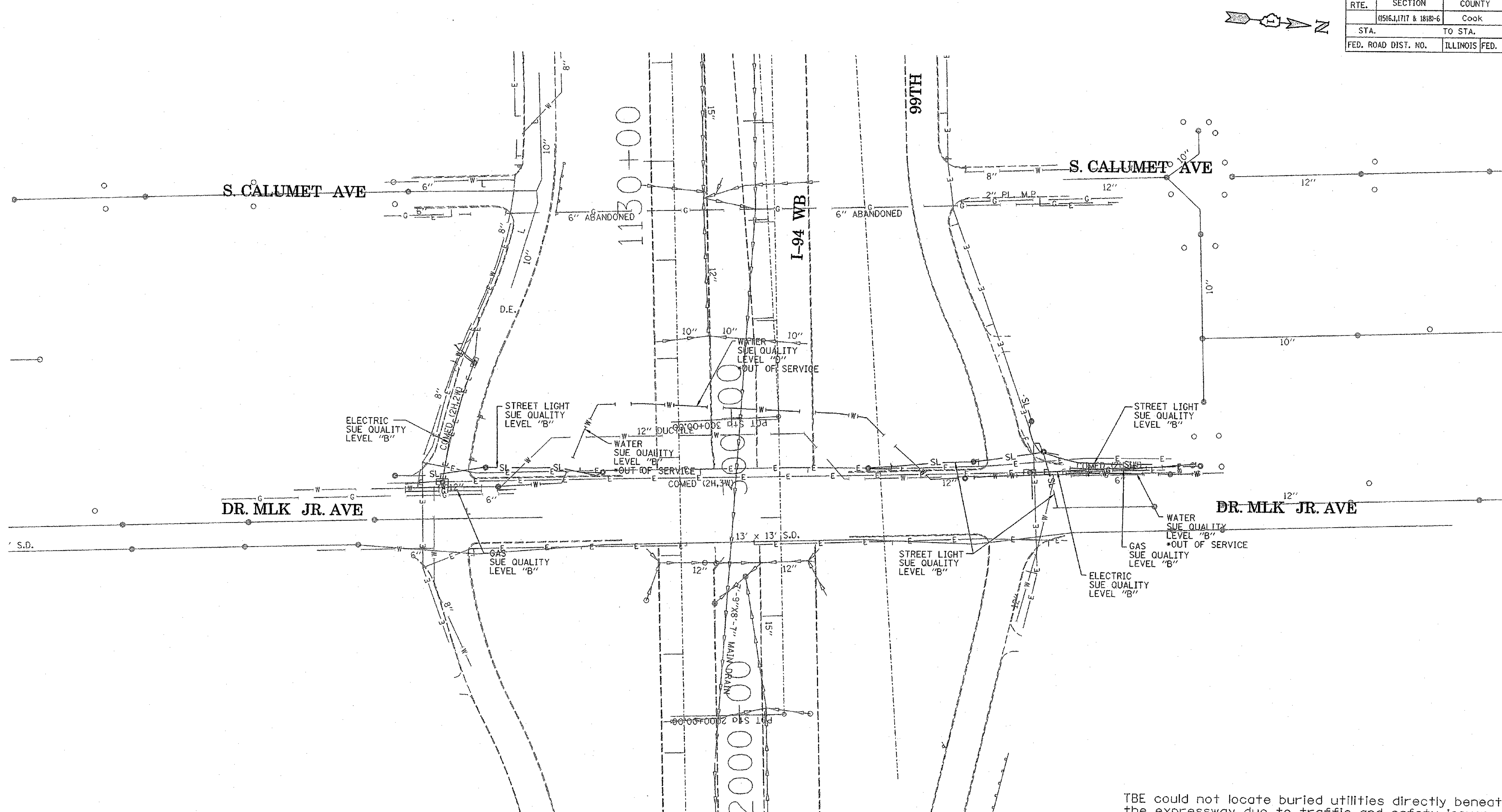
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 12/10/04
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	372
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232
TBE SUE PAGE NO: 5 of 36
Checked by: Sandra Ameo 05

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—TS—	TRAFFIC SIGNAL
—SL—SL—	STREET LIGHT
—COCE—	CITY OF CHICAGO ELECTRIC
—T—T—	TELEPHONE
—W—	WATER
—G—	GAS
—CTV—CTV—	CABLE TELEVISION
—FO—FO—	FIBER OPTIC
—E—E—	ELECTRIC
⊕	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

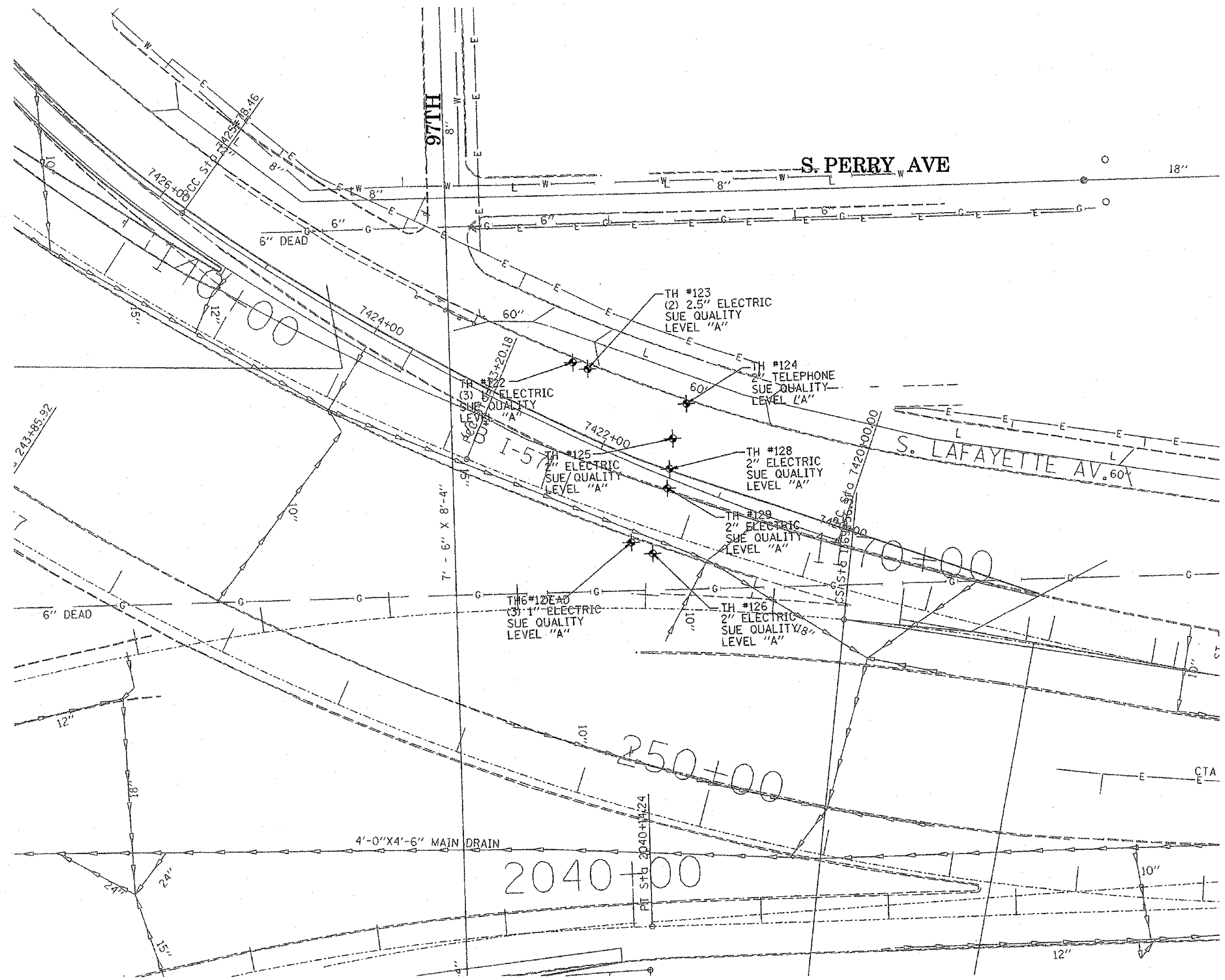
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	373
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SUE Quality Level "B" not requested in this location.

TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

TBE GROUP, INC.

CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

SOUTHERN REGION: FL,GA,SC,NC

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WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

TBE SUE PAGE NO: 6 of 36

Checked by: Sandra Ramos 86

SUE Quality Level "A" : Test Holes

SUE Quality Level "B" : Designating

TS	TRAFFIC SIGNAL
SL	STREET LIGHT
COCE	CITY OF CHICAGO ELECTRIC
T	TELEPHONE
W	WATER
G	GAS
CTV	CABLE TELEVISION
FO	FIBER OPTIC
E	ELECTRIC
	TEST HOLE

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205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

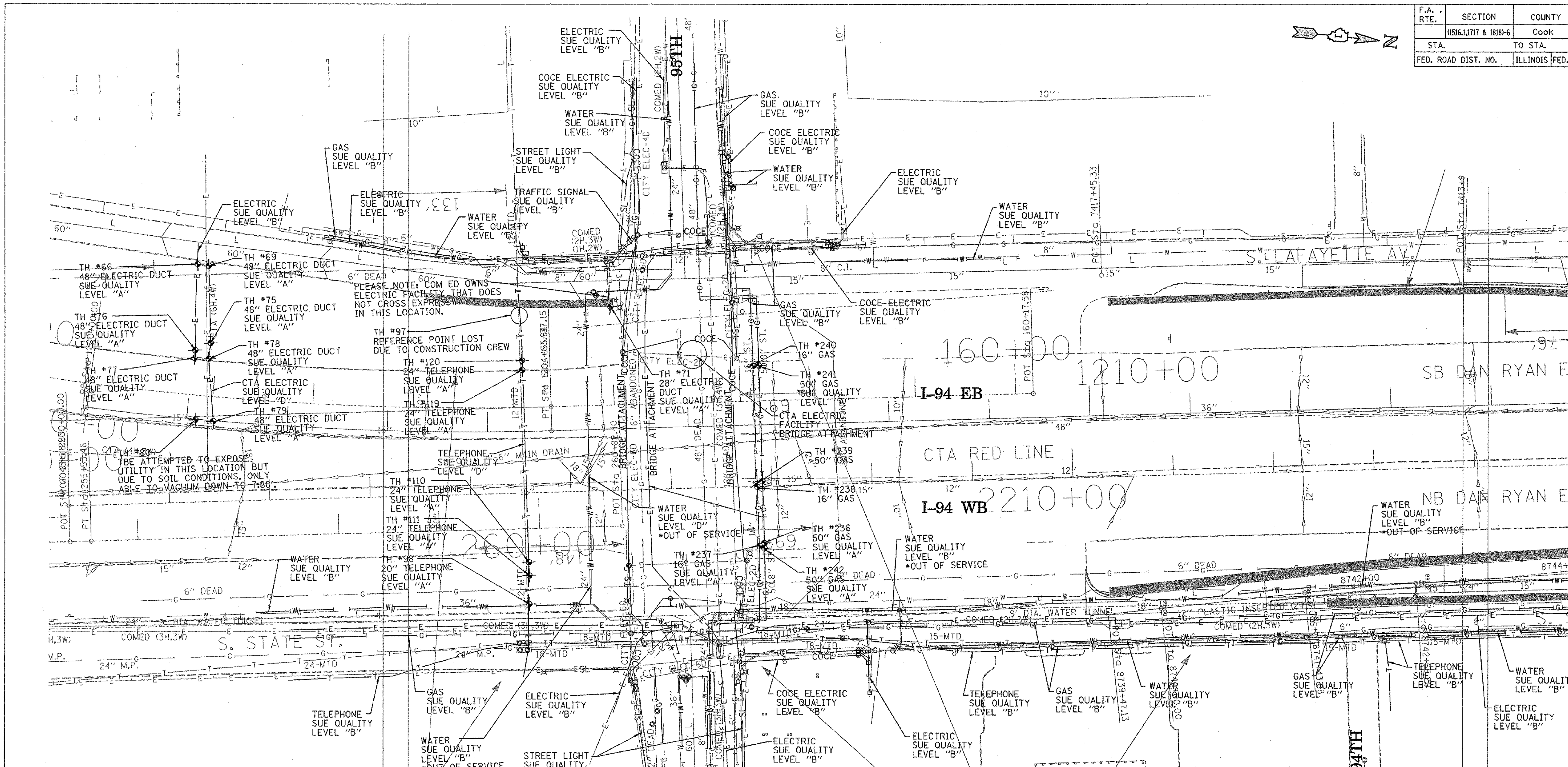
SQL "A" DATE : 2/17/05

DRAWN BY : KLC

SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	374

STA.	TO STA.	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

CTA could not send as-built plans for review. TBE met with Leo Bazelewski, Testing Engineer for CTA regarding their facilities.

Size given for Electric Duct is width only.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
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NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 235, 237, 248, 249
TBE SUE PAGE NO: 7 of 36
Checked by: Sandra Lores80

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS——TS—	TRAFFIC SIGNAL
—SL——SL—	STREET LIGHT
—COCE—	CITY OF CHICAGO ELECTRIC
—T——T—	TELEPHONE
—W—	WATER
—G—	GAS
—CTV——CTV—	CABLE TELEVISION
—FO——FO—	FIBER OPTIC
—E——E—	ELECTRIC
⌖	TEST HOLE

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205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE
ADDITIONAL TBE TH'S	2/06/06

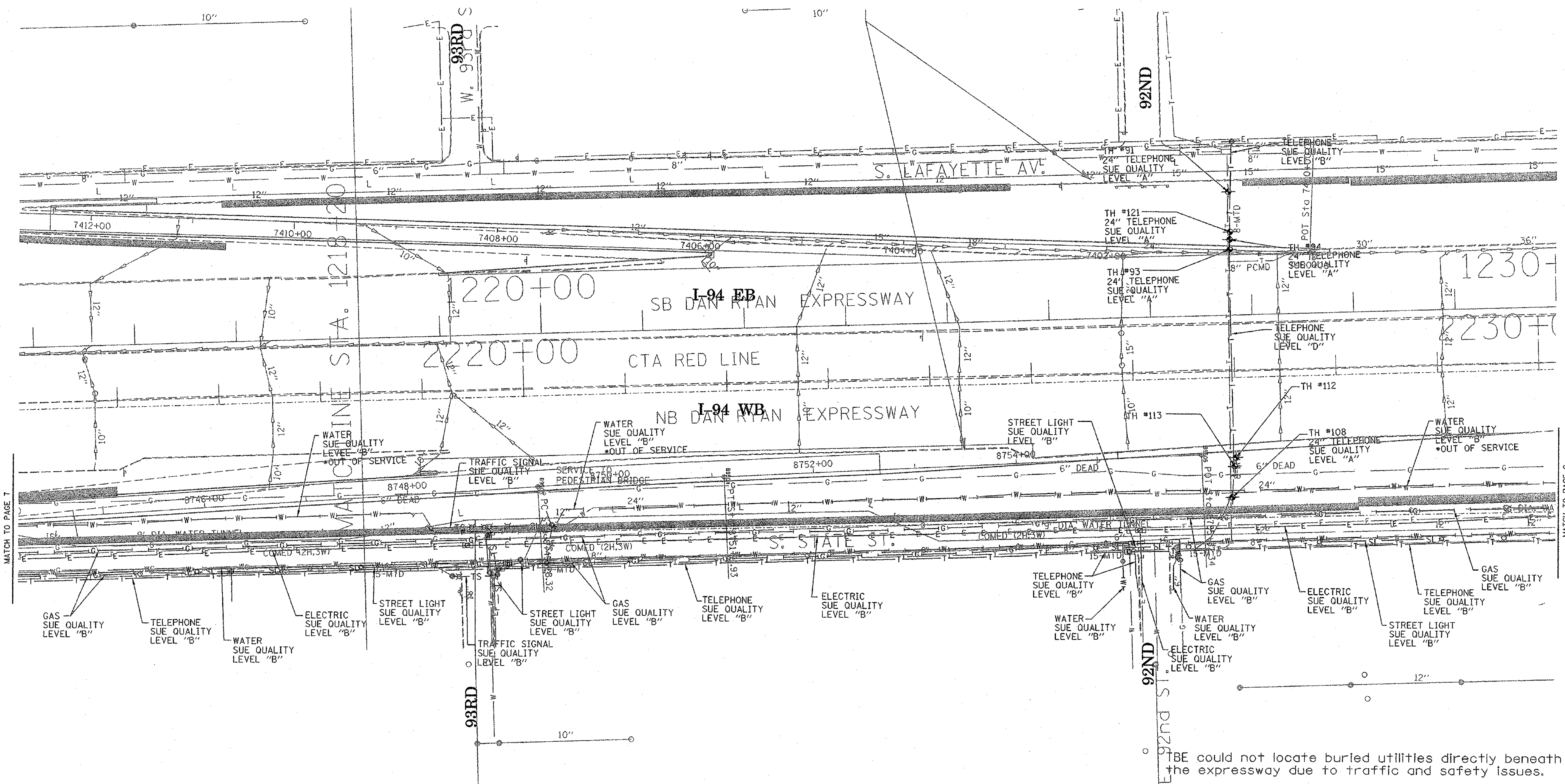
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 2/17/05
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	375
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
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IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232
TBE SUE PAGE NO: 8 of 36
Checked by: Sandra Tolmasso
SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—TS—	TRAFFIC SIGNAL
—SL—SL—	STREET LIGHT
— COCE —	CITY OF CHICAGO ELECTRIC
—T—T—	TELEPHONE
—W—W—	WATER
—G—G—	GAS
—CTV—CTV—	CABLE TELEVISION
—FO—FO—	FIBER OPTIC
—E—E—	ELECTRIC
⊕	TEST HOLE

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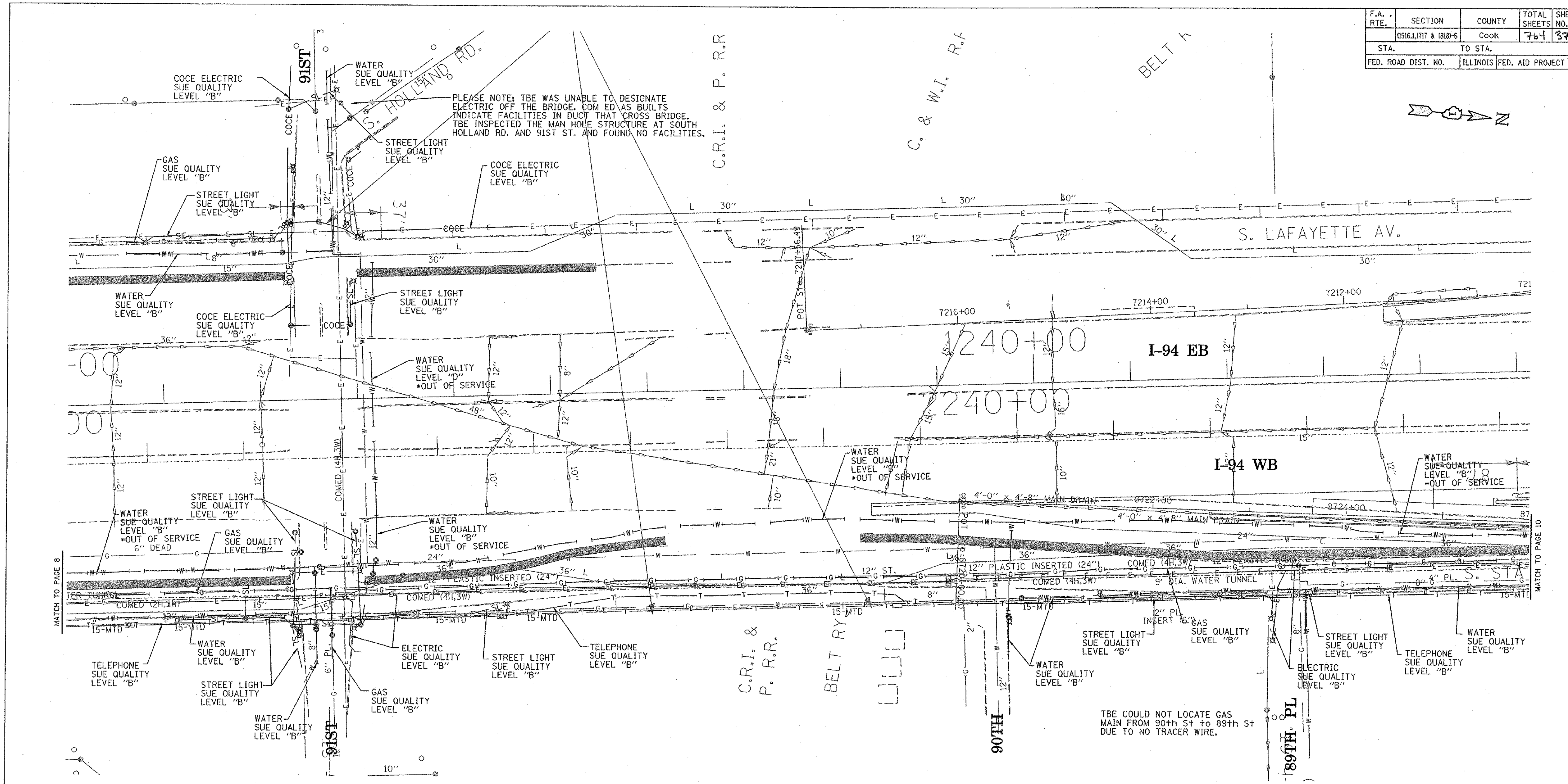
205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 2/17/05
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.

CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
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WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

TBE SUE PAGE NO: 9 of 36

Checked by: [signature]

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

TS	TRAFFIC SIGNAL
SL	STREET LIGHT
COCE	CITY OF CHICAGO ELECTRIC
T	TELEPHONE
W	WATER
G	GAS
CTV	CABLE TELEVISION
FO	FIBER OPTIC
E	ELECTRIC
⌖	TEST HOLE

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SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

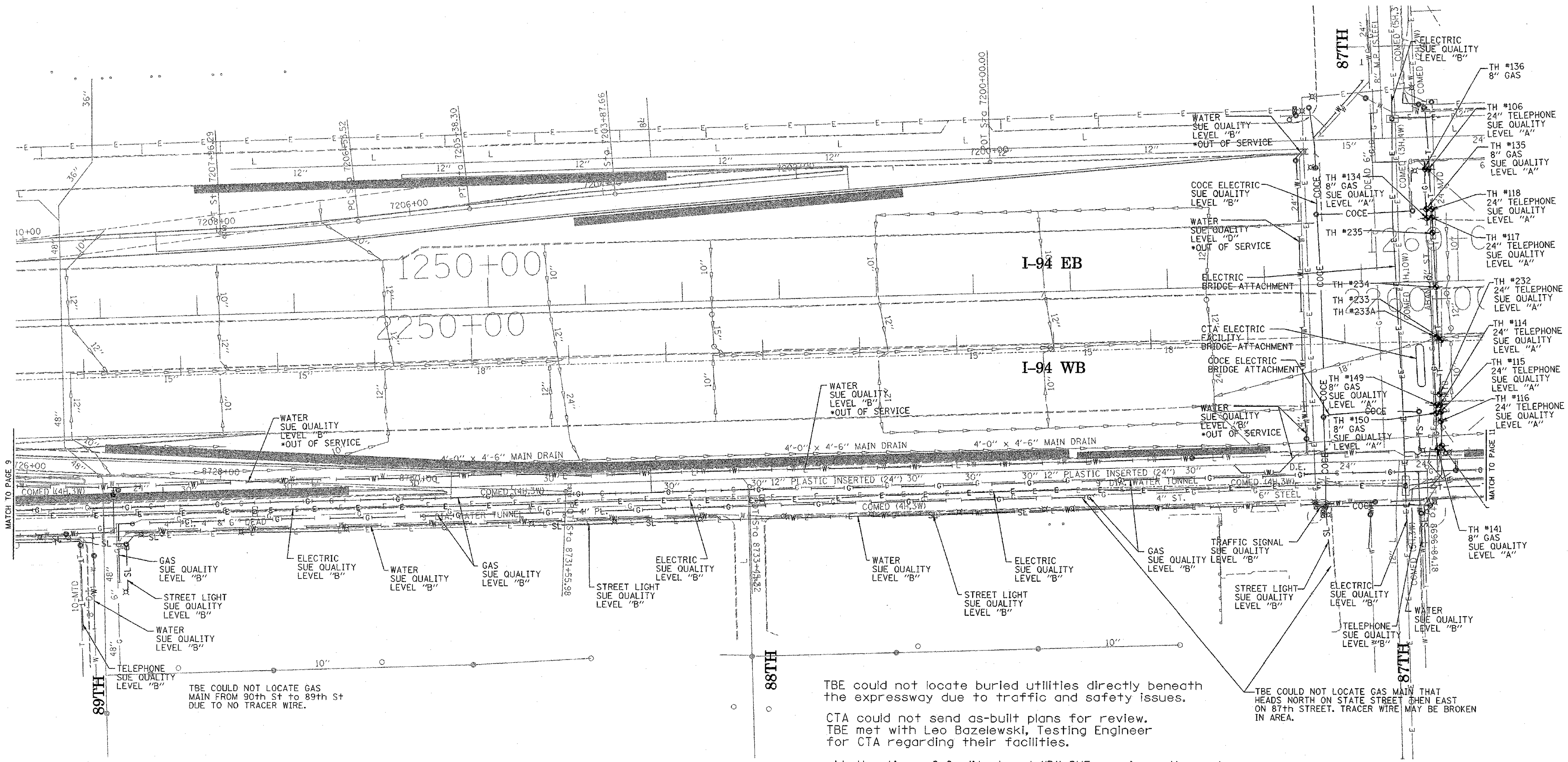
ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

I-94 NB & SB of Dan Ryan Expressway From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	377
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

CTA could not send as-built plans for review. TBE met with Leo Bazelewski, Testing Engineer for CTA regarding their facilities.

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NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 235, 237, 248, 249
TBE SUE PAGE NO: 10 of 36
Checked by: Sandra Ames PE

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

TS	TRAFFIC SIGNAL
SL	STREET LIGHT
COCE	CITY OF CHICAGO ELECTRIC
T	TELEPHONE
W	WATER
G	GAS
CTV	CABLE TELEVISION
FO	FIBER OPTIC
E	ELECTRIC
⌖	TEST HOLE

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205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

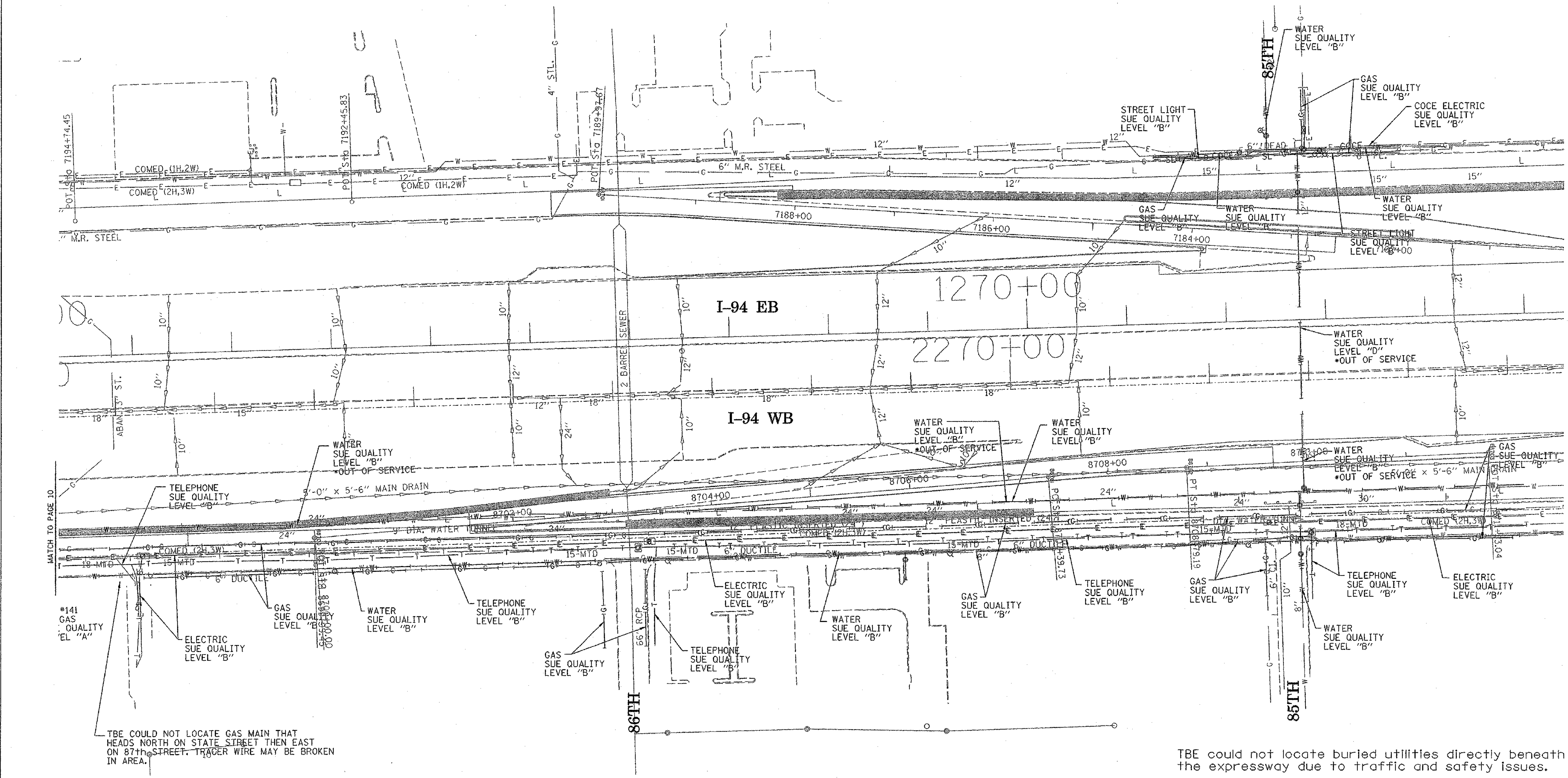
REVISIONS	
NAME	DATE
ADDITIONAL TBE TH'S	2/06/06

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 2/17/05
SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(15)16,1,17)7 & 18)18-6	Cook	764	378
	STA.	TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

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* PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

TBE SUE PAGE NO: 11 of 36

Checked by: [signature]

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS——TS—	TRAFFIC SIGNAL
—SL——SL—	STREET LIGHT
— COCE —	CITY OF CHICAGO ELECTRIC
—T——T—	TELEPHONE
—W——W—	WATER
—G——G—	GAS
—CTV——CTV—	CABLE TELEVISION
—FO——FO—	FIBER OPTIC
—E——E—	ELECTRIC
⊕	TEST HOLE

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205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities

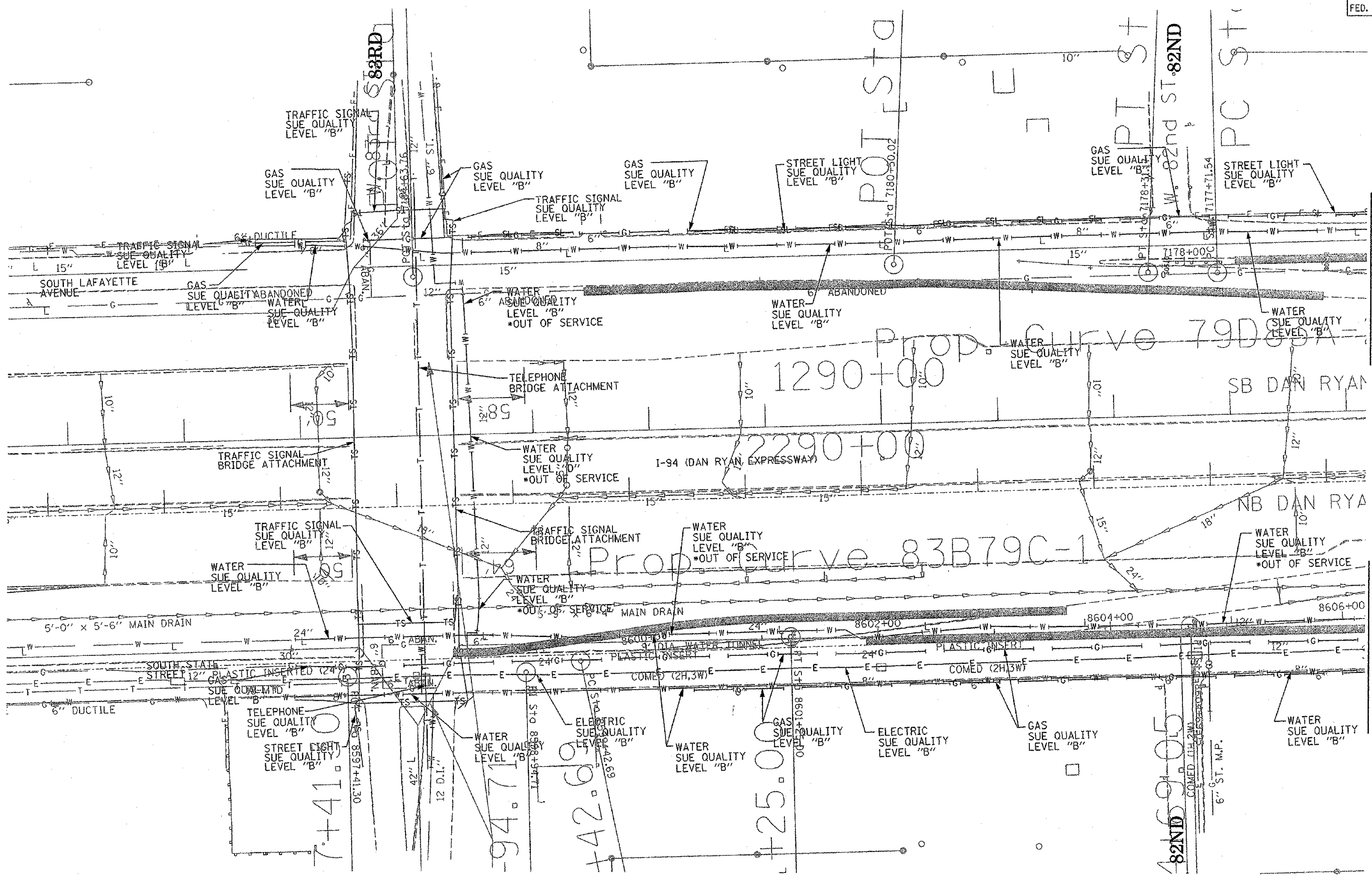
I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "B" DATE : 7/22/04

DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(0516.1,1717 & 1818)-6	Cook	764	379
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

N



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

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TBE GROUP, INC.

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SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232
TBE SUE PAGE NO: 12 of 36
Checked by:

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—	TRAFFIC SIGNAL
—SL—	STREET LIGHT
—COCE—	CITY OF CHICAGO ELECTRIC
—T—	TELEPHONE
—W—	WATER
—G—	GAS
—CTV—	CABLE TELEVISION
—FO—	FIBER OPTIC
—E—	ELECTRIC
⊕	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

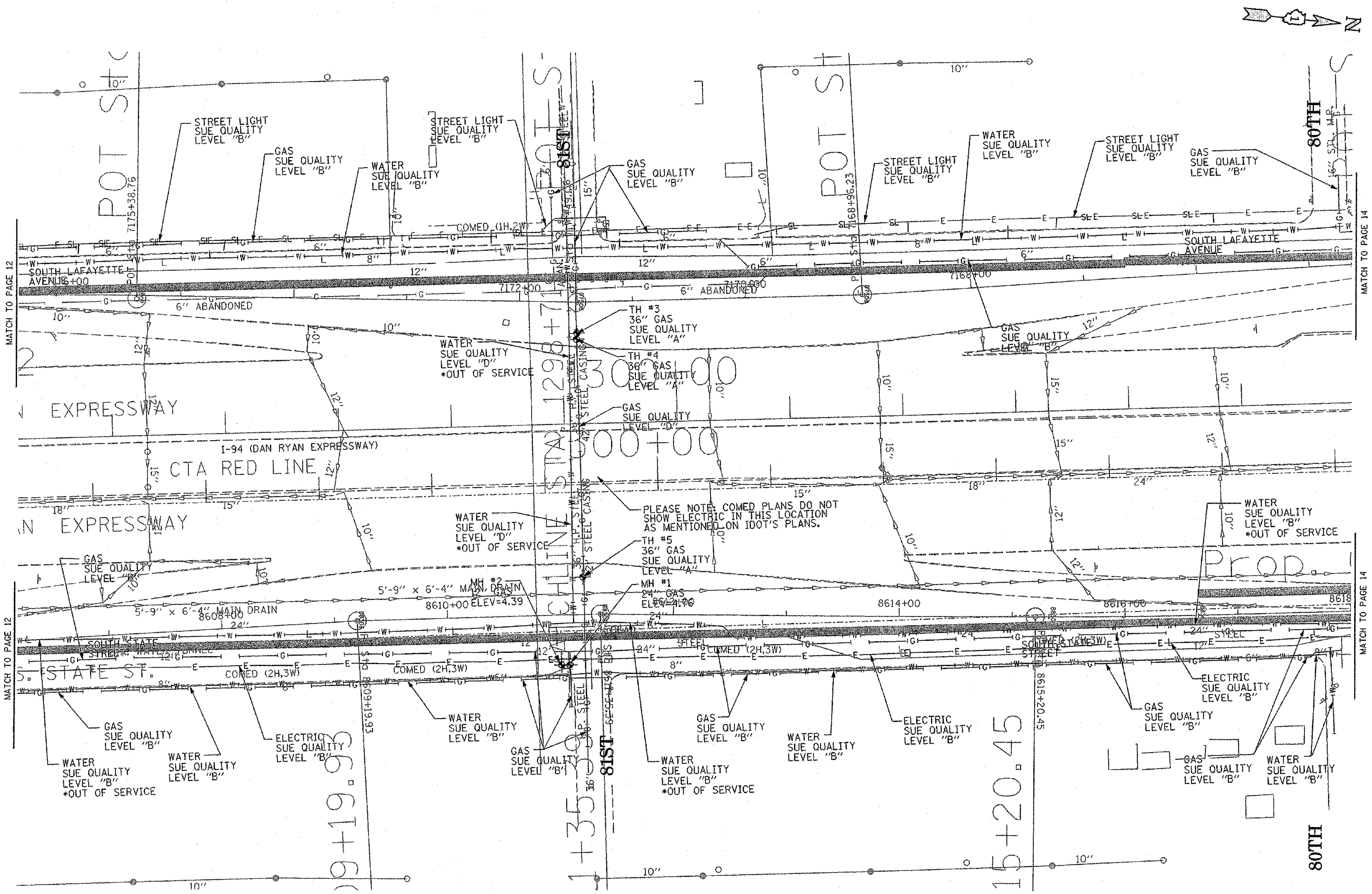
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway
From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "B" DATE : 7/22/04
DRAWN BY : KLC
SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	380
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.

CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING

SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

TBE SUE PAGE NO: 13 of 36

Checked by:

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—— TS—	TRAFFIC SIGNAL
—SL—— SL—	STREET LIGHT
—— COCE ——	CITY OF CHICAGO ELECTRIC
—T—— T—	TELEPHONE
—W——	WATER
—G——	GAS
—CTV—— CTV—	CABLE TELEVISION
—FO—— FO—	FIBER OPTIC
—E—— E—	ELECTRIC
⌖	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

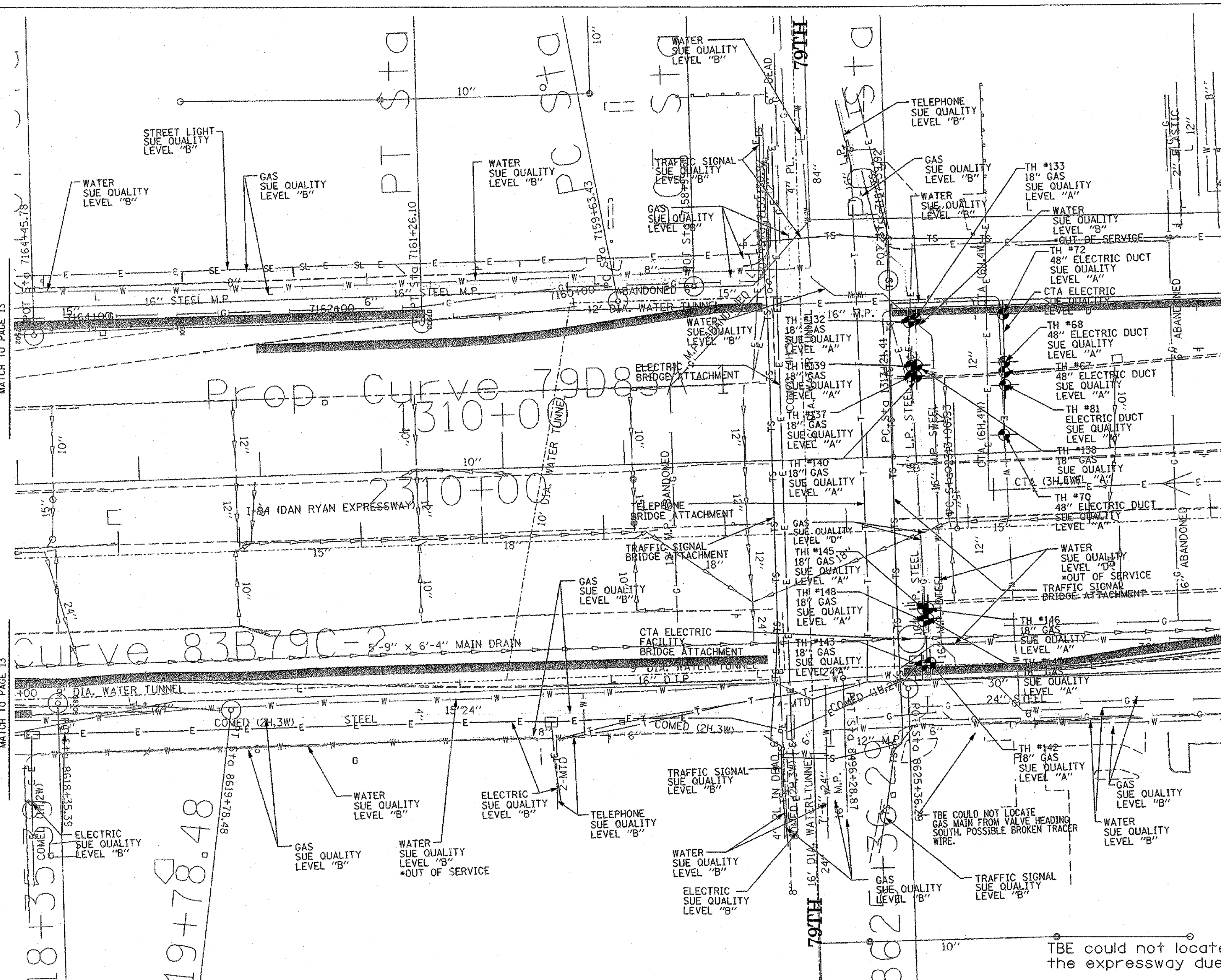
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-90/I-94 Dan Ryan Expressway from I-57 to 69th Street
Contract Number: 62590, 62592, 62594

SQL "A" DATE : 2/07/04 DRAWN BY : KLC
SQL "B" DATE : 7/22/04 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516.1,1717 & 1818)-6	Cook	764	381
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TBE could not locate buried utilities directly beneath the expressway due to traffic and safety issues.

CTA could not send as-built plans for review. TBE met with Leo Bazelewski, Testing Engineer for CTA regarding their facilities.

Size given for Electric Duct is width only.

*At the time of Quality Level "B" SUE services, the water lines were active. The lines, however, are now expected to be out of service per IDOT.

TBE GROUP, INC.
CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL * PLANNING * UTILITY ENGINEERING/LOCATING
SOUTHERN REGION: FL,GA,SC,NC
NORTHERN REGION: IL,IN,MI,OH,MD,NJ,NY PA,VA,CANADA
WESTERN REGION: AZ,NV,NM,TX,CA,OR,UT,WA

IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232
TBE SUE PAGE NO: 14 of 36
Checked by: Sandra Ames PE

SUE Quality Level "A" : Test Holes
SUE Quality Level "B" : Designating

—TS—	TRAFFIC SIGNAL
—SL—	STREET LIGHT
COCE	CITY OF CHICAGO ELECTRIC
—T—	TELEPHONE
—W—	WATER
	GAS
—CTV—	CABLE TELEVISION
—FO—	FIBER OPTIC
—E—	ELECTRIC
	TEST HOLE

Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others.

205 W. WACKER DRIVE
SUITE 1020
CHICAGO, IL 60606
(312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUE Investigation of Underground Utilities
I-94 NB & SB of Dan Ryan Expressway From I-57 to 43rd Street
Contract No: 62586, 62589, 62590, 62594, 62693

SQL "A" DATE : 11/05/04 DRAWN BY : KLC
SQL "B" DATE : 7/22/04 SCALE : 1" = 50'

CONTRACT NO.	SHEET NO.
62586, 62589, 62693, 62694, 62695	1

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
1	20"	G	1867123.035	1175606.560	-1.85	1.50	-0.35	SUE QUALITY LEVEL "A"
2	12"	W	1867115.884	1175606.924	-1.53	1.13	-0.40	SUE QUALITY LEVEL "A"
3	20"	G	1867122.650	1175602.392	-0.08	0.69	0.61	SUE QUALITY LEVEL "A"
4	20"	G	1867122.945	1175609.366	-6.36	5.41	-0.95	SUE QUALITY LEVEL "A"
5	20"	G	1867132.835	1175901.810	-4.63	3.39	-1.24	SUE QUALITY LEVEL "A"
6	20"	G	1867132.928	1175905.856	-2.34	2.74	0.40	SUE QUALITY LEVEL "A"
7	20"	G	1867132.947	1175910.232	0.11	1.93	2.04	SUE QUALITY LEVEL "A"
8	20"	G	1867132.990	1175897.762	-5.44	3.49	-1.95	SUE QUALITY LEVEL "A"
1A	20"	G	1861211.910	1177445.200	15.85	3.65	19.50	SUE QUALITY LEVEL "A"
2A	8"	W	1861211.860	1177441.360	14.70	4.87	19.57	SUE QUALITY LEVEL "A"
3A	6"	G	1861211.740	1177450.260	15.19	4.18	19.37	SUE QUALITY LEVEL "A"
4A	6"	G	1861598.210	1177437.850	15.50	4.43	19.93	SUE QUALITY LEVEL "A"
5A	20"	G	1861598.200	1177433.420	17.22	2.82	20.04	SUE QUALITY LEVEL "A"
6A	8"	W	1861597.270	1177429.100	15.66	4.42	20.08	SUE QUALITY LEVEL "A"
7A	SEE NOTE		1862113.690	1176035.420	—	7.29	0.33	SEE NOTE
8A	SEE NOTE		1862704.020	1176033.590	-6.74	5.31	-1.43	SUE QUALITY LEVEL "A"
9	16"	G	1863104.250	1175969.140	-2.44	4.55	2.11	SUE QUALITY LEVEL "A"
10	16"	G	1863104.500	1175976.510	-1.83	5.77	3.94	SUE QUALITY LEVEL "A"
11	16"	G	1863104.750	1175982.670	0.42	5.48	5.90	SUE QUALITY LEVEL "A"
12	*42"	E	1863114.170	1175968.110	-2.35	4.64	2.29	SUE QUALITY LEVEL "A"
13	*42"	E	1863114.830	1175975.120	-2.35	6.43	4.08	SUE QUALITY LEVEL "A"
14	*42"	E	1863116.050	1175983.240	-2.34	9.02	6.68	SUE QUALITY LEVEL "A"
14A	12"	W	1863125.770	1175969.560	-2.99	5.96	2.97	SUE QUALITY LEVEL "A"
15	2x*18"	BT	1863258.330	1175962.750	-6.25	9.98	3.73	SUE QUALITY LEVEL "A"
16	2X*18"	BT	1863256.850	1175970.740	-3.14	9.44	6.30	SUE QUALITY LEVEL "A"
17	2x*18"	BT	1863255.680	1175981.210	-3.00	12.97	9.97	SUE QUALITY LEVEL "A"
18	2x*18"	BT	1863254.030	1175661.690	-5.00	8.95	3.95	SUE QUALITY LEVEL "A"
19	2x*18"	BT	1863252.560	1175654.200	-4.38	11.01	6.63	SUE QUALITY LEVEL "A"
20	2x*18"	BT	1863250.510	1175644.060	-3.62	13.39	9.77	SUE QUALITY LEVEL "A"
21	*42"	E	1863105.180	1175669.260	0.89	3.54	4.43	SUE QUALITY LEVEL "A"
22	*42"	E	1863105.160	1175660.820	-1.00	7.50	6.50	SUE QUALITY LEVEL "A"

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
23	*42"	E	1863105.310	1175651.280	-0.63'	10.05'	9.42'	SUE QUALITY LEVEL "A"
24	16"	G	1863097.580	1175669.900	0.15'	4.36'	4.51'	SUE QUALITY LEVEL "A"
25	16"	G	1863097.130	1175661.950	1.09'	5.01'	6.10'	SUE QUALITY LEVEL "A"
26	16"	G	1863096.690	1175655.260	1.53'	6.63'	8.16'	SUE QUALITY LEVEL "A"
27	*18"	BT	1865094.940	1175582.150	0.35'	11.57'	11.92'	SUE QUALITY LEVEL "A"
28	*18"	BT	1865097.810	1175578.180	1.03'	12.10'	13.13'	SUE QUALITY LEVEL "A"
29	*18"	BT	1865100.160	1175573.950	2.11'	12.35'	14.46'	SUE QUALITY LEVEL "A"
30	*36"	E	1865099.910	1175578.500	-3.55'	16.71'	13.16'	SUE QUALITY LEVEL "A"
31	*36"	E	1865103.162	1175573.669	-2.89'	17.47'	14.58'	SUE QUALITY LEVEL "A"
32	*36"	E	1865097.615	1175581.930	-3.91'	15.88'	11.97'	SUE QUALITY LEVEL "A"
33	*36"	E	1865124.435	1175973.073	0.82'	13.43'	14.25'	SUE QUALITY LEVEL "A"
34	*18"	BT	1865090.975	1175932.544	-4.41'	6.37'	1.96'	SUE QUALITY LEVEL "A"
35	*36"	E	1865105.924	1175934.833	-4.59'	7.05'	2.46'	SUE QUALITY LEVEL "A"
36	*36"	E	1865120.467	1175968.691	-0.94'	14.14'	13.20'	SUE QUALITY LEVEL "A"
37	*18"	BT	1865098.448	1175972.477	2.26'	10.37'	12.63'	SUE QUALITY LEVEL "A"
38	*18"	BT	1865095.321	1175968.307	-0.23'	12.22'	11.99'	SUE QUALITY LEVEL "A"
39	See Note	G	1873623.853	1175722.432	—	16.00'	12.60'	CLEARANCE DEPTH
40	20"	G	1873624.086	1175713.696	-6.36'	16.78'	10.42'	SUE QUALITY LEVEL "A"
41	20"	G	1873629.270	1175680.376	-10.19'	9.14'	-1.05'	SUE QUALITY LEVEL "A"
42	20"	G	1873630.734	1175671.020	-12.73'	9.01'	-3.72'	SUE QUALITY LEVEL "A"
43	20"	G	1873631.833	1175664.164	-13.65'	7.75'	-5.90'	SUE QUALITY LEVEL "A"
44	20"	G	1873662.688	1175369.141	-3.90'	4.72'	0.82'	SUE QUALITY LEVEL "A"
45	20"	G	1873663.608	1175361.458	-2.90'	5.76'	2.86'	SUE QUALITY LEVEL "A"
46	20"	G	1873664.488	1175351.804	-0.50'	5.98'	5.48'	SUE QUALITY LEVEL "A"
47	20"	G	1873661.260	1175377.470	-4.21'	3.61'	-0.60'	SUE QUALITY LEVEL "A"
48	*36"	E	1865096.950	1175617.420	-3.95'	5.91'	1.96'	SUE QUALITY LEVEL "A"
48A	(3)1/2"	UNK	1865098.890	1175616.560	-1.25'	3.20'	1.95'	SUE QUALITY LEVEL "A"
49	20"	G	1873654.520	1175434.880	-6.86'	4.54'	-2.32'	SUE QUALITY LEVEL "A"
50	*36"	E	1865097.950	1175663.360	-4.48'	6.85'	2.37'	SUE QUALITY LEVEL "A"
51	*18"	BT	1865085.150	1175663.290	-5.46'	7.73'	2.27'	SUE QUALITY LEVEL "A"
52	*18"	BT	1865085.030	1175617.240	-4.60'	6.57'	1.97'	SUE QUALITY LEVEL "A"

TBE Project Information

* Size given is duct width only.

TH#7A unable to determine object found due to water & soil collapsing.

TH#8A found old wood RR ties laid straight in direction of duct. Could not expose utility, however, SBC confirmed that the duct is directly below RR ties. The existing cut is to top of RR ties.

TH#39 TBE could not physically see gas main. Dug to 16' got electronic depth of 19.5'.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

Illinois Department of Transportation

I-90 /94 (NB & SB of Dan Ryan Expressway)
Chicago-Cook County
Sec No: (2122-921 PT1) R, (2021-922 PTI,2)
Contract No. 62586, 62589, 62693, 62694, 62695
TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
5/18/05	SA	QA/QC															

TBE GROUP, INC.
SOUTHERN REGION: FL, GA, SC, NC
NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

CONTRACT NO.	SHEET NO.
62586, 62589, 62693, 62694, 62695	2

383 of 764

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
53	*18"	BT	1865113.010	1175555.020	4.67'	14.33'	19.00'	SUE QUALITY LEVEL "A"
54	See Note	E	1865117.050	1175555.790	——	18.59'	18.99'	CLEARANCE DEPTH ONLY
55	*18"	BT	1865108.400	1175989.320	9.85'	9.02'	18.87'	SUE QUALITY LEVEL "A"
55A	24"	SAN	1865109.300	1175987.610	11.77'	7.10'	18.87'	SUE QUALITY LEVEL "A"
56	*36"	E	1865136.380	1175984.770	3.20'	15.68'	18.88'	SUE QUALITY LEVEL "A"
56A	24"	SAN	1865138.320	1175986.600	11.93'	6.92'	18.85'	SUE QUALITY LEVEL "A"
57	*18"	BT	1865091.120	1175928.050	-5.77'	7.13'	1.36'	SUE QUALITY LEVEL "A"
58	*36"	E	1865105.640	1175928.120	-4.59'	6.03'	1.44'	SUE QUALITY LEVEL "A"
59	*36"	E	1865104.390	1175856.480	-4.90'	7.41'	2.51'	SUE QUALITY LEVEL "A"
60	*18"	BT	1865090.480	1175856.950	-5.29'	7.65'	2.36'	SUE QUALITY LEVEL "A"

MAN HOLE #	TYPE	NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE MH RIM ELEVATION	COMMENTS
61	Telephone	1863240.510	1175610.790	*1.41'	19.13'	20.54'	SUE QUALITY LEVEL "A"

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
62	*48"	E	1876425.900	1176044.730	-6.88'	3.44'	-3.44'	SUE QUALITY LEVEL "A"
63	*48"	E	1876427.860	1176056.140	-4.87'	4.14'	-0.73'	SUE QUALITY LEVEL "A"
64	*48"	E	1876443.770	1176104.400	4.13'	8.39'	12.52'	SUE QUALITY LEVEL "A"
65	*48"	E	1863237.110	1175774.930	-1.66'	4.62'	2.96'	SUE QUALITY LEVEL "A"
66	*48"	E	1841495.350	1177598.790	8.42'	7.24'	15.66'	SUE QUALITY LEVEL "A"
67	*48"	E	1852792.550	1177384.230	-10.35'	4.37'	-5.98'	SUE QUALITY LEVEL "A"
68	*48"	E	1852792.730	1177375.900	-8.91'	4.03'	-4.88'	SUE QUALITY LEVEL "A"
69	*48"	E	1841506.530	1177600.310	7.60'	8.15'	15.75'	SUE QUALITY LEVEL "A"
70	*48"	E	1852792.330	1177435.710	-12.58'	5.65'	-6.93'	SUE QUALITY LEVEL "A"
71	*28"	E	1841906.380	1177641.010	12.54'	3.46'	16.00'	SUE QUALITY LEVEL "A"
72	*48"	E	1852791.510	1177336.410	1.83'	7.76'	9.59'	SUE QUALITY LEVEL "A"
73	*48"	E	1876423.560	1175920.080	-12.48'	8.82'	-3.66'	SUE QUALITY LEVEL "A"
74	*48"	E	1863227.820	1175613.390	8.97'	11.23'	20.20'	SUE QUALITY LEVEL "A"
75	*48"	E	1841508.250	1177677.360	-7.19'	4.61'	-2.58'	SUE QUALITY LEVEL "A"
76	*48"	E	1841493.000	1177684.360	-7.65'	4.53'	-3.12'	SUE QUALITY LEVEL "A"
77	*48"	E	1841492.150	1177692.100	-7.95'	7.02'	-0.93'	SUE QUALITY LEVEL "A"

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
78	*48"	E	1841506.430	1177692.980	-8.94'	7.98'	-0.96'	SUE QUALITY LEVEL "A"
79	*48"	E	1841510.920	1177755.020	-9.22'	10.16'	0.94'	SUE QUALITY LEVEL "A"
80	SEE NOTE	E	1841493.150	1177753.350	——	7.88'	1.00'	CLEARANCE DEPTH ONLY
81	SEE NOTE	E	1852793.298	1177394.984	-11.95'	4.69'	-7.26'	SUE QUALITY LEVEL "A"
82	*48"	E	1863234.932	1175653.520	-0.86'	7.66'	6.80'	SUE QUALITY LEVEL "A"
83	*48"	E	1863235.070	1175661.514	-1.64'	5.94'	4.31'	SUE QUALITY LEVEL "A"
84	36"	W	1839944.740	1178217.900	-5.13'	2.96'	-2.17'	SUE QUALITY LEVEL "A"
85	36"	W	1839889.120	1178193.100	-13.96'	8.61'	-5.35'	SUE QUALITY LEVEL "A"
86	36"	W	1839415.910	1178025.040	-1.59'	3.05'	1.46'	SUE QUALITY LEVEL "A"
87	16"	UNK	1839528.800	1178066.220	-3.15'	10.03'	6.88'	SUE QUALITY LEVEL "A"
88	24"	TEL	1839826.880	1178316.500	-6.59'	7.19'	0.60'	SUE QUALITY LEVEL "A"
89	SEE NOTE	TEL	1839836.600	1178319.800	-5.49'	5.98'	0.49'	SUE QUALITY LEVEL "A"
90	SEE NOTE	TEL	1839793.600	1178305.180	——	13.65'	0.40'	CLEARANCE DEPTH ONLY
91	24"	TEL	1844059.140	1177578.380	13.58'	2.89'	16.47'	SUE QUALITY LEVEL "A"
92	36"	W	1839745.710	1178145.690	-18.57'	9.32'	-9.25'	SUE QUALITY LEVEL "A"
93	24"	BT	1844060.690	1177635.830	-6.44'	7.25'	0.81'	SUE QUALITY LEVEL "A"
94	24"	BT	1844060.680	1177625.600	-3.42'	6.54'	3.12'	SUE QUALITY LEVEL "A"
95	16"	W	1839246.750	1178863.580	-6.12'	3.82'	-2.30'	SUE QUALITY LEVEL "A"
96	SEE NOTE	W	1838928.400	1178898.950	——	10.80'	-1.39'	CLEARANCE DEPTH ONLY
97	18"	BT				6.12'		NOT SURVEYED
98	20"	BT	1841825.960	1177936.970	6.82'	8.10'	14.92'	SUE QUALITY LEVEL "A"
99	36"	W	1874261.670	1175871.220	-1.10'	3.83'	2.73'	SUE QUALITY LEVEL "A"
100	36"	W	1874261.650	1175880.560	1.35'	3.90'	5.25'	SUE QUALITY LEVEL "A"
101	36"	W	1874245.970	1175540.410	-2.86'	4.69'	1.83'	SUE QUALITY LEVEL "A"
102	36"	W	1874245.820	1175531.730	-0.50'	4.56'	4.06'	SUE QUALITY LEVEL "A"
103	36"	W	1874244.500	1175483.430	11.43'	4.34'	15.77'	SUE QUALITY LEVEL "A"
104	SEE NOTE	W	1874262.410	1175925.500	13.62'	3.18'	16.80'	SUE QUALITY LEVEL "A"
105	36"	W	1874245.260	1175675.910	-2.22'	2.72'	0.50'	SUE QUALITY LEVEL "A"
106	18"	BT	1847350.430	1177491.230	-0.33'	8.75'	8.42'	SUE QUALITY LEVEL "A"
107	SEE NOTE	BT	1847365.000	1177775.620	——	16.79'	7.85'	CLEARANCE DEPTH ONLY
108	24"	BT	1844064.680	1177880.760	6.97'	9.52'	16.49'	SUE QUALITY LEVEL "A"
109	36"	W	1874248.230	1175729.730	-1.93'	3.19'	1.26'	SUE QUALITY LEVEL "A"

TBE Project Information

* Size given is duct width only.
TH#54 TBE could not reach utility due to depth, Clearance given.
MH#61 Man Hole elevation to top of phone cables exiting man hole.
TH#80 Could not expose utilities due to extremely hard clay. Clearance depth of 7.88' given.
TH#81 Appears to be a 34" poured in place concrete cap over CTA conduit.
TH#87 found a 16" pipe but was unable to see it due to water table. Probed another 3' down past pipe, unable to find 36" w/m electronic Depth 24'
TH#89 Utility not exposed due to excessive water in hole.
TH#90 Utility not exposed, clearance depth of 13.65'.
TH#96 Utility not exposed, clearance depth of 10.80'.
TH#97 Reference point destroyed by construction crews before survey could be completed. Material was unidentifiable.
TH#104 Concrete cap poured over utility.
TH#107 Utility not exposed, clearance depth of 16.79'.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

Illinois Department of Transportation
I-90 /94 (NB & SB of Dan Ryan Expressway)
Chicago-Cook County
Sec No: (2122-921 PT1) R, (2021-922 PTI,2)
Contract No. 62586, 62589, 62693, 62694, 62695
TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
5/18/05	SBT	QA/QC															

TBE GROUP, INC.
SOUTHERN REGION: FL, GA, SC, NC
NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY, PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

CONTRACT NO.	SHEET NO.
62586, 62589, 62693, 62694, 62695	3

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
110	24"	BT	1841825.430	1177895.600	-4.15'	4.72'	0.57'	SUE QUALITY LEVEL "A"
111	24"	BT	1841825.960	1177908.730	1.05'	4.44'	5.49'	SUE QUALITY LEVEL "A"
112	SEE NOTE	BT	1844068.060	1177841.750	——	6.79'	2.89'	CLEARANCE DEPTH ONLY
113	SEE NOTE	BT	1844066.820	1177850.390	——	8.03'	5.95'	CLEARANCE DEPTH ONLY
114	24"	BT	1847363.280	1177733.270	-13.55'	5.33'	-8.22'	SUE QUALITY LEVEL "A"
115	24"	BT	1847363.890	1177740.570	-12.87'	7.00'	-5.87'	SUE QUALITY LEVEL "A"
116	24"	BT	1847364.010	1177750.010	-13.15'	10.51'	-2.64'	SUE QUALITY LEVEL "A"
117	24"	BT	1847354.070	1177540.800	-12.62'	4.98'	-7.64'	SUE QUALITY LEVEL "A"
118	24"	BT	1847354.020	1177532.210	-11.52'	4.52'	-7.00'	SUE QUALITY LEVEL "A"
119	24"	BT	1841818.360	1177704.030	-6.42'	4.55'	-1.87'	SUE QUALITY LEVEL "A"
120	24"	BT	1841818.190	1177694.600	-5.43'	5.12'	-0.31'	SUE QUALITY LEVEL "A"
121	24"	E	1844061.030	1177617.950	-1.50'	6.67'	5.17'	SUE QUALITY LEVEL "A"
122	(3) 1"	E	1840742.250	1177446.860	10.93'	4.47'	15.40'	SUE QUALITY LEVEL "A"
123	(2)2.5"	E	1840753.910	1177452.070	12.73'	2.88'	15.61'	SUE QUALITY LEVEL "A"
124	2"	BT	1840831.420	1177479.340	13.17'	2.57'	15.74'	SUE QUALITY LEVEL "A"
125	2"	E	1840820.710	1177506.720	5.90'	3.01'	8.91'	SUE QUALITY LEVEL "A"
126	2"	E	1840804.920	1177597.800	0.06'	3.54'	3.60'	SUE QUALITY LEVEL "A"
127	(3) 1"	E	1840788.150	1177588.790	0.28'	3.56'	3.84'	SUE QUALITY LEVEL "A"
128	2"	E	1840818.210	1177530.500	0.02'	1.85'	1.87'	SUE QUALITY LEVEL "A"
129	2"	E	1840816.460	1177545.960	0.42'	1.74'	2.16'	SUE QUALITY LEVEL "A"
130	SEE NOTE	BT	1839700.920	1178266.540	——	10.98'	-7.69'	CLEARANCE DEPTH ONLY
131	SEE NOTE	BT	1839752.990	1178287.460	——	11.56'	-8.92'	CLEARANCE DEPTH ONLY
132	18"	G	1852714.050	1177342.550	0.87'	7.94'	8.81'	SUE QUALITY LEVEL "A"
133	18"	G	1852719.380	1177340.460	1.09'	8.36'	9.45'	SUE QUALITY LEVEL "A"
134	8"	G	1847348.900	1177540.960	-13.64'	6.05'	-7.59'	SUE QUALITY LEVEL "A"
135	8"	G	1847348.540	1177532.100	-11.04'	4.42'	-6.62'	SUE QUALITY LEVEL "A"
136	8"	G	1847347.120	1177490.770	1.16'	7.28'	8.44'	SUE QUALITY LEVEL "A"
137	18"	G	1852715.850	1177387.130	-13.52'	7.22'	-6.30'	SUE QUALITY LEVEL "A"
138	18"	G	1852720.360	1177378.410	-11.64'	7.05'	-4.59'	SUE QUALITY LEVEL "A"
139	18"	G	1852715.890	1177378.870	-10.80'	6.30'	-4.50'	SUE QUALITY LEVEL "A"
140	18"	G	1852720.130	1177387.470	-13.53'	7.46'	-6.07'	SUE QUALITY LEVEL "A"

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
141	8"	G	1847360.470	1177779.600	3.77'	4.76'	8.53'	SUE QUALITY LEVEL "A"
142	18"	G	1852731.450	1177624.740	-0.09'	9.49'	9.40'	SUE QUALITY LEVEL "A"
143	18"	G	1852724.450	1177627.310	-1.19'	10.92'	9.73'	SUE QUALITY LEVEL "A"
144	34"	BT	1853977.420	1177596.570	1.18'	8.13'	9.31'	SUE QUALITY LEVEL "A"
145	18"	G	1852725.400	1177579.740	-14.03'	6.32'	-7.71'	SUE QUALITY LEVEL "A"
146	18"	G	1852729.670	1177579.630	-14.36'	6.93'	-7.43'	SUE QUALITY LEVEL "A"
147	18"	G	1852729.620	1177588.130	-12.06'	7.15'	-4.91'	SUE QUALITY LEVEL "A"
148	18"	G	1852725.710	1177589.950	-11.85'	7.38'	-4.47'	SUE QUALITY LEVEL "A"
149	8"	G	1847359.120	1177733.980	-13.27'	4.96'	-8.31'	SUE QUALITY LEVEL "A"
150	8"	G	1847359.090	1177742.040	-10.62'	5.02'	-5.60'	SUE QUALITY LEVEL "A"
151	34"	BT	1853976.090	1177565.940	-2.85'	4.64'	1.79'	SUE QUALITY LEVEL "A"
152	34"	BT	1853965.300	1177212.750	1.75'	6.56'	8.31'	SUE QUALITY LEVEL "A"
153	34"	BT	1853967.560	1177268.590	-5.31'	4.54'	-0.77'	SUE QUALITY LEVEL "A"
154	34"	BT	1853974.820	1177507.770	-7.53'	5.75'	-1.78'	SUE QUALITY LEVEL "A"
155	34"	BT	1853976.540	1177529.050	-4.24'	5.72'	1.48'	SUE QUALITY LEVEL "A"
156	34"	BT	1853967.230	1177304.800	-5.16'	4.11'	-1.05'	SUE QUALITY LEVEL "A"
157	30"	G	1839844.630	1178297.170	-11.94'	11.58'	-0.36'	SUE QUALITY LEVEL "A"
158	30"	G	1839771.030	1178274.550	-15.29'	6.58'	-8.71'	SUE QUALITY LEVEL "A"
159	30"	G	1839779.300	1178277.090	-15.12'	6.55'	-8.57'	SUE QUALITY LEVEL "A"
160	N/A	G	1839815.630	1178285.320	-0.56'	7.00'	-7.56'	CLEARANCE ONLY
161	30"	G	1839683.380	1178240.910	-8.79	10.86'	-19.65'	SUE QUALITY LEVEL "A"
162	N/A	G	1839720.200	1178252.850	-7.44'	7.00'	-14.44'	CLEARANCE ONLY
163	30"	G	1839633.400	1178223.490	-10.63'	6.14'	-16.77'	SUE QUALITY LEVEL "A"
164	30"	G	1839624.490	1178220.270	-10.23'	6.61'	-16.84'	SUE QUALITY LEVEL "A"

TBE Project Information

TH#112 Utility not exposed, clearance depth of 6.79'.
TH#113 Utility not exposed, clearance depth of 8.03'.
TH#130 Utility not exposed, clearance depth of 10.98'.
TH#131 Utility not exposed, clearance depth of 11.56'.
TH#136 Unable to expose utility due to hard clay, probed and felt top and side of utility.
TH#145 & 146 Unable to expose utility due to water table at 3' +/-, but were able to feel the sides and top.
TH#160 & 162 Unable to expose utility due to hard clay, clearance of 7' given.
TH#161 Unable to expose utility due to water, but did feel the pipe.
TH#163 & 164 Unable to expose utility due to water, but did feel top and sides of 30" pipe.

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Illinois Department of Transportation

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Chicago-Cook County
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TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
5/18/05	[illegible]	QA/QC															

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NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
165	24" G	1858583.099	1177452.100	148.05 RT	-2.91'	6.08'	3.18'	SUE QUALITY LEVEL "A"
166	24" G	1858582.607	1177422.881	118.82 RT	-7.96'	11.04'	3.08'	SUE QUALITY LEVEL "A"
167	24" G	1858581.829	1177388.290	84.23 RT	-11.42'	5.64'	-5.78'	SUE QUALITY LEVEL "A"
168	— G	1858576.435	1177169.958	73.59 LT	-14.41'	7.92'	-6.49'	SEE NOTE
169A	— G	1858575.515	1177148.755	94.81 LT	-8.73'	5.63'	-3.10'	SEE NOTE
169B	8" —	1858574.341	1177148.755	94.81 LT	-7.34'	4.24'	-3.10'	SUE QUALITY LEVEL "A"
170	24" G	1858574.341	1177125.527	118.07 LT	1.84'	4.35'	6.19'	SUE QUALITY LEVEL "A"
171	24" G	1858573.831	1177107.217	136.38 LT	5.50'	5.82'	11.32'	SUE QUALITY LEVEL "A"
172	36" E	1859349.450	1177086.590	133.62 LT	-2.77'	10.34'	7.57'	SUE QUALITY LEVEL "A"
173	36" E	1859349.210	1177115.830	104.39 LT	-5.89'	4.92'	-0.97'	SUE QUALITY LEVEL "A"
174	— BT	1859189.980	1177120.790	104.24 LT	-13.77'	12.58'	-1.19'	SUE QUALITY LEVEL "A"
175	— BT	1859187.890	1177093.060	132.02 LT	SEE NOTE	9.12'	4.53'	CLEARANCE ONLY
176	36" E	1859357.690	1177382.160	100.06 RT	-11.29'	4.45'	-6.84'	SUE QUALITY LEVEL "A"
177	— E	1859358.400	1177405.990	123.90 RT	-10.32'	10.06'	-0.26'	SUE QUALITY LEVEL "A"
178	— T	1859198.040	1177390.570	103.95 RT	-21.35'	12.85'	-8.50'	SUE QUALITY LEVEL "A"
179	— E	1859345.500	1177059.620	160.69 LT	SEE NOTE	15.15'	16.93'	CLEARANCE ONLY
180	36" G	1851291.10	1177413.23	80.62 LT	-9.95	6.63	-3.32	SUE QUALITY LEVEL "A"
181	36" G	1851290.85	1177418.67	75.19 LT	-9.70	6.38	-3.32	SUE QUALITY LEVEL "A"
182	36" G	1851297.11	1177630.28	136.52 RT	-8.83	5.89	-2.94	SUE QUALITY LEVEL "A"
MAN HOLE #								
183	24" G	1851285.94	1177708.75	45.04 RT	4.76	4.16	8.92	Elev. taken from RIM of MH.
184	12" G	1851278.82	1177708.69	44.77 RT	4.39	4.52	8.91	Elev. taken from RIM of MH.
TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
185	72" BT	1877424.23	1176032.38	61.60 LT	-3.79	2.70	-1.09	SUE QUALITY LEVEL "A"
186	66" BT	1877416.11	1175712.30	66.43 RT	-8.51	5.85	-2.66	SEE NOTE

NOTES

TH #168 Unable to see gas due to ground water.
TH #169A Unable to see gas due to back fill continually caving in.
TH #174 We were unable to determine size due to ground water in the hole.
TH #175 Attempt was made to expose phone duct but were unsuccessful due to extreme heavy compacted clay, we were only able to reach 9.12'
TH #179 Attempt was made to find electric duct. Went down 15.15' & 2.5' radius of Reference Point.
TH #186 Unable to expose due to mud and ground water, felt top and sides.
TH #187 Unable to expose due to wet sand collapsing in hole..
TH #189 - Offset is taken from N. bound Dan Ryan fence line..
TH #190 - Unable to expose due to soil collapsing in hole
TH #192 - Telephone was buried/trenched underneath a slab of concrete with rough edges; width was 48"
TH #195 - Unable to expose due to deep roots in hole
TH #200 - Felt both sides of gas line but unable to cover completely for picture, doing so would leave a void in soil because of angle of ground level. Back fill kept falling from uphill.
TH #204 - Found the utilities for the street lights at about 2' deep. Offset pulled from C/L of Dan Ryan on ramp.
TH #207 - Could not expose due to collapsing sand. Had a good feel with the air lance. Offset taken from C/L of exit ramp
TH #215A - TBE could not find electric crossing, vacumed down 13'.

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
187	— W	1880442.920	1175949.580	65.37' RT	3.59'	8.43'	12.02'	SEE NOTE
188	16" BT	1880464.590	1175947.690	64.06' RT	6.63'	5.31'	11.94'	SUE QUALITY LEVEL "A"
189	24" W	1880443.800	1175999.780	115.57' RT	7.85'	7.83'	15.68'	SUE QUALITY LEVEL "A"
190	— W	1880442.870	1175973.130	88.91' RT	3.81'	10.10'	13.91'	SEE NOTE
191	16" BT	1880465.830	1175973.580	89.98' RT	9.59'	4.42'	14.01'	SUE QUALITY LEVEL "A"
192	16" BT	1880464.890	1175999.080	115.44' RT	10.21'	5.35'	15.56'	SUE QUALITY LEVEL "A"
193	16" BT	1880456.000	1175630.210	61.54' LT	5.65'	8.94'	11.59'	SUE QUALITY LEVEL "A"
194	16" BT	1880454.690	1175603.520	88.25' LT	5.44'	8.66'	14.10'	SUE QUALITY LEVEL "A"
195	— BT	1880453.540	1175575.610	116.18' LT	4.75'	12.13'	16.88'	SEE NOTE
196	24" W	1880435.180	1175604.240	88.06' LT	6.76'	7.24'	14.00'	SUE QUALITY LEVEL "A"
197	24" W	1880435.160	1175579.320	112.97' LT	11.06'	5.48'	16.54'	SUE QUALITY LEVEL "A"
198	36" G	1883748.370	1175516.740	86.01' LT	1.10'	7.08'	8.18'	SUE QUALITY LEVEL "A"
199	36" G	1883747.800	1175488.980	113.78' LT	6.36'	8.62'	14.98'	SUE QUALITY LEVEL "A"
200	36" G	1883758.000	1175883.780	89.15' RT	-1.07'	5.96'	4.89'	SUE QUALITY LEVEL "A"
201	36" G	1883758.190	1175903.970	109.34' RT	4.06'	6.58'	10.64'	SUE QUALITY LEVEL "A"
202	36" W	1883741.550	1175904.750	109.67' RT	4.82'	5.74'	10.56'	SUE QUALITY LEVEL "A"
203	36" W	1883730.260	1175489.640	113.59' LT	8.72'	6.25'	14.97'	SUE QUALITY LEVEL "A"
204	36" W	1883731.680	1175518.680	84.53' LT	1.69'	5.90'	7.59'	SUE QUALITY LEVEL "A"
205	36" W	1883740.460	1175883.620	88.52' RT	-3.96'	8.26'	4.30'	SUE QUALITY LEVEL "A"
206	36" W	1883731.390	1175553.040	50.19' LT	-5.51'	6.13'	0.62'	SUE QUALITY LEVEL "A"
207	— BT	1884487.410	1175842.900	67.99' RT	-6.61'	2.98'	-3.63'	SEE NOTE
208	24" W	1880435.060	1175628.960	63.35' LT	3.08'	8.72'	11.80'	SUE QUALITY LEVEL "A"
209	36" G	1883749.960	1175552.500	50.22' LT	-5.24'	5.99'	0.75'	SUE QUALITY LEVEL "A"
210	36" G	1883756.720	1175845.280	50.63' RT	-6.85'	8.42'	1.566'	SUE QUALITY LEVEL "A"
211	36" W	1883739.550	1175839.290	44.18' RT	-5.25'	5.86'	0.606'	SUE QUALITY LEVEL "A"
212	18" BT	1884480.420	1175521.840	61.14' LT	-7.58'	4.95'	-2.634'	SUE QUALITY LEVEL "A"
213	18" BT	1884480.320	1175509.110	73.87' LT	-3.89'	4.91'	1.019'	SUE QUALITY LEVEL "A"
214	20" BT	1884487.060	1175860.740	85.82' RT	-0.82'	3.19'	2.370'	SUE QUALITY LEVEL "A"
215	(1)2" (3).25" SL	1879776.080	1175973.630	71.39' RT	2.91'	4.08'	6.995'	SUE QUALITY LEVEL "A"
215A	SEE NOTE	1879798.750	1175970.990	69.36' RT	SEE NOTE	13.00'	7.040'	SEE NOTE

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

Illinois Department of Transportation

I-90 /94 (NB & SB of Dan Ryan Expressway)
Chicago-Cook County
Sec No: (2122-921 PT1) R, (2021-922 PTI,2)
Contract No. 62584, 62585, 62586, 62589, 62693, 62694, 62695
TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 238

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
2/10/06	SA																

TBE GROUP, INC.
SOUTHERN REGION: FL, GA, SC, NC
NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

CONTRACT NO.	SHEET NO.
62304	5

386 of 764

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
216	*(2)18"	BT	1839456.444	1172788.687	-4.22'	6.61'	2.39'	SUE QUALITY LEVEL "A"
216A	2"	E	1839456.388	1172786.011	0.02'	2.59'	2.61'	SUE QUALITY LEVEL "A"
217	*36"	BT	1839289.482	1172793.032	-1.56'	4.43'	2.87'	SUE QUALITY LEVEL "A"
218	*60"	BT	1839389.227	1172789.927	-3.28'	4.64'	1.37'	SUE QUALITY LEVEL "A"
218A	2"	E	1839390.918	1172787.734	-0.45'	1.94'	1.49'	SUE QUALITY LEVEL "A"
219		BT	———	———	——	3.91'	——	NO SURVEY PER IDOT. S.B. EXPRESS LANES AT WENTWORTH AVE. RIGHT SHOULDER.
220		BT	———	———	——	7.78'	——	NO SURVEY PER IDOT. N.B. EXPRESS LANES AT WENTWORTH AVE. RIGHT SHOULDER.
221		BT	———	———	——	4.46'	——	NO SURVEY PER IDOT. N.B. LOCAL LANES AT ROOT ST. RIGHT SHOULDER.
222		BT	———	———	——	7.21'	——	NO SURVEY PER IDOT. N.B. EXPRESS LANES AT ROOT ST. RIGHT SHOULDER.
223		BT	———	———	——	5.95'	——	NO SURVEY PER IDOT. S.B. EXPRESS LANES AT ROOT ST. RIGHT SHOULDER.
224	24"	BT	———	———	——	7.00'	——	NO SURVEY PER IDOT. N.B. EXPRESS LANES AT 37TH ST. RIGHT SHOULDER. SUE QUALITY LEVEL "A"
225	24"	BT	———	———	——	6.84'	——	NO SURVEY PER IDOT. S.B. EXPRESS LANES AT 37TH ST. RIGHT SHOULDER. SUE QUALITY LEVEL "A"
226		BT	———	———	——	2.52'	——	NO SURVEY PER IDOT. N.B. LOCAL LANES AT 31ST ST. RIGHT SHOULDER.
227	24"	BT	———	———	——	4.17'	——	NO SURVEY PER IDOT. N.B. EXPRESS LANES AT 31ST ST. RIGHT SHOULDER. SUE QUALITY LEVEL "A"
228	18"	BT	———	———	——	4.07'	——	NO SURVEY PER IDOT. S.B. EXPRESS LANES AT 31ST ST. RIGHT SHOULDER. SUE QUALITY LEVEL "A"
229	18"	BT	———	———	——	3.16'	——	NO SURVEY PER IDOT. S.B. LOCAL LANES AT 31ST ST. RIGHT SHOULDER. SUE QUALITY LEVEL "A"

NOTES

* Size given is duct width only.

TH#219 Found wooden piles, one was collapsed and we were able to probe top of BT duct inside Wooden box. Approximate depth of 7' top of duct and 3.91' to top of wooden piles.

TH#220 Found poured concrete over duct. Dug between local and express lanes. Depth taken from existing pavement on express lane at Wentworth Ave.

TH#221, 222, 223 & 226 Unable tro see size and material due to water and hole caving in.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

Illinois Department of Transportation
I-90 /94 (NB & SB of Dan Ryan Expressway)
Chicago-Cook County
Sec No: (2122-921 PT1) R, (2021-922 PTI,2) (1818-ETC.) 2324 6-IP) R8&R9
Contract No. 62586, 62589, 62693, 62694, 62695, 62300, 62302, 62304
TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 238, 239, 246

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
2/13/06	SRT																

TBE GROUP, INC.
SOUTHERN REGION: FL, GA, SC, NC
NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE		NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
230	—	E	1839771.480	1178282.900	40.98 RT	-14.59'	5.95'	-8.64'	SEE NOTE
231	—	E	1839717.190	1178262.450	7.63 LT	-16.67'	9.39'	-7.28'	SEE NOTE
232	24	BT	1847362.650	1177722.670	54.90 RT	-13.90'	4.58'	-9.32'	SUE QUALITY LEVEL "A"
233	—	BT	1847364.070	1177666.640	1.06 LT	-15.30'	6.00'	-9.30'	SEE NOTE
233A	—	BT	1847359.460	1177663.330	4.50 LT	-14.90'	5.50'	-9.40'	SEE NOTE
234	24	BT	1847358.540	1177612.300	5.81 RT	-17.19'	7.70'	-9.49'	SEE NOTE
235	24	BT	1847354.940	1177556.570	50.00 LT	-14.25'	4.98'	-9.27'	SEE NOTE
236	50	G	1842060.050	1177876.280	56.67 RT	-11.10'	8.03'	-3.07'	SUE QUALITY LEVEL "A"
237	16	G	1842055.250	1177879.140	59.39 RT	-11.77'	8.63'	-3.14'	SUE QUALITY LEVEL "A"
238	16	G	1842053.000	1177820.220	0.43 RT	-10.82'	8.18'	-2.64'	SEE NOTE
239	50	G	1842057.820	1177814.630	5.02 LT	-10.68'	7.74'	-2.94'	SEE NOTE
240	16	G	1842048.430	1177699.910	58.61 LT	-11.07'	7.86'	-3.21'	SEE NOTE
241	50	G	1842054.250	1177699.450	58.90 LT	-10.21'	6.91'	-3.30'	SUE QUALITY LEVEL "A"
242	50	G	1842060.221	1177881.622	62.02 RT	-11.18'	7.90'	-3.28'	SUE QUALITY LEVEL "A"

NOTES

TH# 230 COULD NOT SEE DUCT DUE TO EXCESSIVE GROUND WATER BUT PROBED AND FELT SIDES AND TOP OF 48" WIDE DUCT.

TH# 231 COULD NOT SEE DUCT DUE TO EXCESSIVE GROUND WATER BUT PROBED AND FELT SIDES AND TOP OF 24" WIDE DUCT.

TH# 233 & 233A WE WERE NOT ABLE TO EXCAVATE ANY DEEPER THAN DEPTHS RECORDED DUE TO EXTREMELY HARD SOIL CONDITIONS. WE HAD A DIFFICULT TIME PIN POINTING DUCT PACKAGE ELECTRONICALLY, THIS IS THE REASON WHY WE ATTEMPTED MULTIPLE HOLES IN THIS LOCATION.

TH# 234 & 235 NOT ABLE TO SEE PHONE DUCT DUE TO EXCESSIVE WATER AND SAND CAVING IN, BUT PROBED AND WERE ABLE TO FEEL BOTH SIDES AND TOP OF 24" WIDE DUCT.

TH# 238 & 240 NOT ABLE TO SEE GAS MAIN, BUT WAS ABLE TO TO PROBE AND FEEL SIDES AND TOP OF 16" MAIN.

TH# 239 NOT ABLE TO SEE GAS MAIN, BUT WAS ABLE TO TO PROBE AND FEEL SIDES AND TOP OF 50" MAIN.

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY.

Illinois Department of Transportation

I-90 /94 (NB & SB of Dan Ryan Expressway)
Chicago-Cook County
Sec No: (2122-921 PT1) R, (2021-922 PTI,2)
Contract No. 62584, 62585, 62586, 62589, 62593, 62693, 62694, 62695
TBE Project No.: IL09500164, 167, 168, 170, 171, 179, 180, 182, 204, 205, 206, 211, 212, 219, 221, 225, 226, 227, 228, 230, 232, 235, 237, 238, 248, 249

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
2/6/06	[illegible]																

TBE GROUP, INC.
SOUTHERN REGION: FL, GA, SC, NC
NORTHERN REGION: IL, IN, MI, OH, MD, NJ, NY PA, VA, CANADA
WESTERN REGION: AZ, NV, NM, TX, CA, OR, UT, WA

VERIFIED UTILITY LOCATIONS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	387A
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

D-91-421-01 • (1516.1, 1717, & 1818) R-5 62593

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE CITY OF CHICAGO

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.I. ROUTE 94 (DAN RYAN EXPRESSWAY)
SECTION (1516.1, 1717, & 1818) R-5
PROJECT NO.:
I-57 TO 79TH STREET
SB LANES 1 - 5, SHOULDERS & CTA BARRIER WALL
COOK COUNTY
C-91-095-03

VOL. 2 OF 2

DAN RYAN EXPRESSWAY:	ADT (2010)	DESIGN SPEED	POSTED SPEED
SB I-94 (DAN RYAN)	140,500	60 MPH	55 MPH
SB I-94 (BISHOP FORD)	87,600	60 MPH	55 MPH
SB I-57	65,800	60 MPH	55 MPH
SB 79TH STREET C-D ENTRANCE RAMP	15,300	45 MPH	40 MPH
SB 83RD STREET C-D EXIT RAMP	6,800	45 MPH	40 MPH
SB 87TH STREET EXIT RAMP	12,600	45 MPH	40 MPH
SB 87TH STREET ENTRANCE RAMP	13,400	45 MPH	40 MPH
SB 95TH STREET EXIT RAMP	11,900	45 MPH	40 MPH
SB WENTWORTH AVE. EXIT RAMP	4,800	45 MPH	40 MPH
SB HALSTED STREET EXIT RAMP	21,300	45 MPH	40 MPH
EB I-57 TO I-94 CROSS-CONNECTOR	22,800	50 MPH	50 MPH

PROJECT DESCRIPTION

THE PROPOSED IMPROVEMENT CONSISTS OF PAVEMENT AND CTA BARRIER WALL RECONSTRUCTION, WIDENING, RAMP TERMINALS, SHOULDERS, AND DRAINAGE MODIFICATIONS ALONG SB I-94 (DAN RYAN & BISHOP FORD) AND SB I-57; AND PAVEMENT RESURFACING ALONG SB I-94 (BISHOP FORD) AND EB I-57 TO I-94 CONNECTOR.

INTERIOR WALL AND CEILING REPAIRS TO:

S.N. 016-0073: SOUTHBOUND BISHOP FORD TUNNEL AND ADJACENT CTA TUNNEL UNDER NORTHBOUND I-57.

SUBSTRUCTURE AND ABUTMENT REPAIRS TO:

S.N. 016-0143: BELT RAILWAY & NORFOLK SOUTHERN BRIDGE OVER SOUTHBOUND AND NORTHBOUND I-94 (DAN RYAN EXPRESSWAY).

S.N. 016-0144 & S.N. 016-0145: CHICAGO RAIL LINK BRIDGES OVER SOUTHBOUND AND NORTHBOUND I-94 (DAN RYAN EXPRESSWAY).

0 100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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. 62593

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

R. 14 E.

F.A.I. 94 PROJECT LIMIT
STA. 1313+00.00 (SB I-94)

S.N. 016-0143
S.N. 016-0144
S.N. 016-0145

F.A.I. 94 (RYAN) STA. 1200+00.00 =
F.A.I. 57 STA. 150+77.01

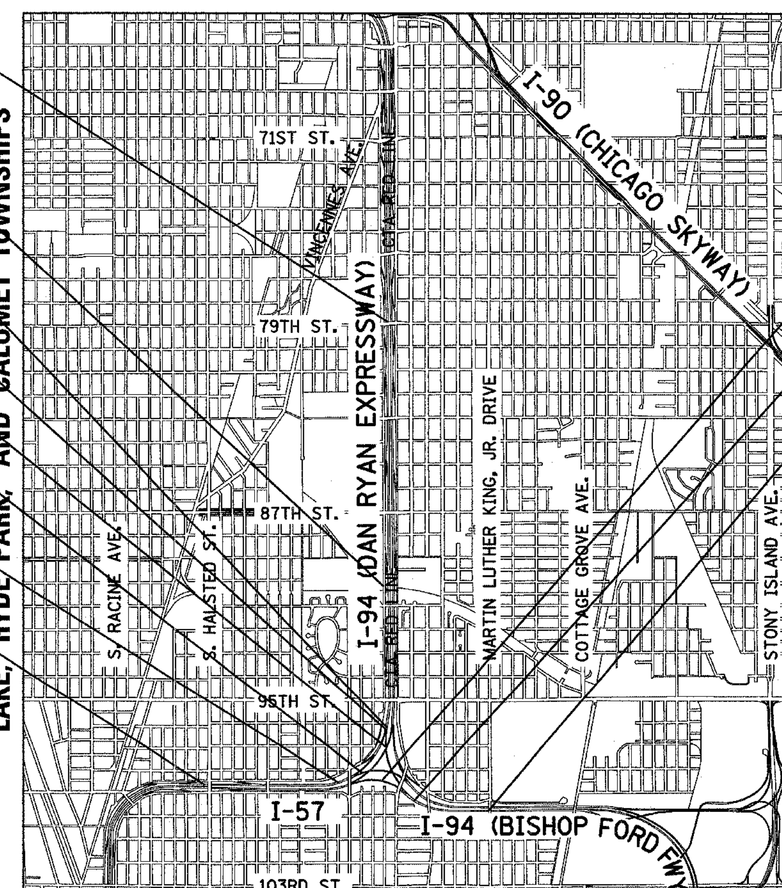
F.A.I. 94 (FORD) STA. 1173+10.28 =
F.A.I. 57 STA. 149+91.94

S.N. 016-0073

WB I-94 TO I-57 CONNECTOR CONTRACT LIMIT
STA. 340+29.15 (WB CONNECTOR)

WB I-94 TO I-57 CONNECTOR
STA. 346+46.21 =
F.A.I. 57 STA. 125+80.18

F.A.I. 57 PROJECT LIMIT
STA. 88+60.00 (SB I-57)



EB I-57 TO I-94 CONNECTOR CONTRACT LIMIT
STA. 415+06.00 (EB CONNECTOR)

EB I-57 TO I-94 CONNECTOR STA. 428+44.62 =
F.A.I. 94 (FORD) STA. 1147+23.13

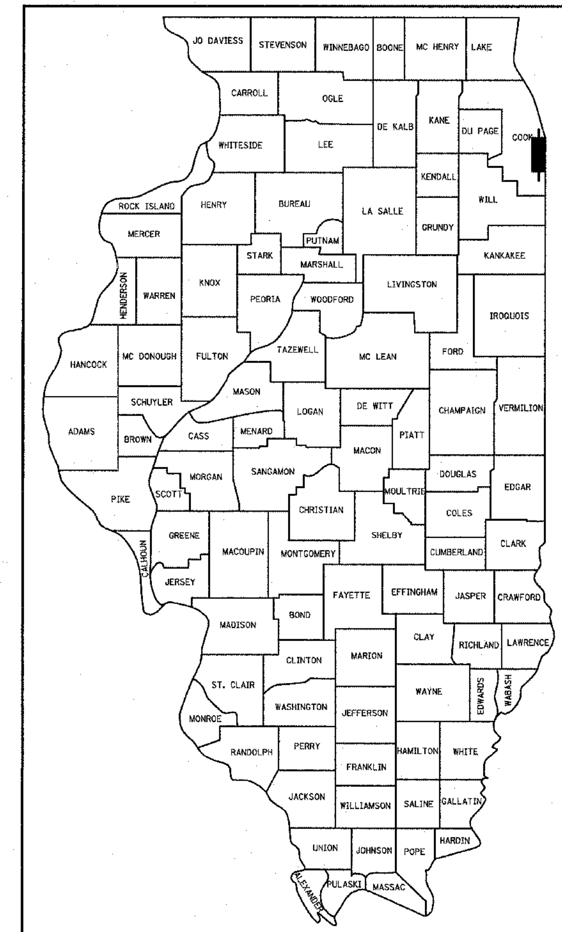
F.A.I. 94 PROJECT LIMIT
STA. 1126+90.84 (SB I-94)

T. 38 N.
T. 37 N.

LOCATION MAP

0 1/2 MILE 1 MILE
MAP SCALE: 1" = 1/2 MILE

GROSS LENGTH OF PROJECT = 24088.3 FT. = 4.562 MI.
NET LENGTH OF PROJECT = 24088.3 FT. = 4.562 MI.



LOCATION OF SECTION INDICATED THUS:-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED ____________ 20 ____

____
DISTRICT ENGINEER

____________ 20 ____

____
ENGINEER OF DESIGN AND ENVIRONMENT

____________ 20 ____

____
DIRECTOR, DIVISION OF HIGHWAYS

CONTRACT 23

T·Y·LIN INTERNATIONAL

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	388
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593

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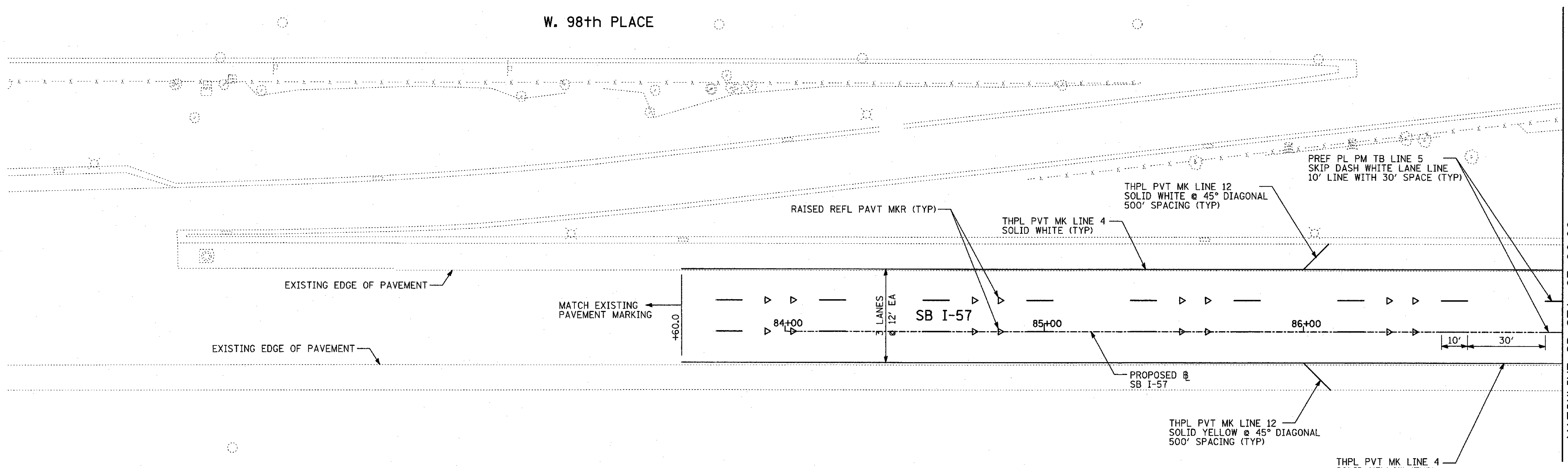
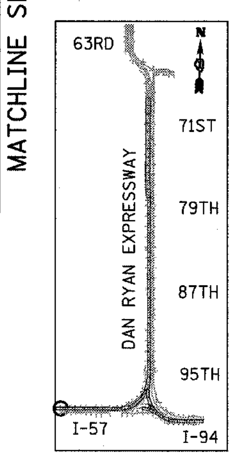




LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

TY·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN

SB I-57

STA. 83+60.00 TO 87+00.00

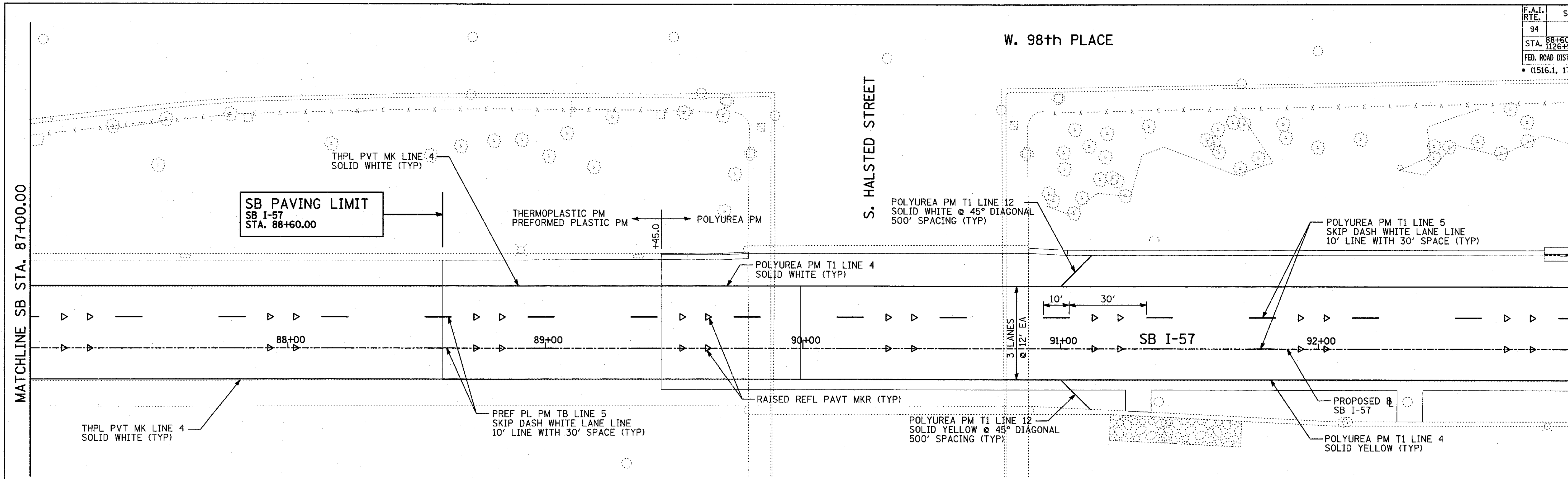
SHEET 1 OF 25

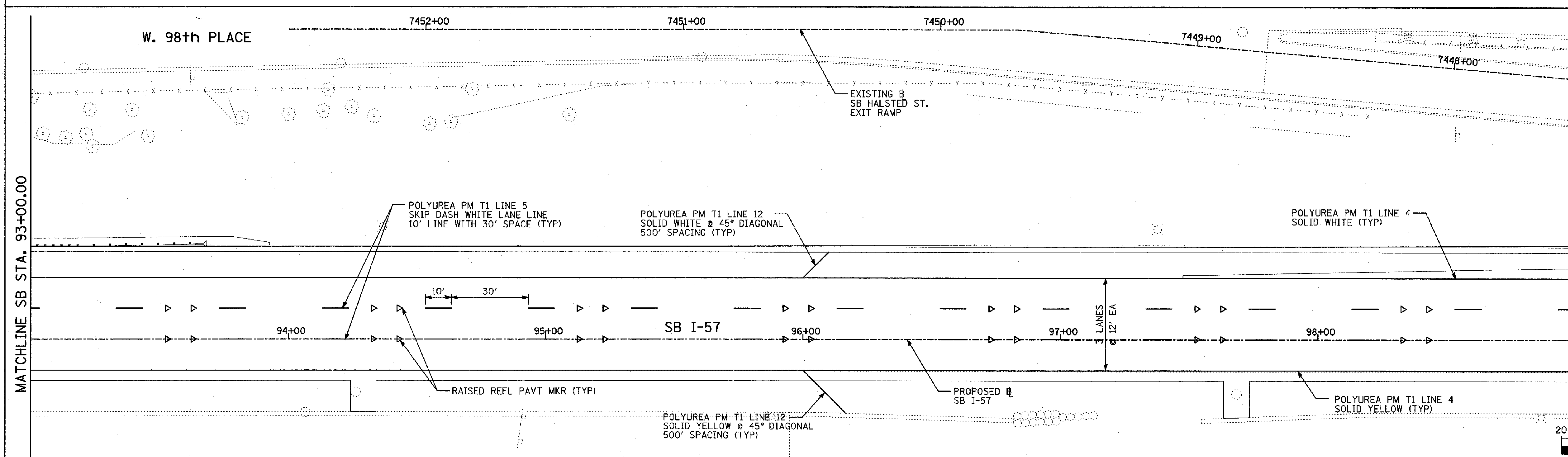
SCALE: 1"=20' DRAWN BY: JJS

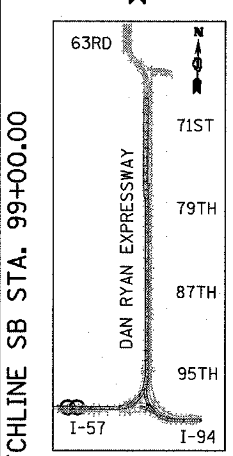
DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	389
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

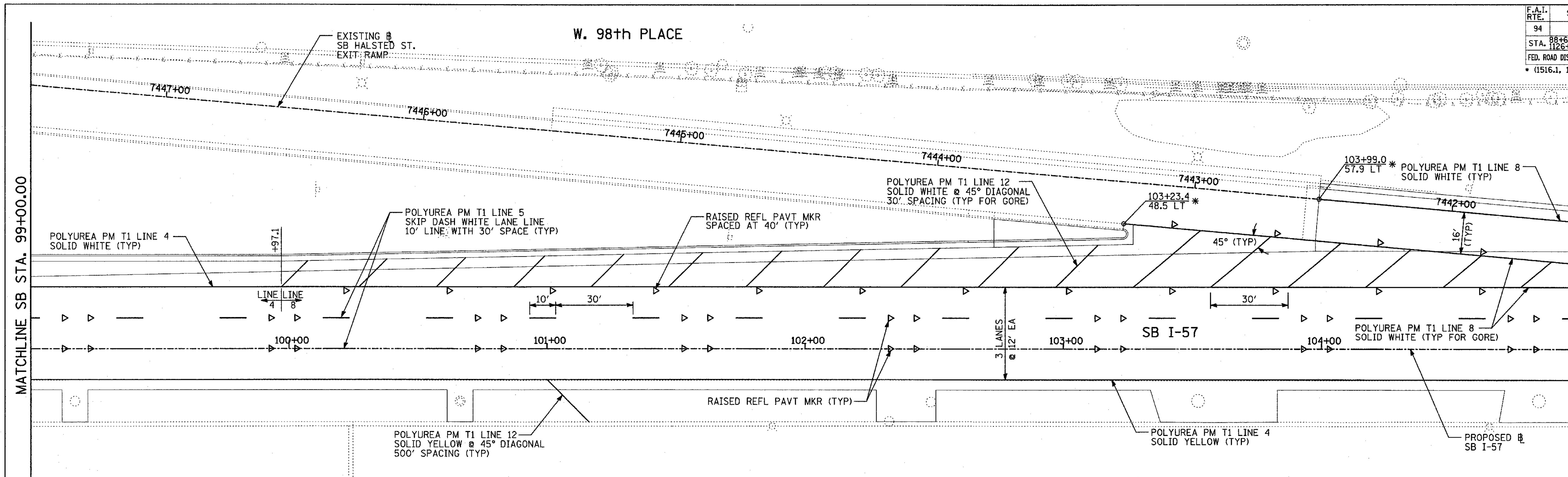
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-57
STA. 87+00.00 TO 99+00.00
SHEET 2 OF 25

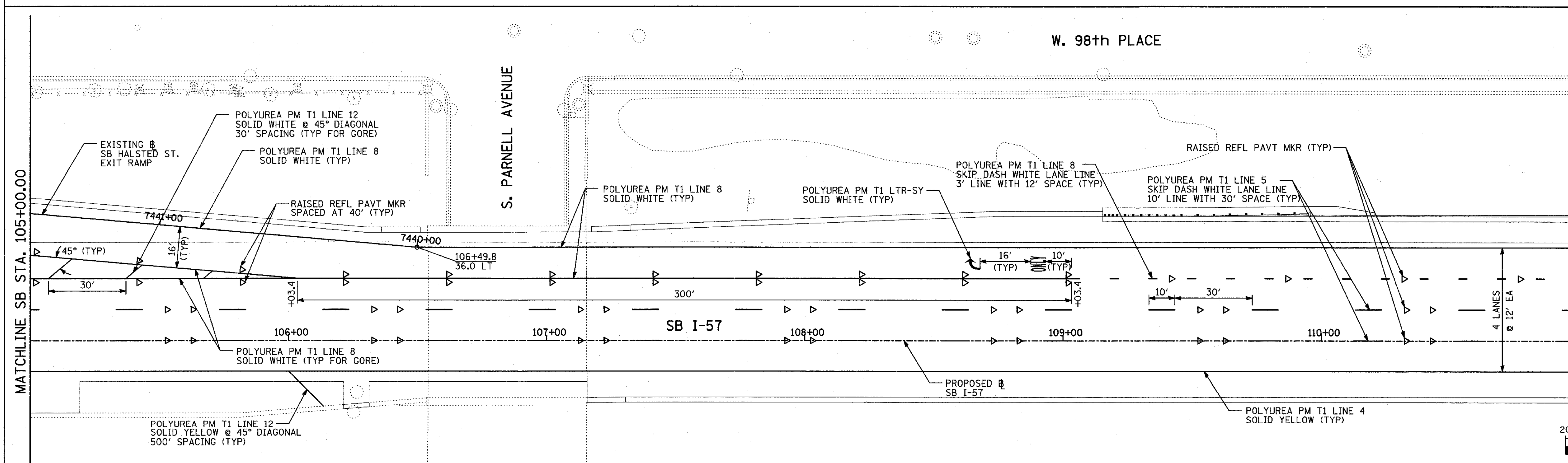
SCALE: 1"=20' DRAWN BY: JJS

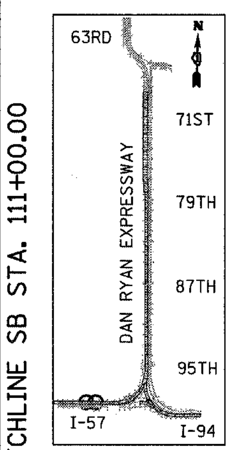
DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	390
STA. 88+60 (SB I-57) 126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

* MATCH WITH EXISTING PAVEMENT MARKING AT THIS POINT

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

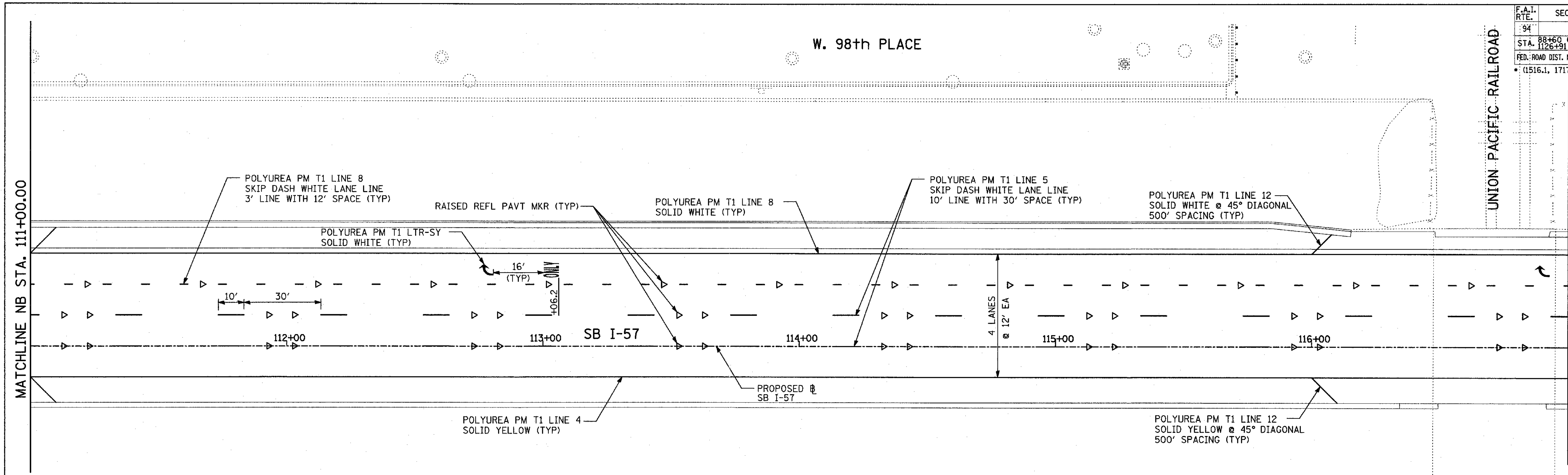
ILLINOIS DEPARTMENT OF TRANSPORTATION

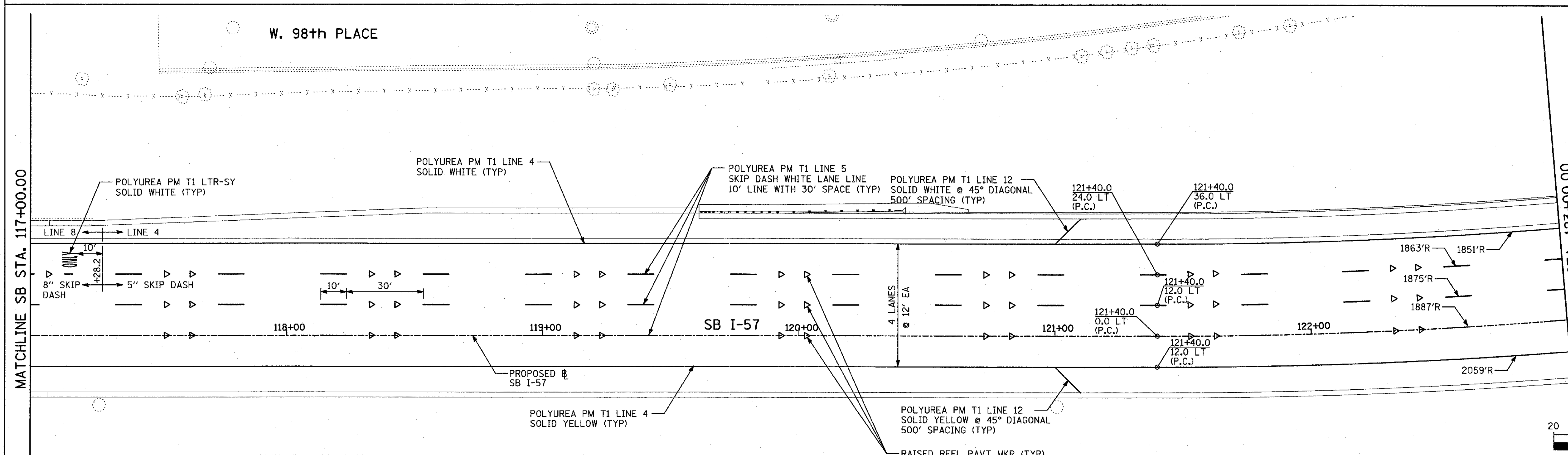
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-57
STA. 99+00.00 TO 111+00.00
SHEET 3 OF 25

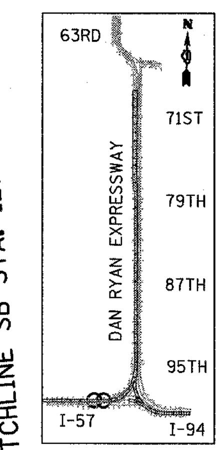
SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	391
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5		62593		







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN

SB I-57

STA. 111+00.00 TO 123+00.00

SHEET 4 OF 25

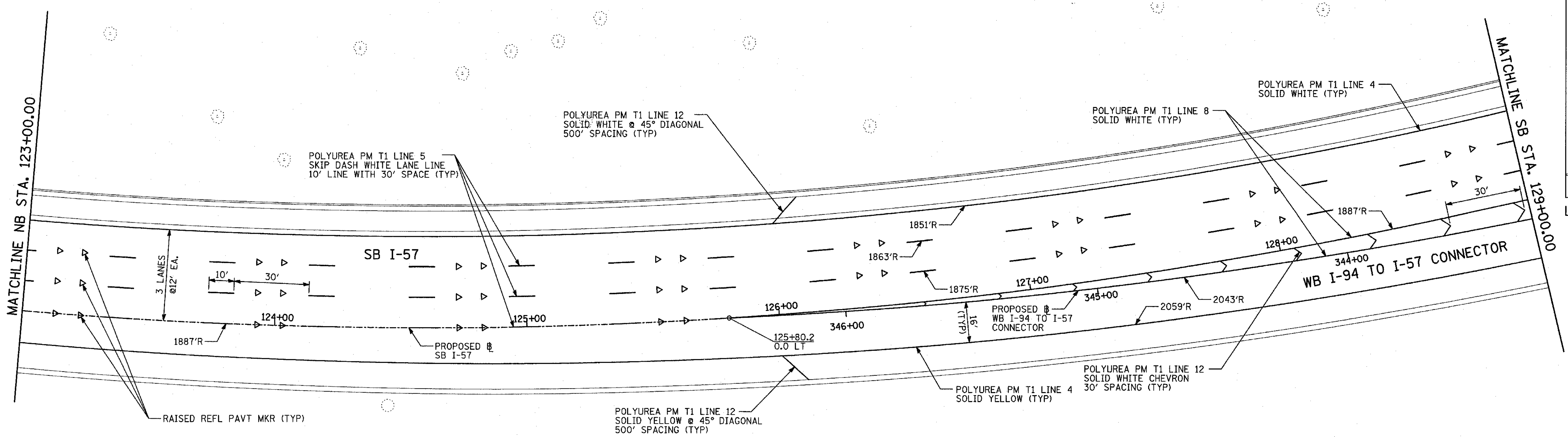
SCALE: 1"=20'　DRAWN BY: JJS

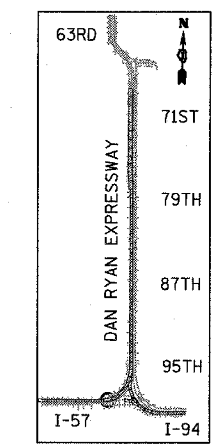
DATE: MARCH 1, 2006　CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	392
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

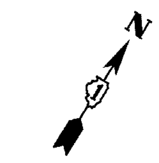
ILLINOIS DEPARTMENT OF TRANSPORTATION

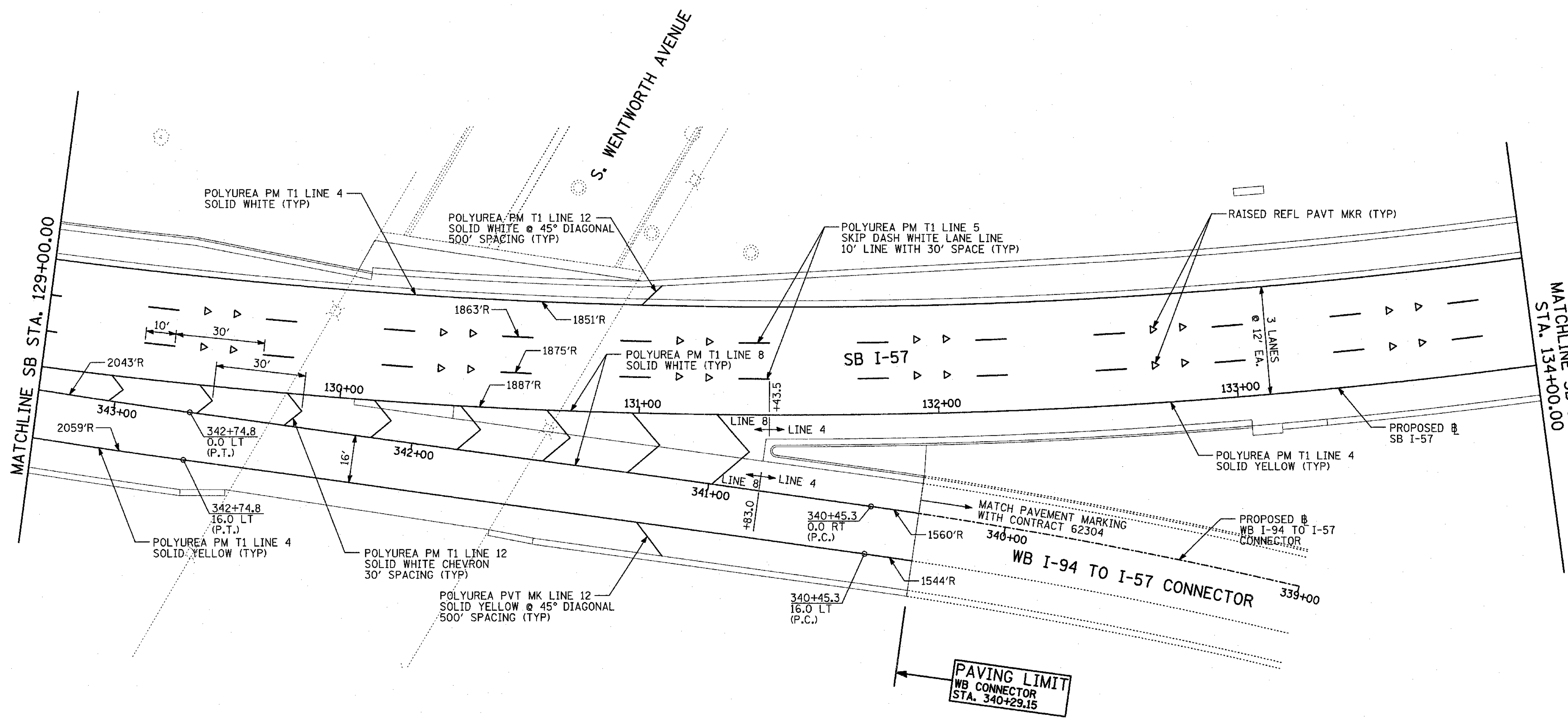
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-57 & WB I-94 TO I-57 CONNECTOR
SB I-57 STA. 123+00.00 TO 129+00.00
SHEET 5 OF 25

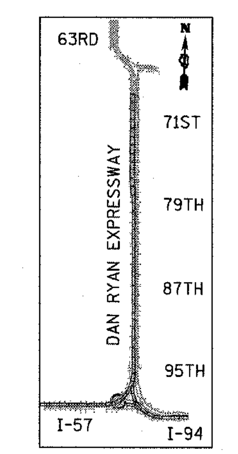
SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	393
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

TY·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN
SB I-57 & WB I-94 TO I-57 CONNECTOR
SB I-57 STA. 129+00.00 TO 134+00.00
SHEET 6 OF 25

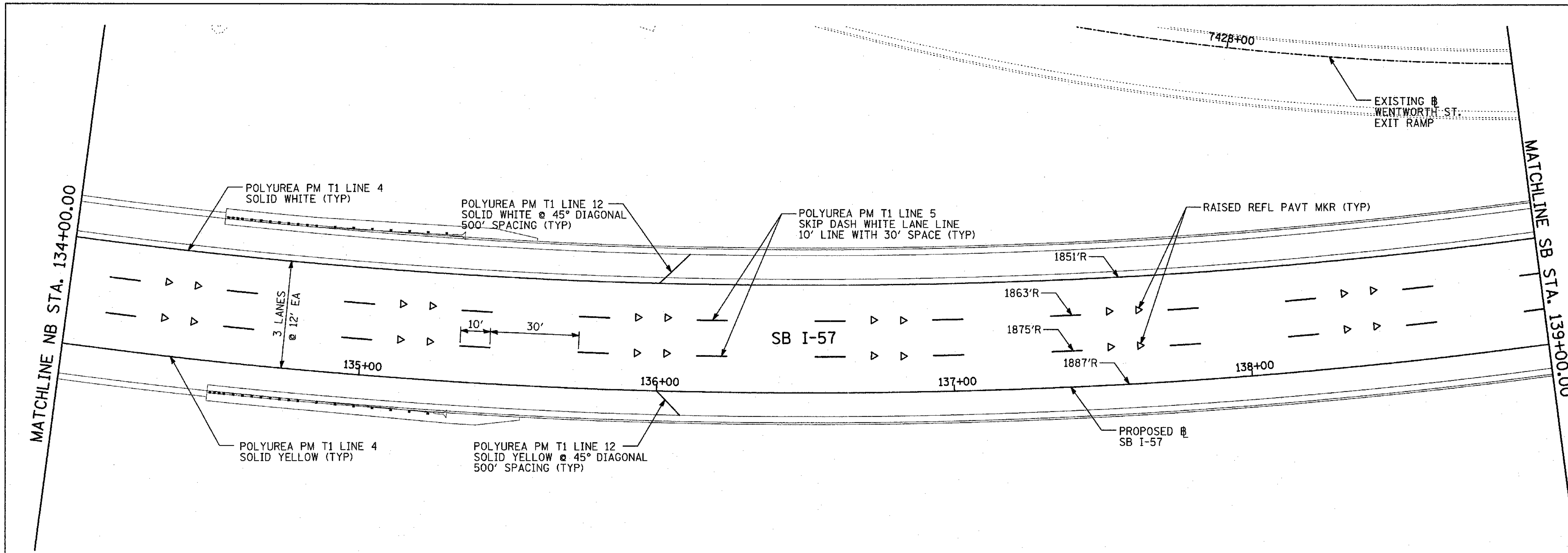
SCALE: 1"=20' DRAWN BY: JJS

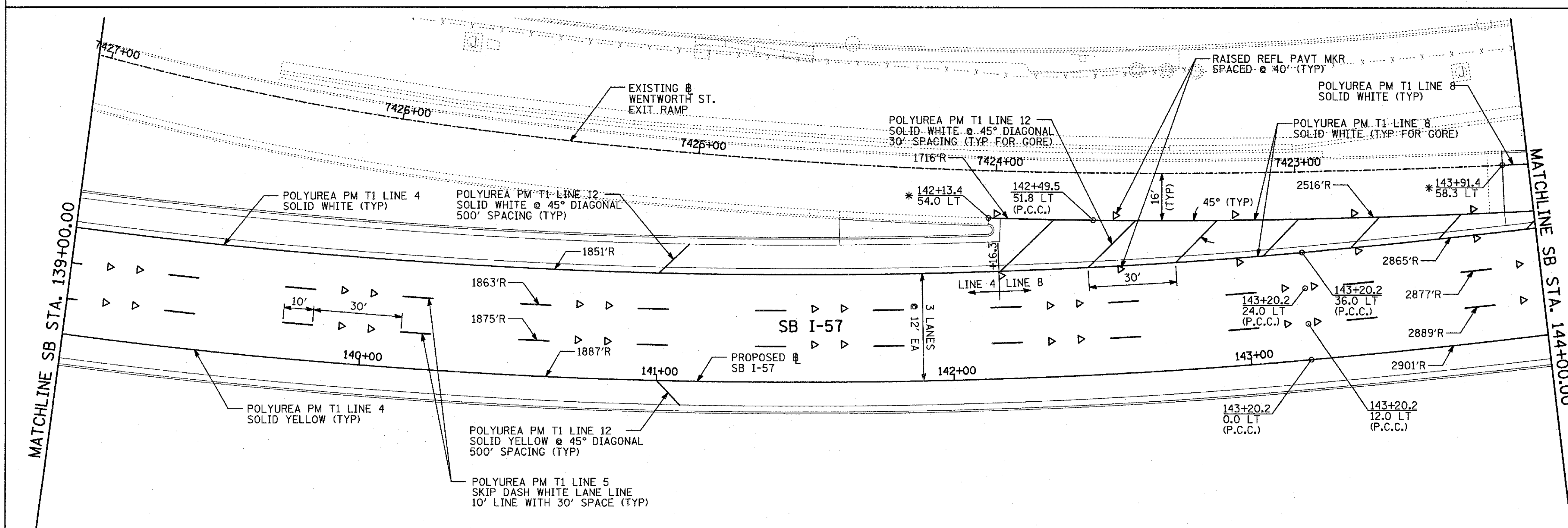
DATE: MARCH 1, 2006 CHECKED BY: MPG

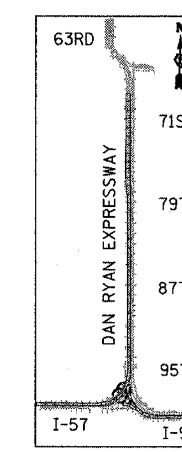
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	394
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

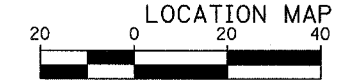
62593







LOCATION MAP



SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

* MATCH WITH EXISTING PAVEMENT MARKING AT THIS POINT

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN

SB I-57

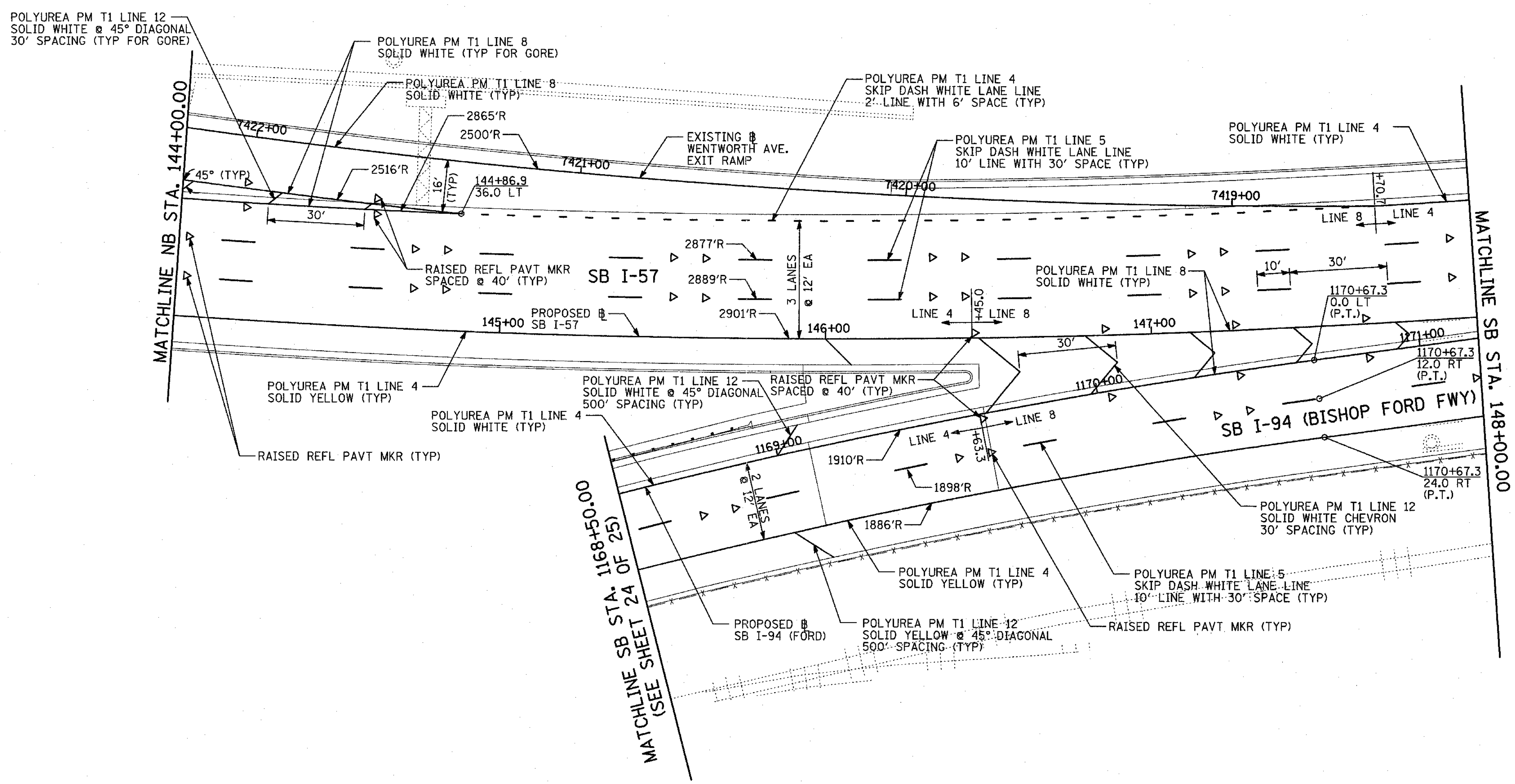
STA. 134+00.00 TO 144+00.00

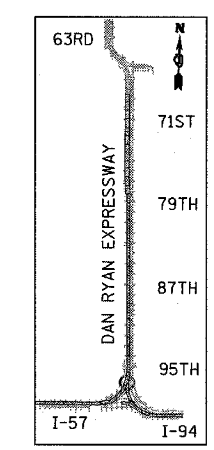
SHEET 7 OF 25

SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	395
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-5				62593





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

T·Y·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

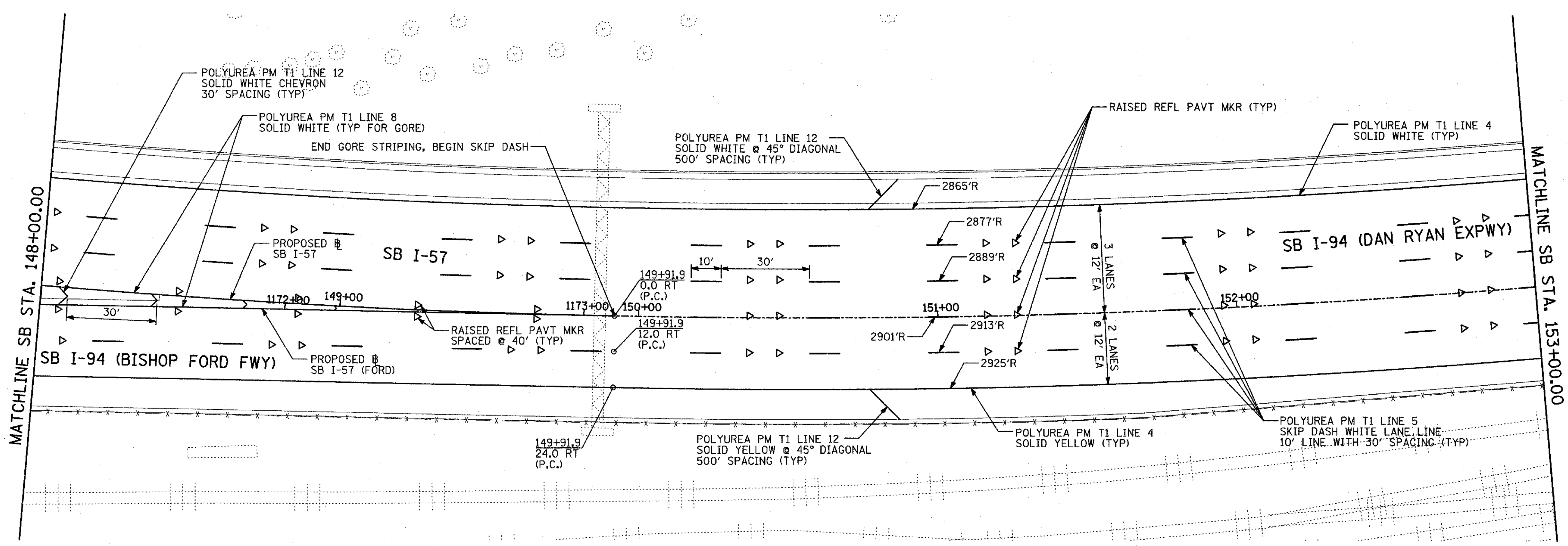
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-57 & SB I-94 (BISHOP FORD FWY)
SB I-57 STA. 144+00.00 TO 148+00.00
SHEET 8 OF 25

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

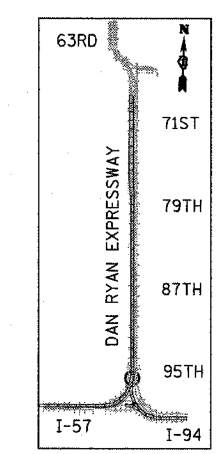
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	396
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593



NOTE: ALL STATIONS/OFFSETS ARE REFERENCED FROM THE SB I-57 BASELINE UNLESS OTHERWISE NOTED



LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
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T·Y·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-57
STA. 148+00.00 TO 153+00.00
SHEET 9 OF 25

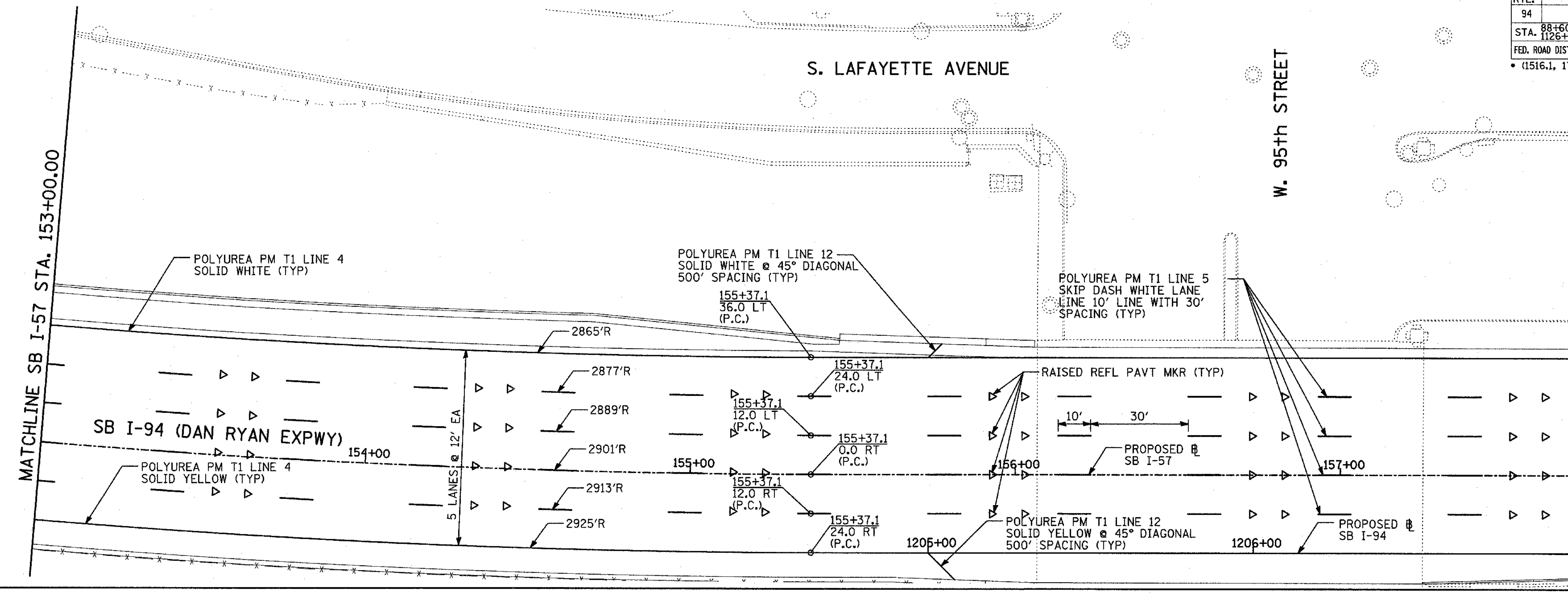
SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 1, 2006 CHECKED BY: MPG

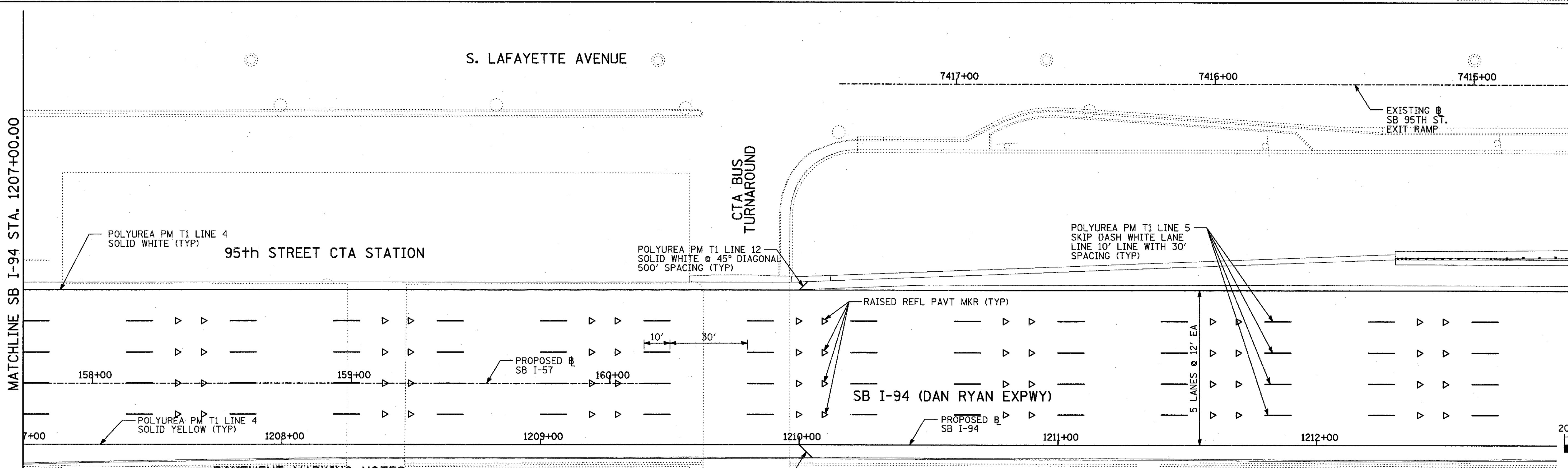
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	397

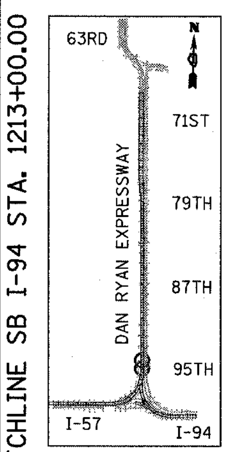
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN

SB I-57 & SB I-94 - SB I-57 STA. 153+00.00

TO SB I-94 STA. 1213+00.00

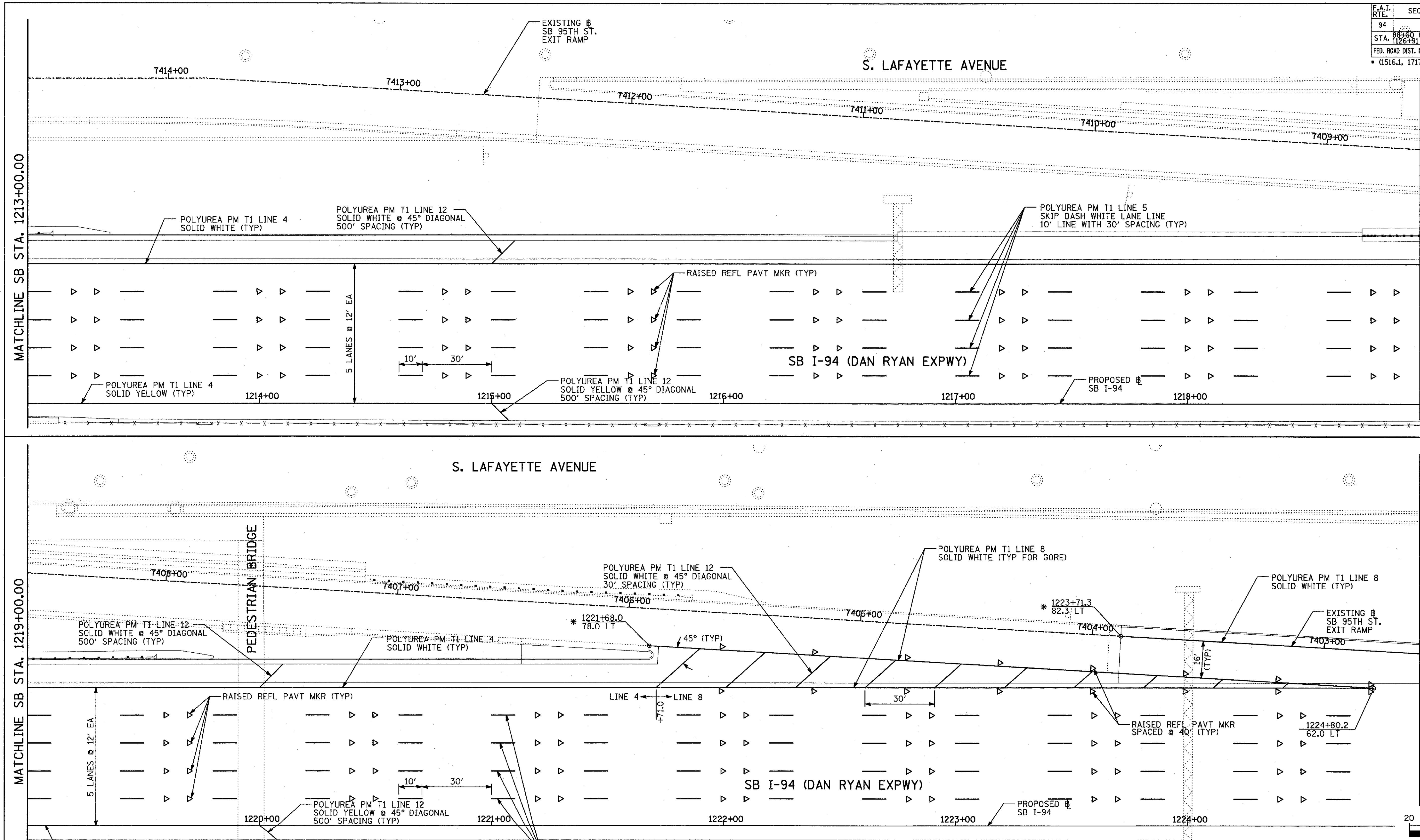
SHEET 10 OF 25

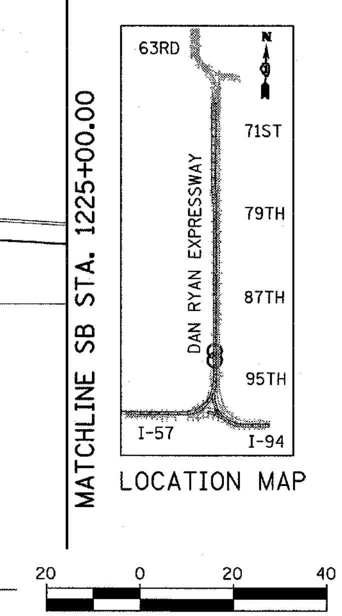
SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	764	398
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-5 62593





LOCATION MAP

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
2. THE RESIDENT ENGINEER SHALL CONTACT JULIA FOX (847) 705-4151, EXPRESSWAY TRAFFIC CONTROL SUPERVISOR, PRIOR TO PLACING ANY PAVEMENT MARKINGS.

* MATCH WITH EXISTING PAVEMENT MARKING AT THIS POINT

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

PAVEMENT MARKING PLAN

SB I-94 (DAN RYAN EXPRESSWAY)

STA. 1213+00.00 TO 1225+00.00

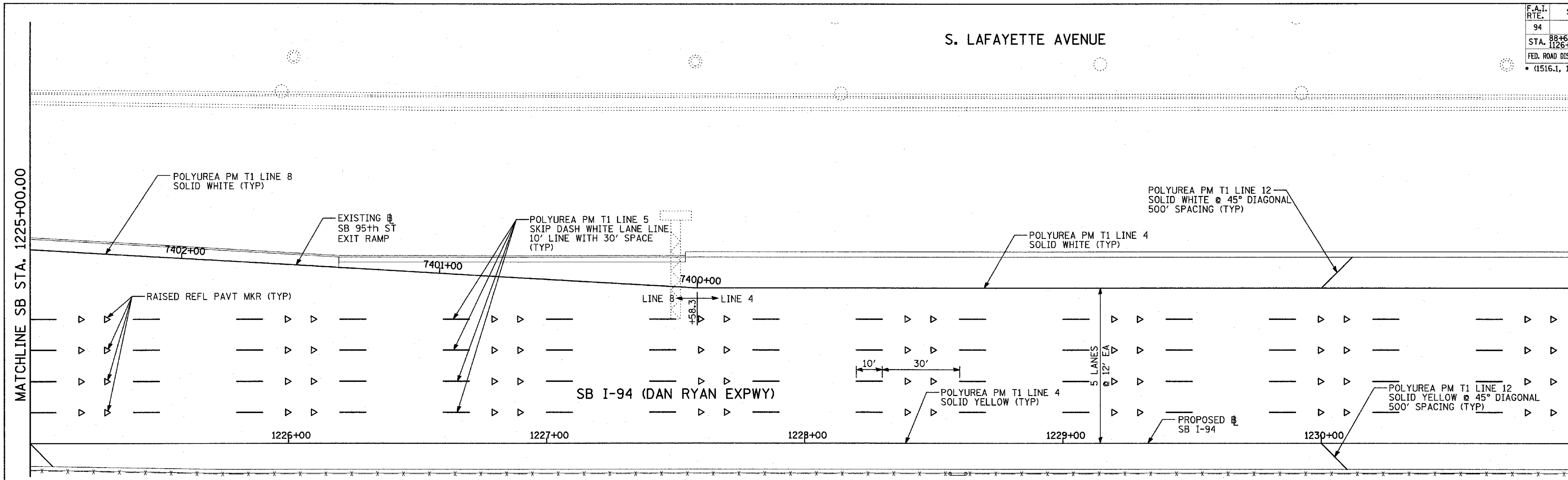
SHEET 11 OF 25

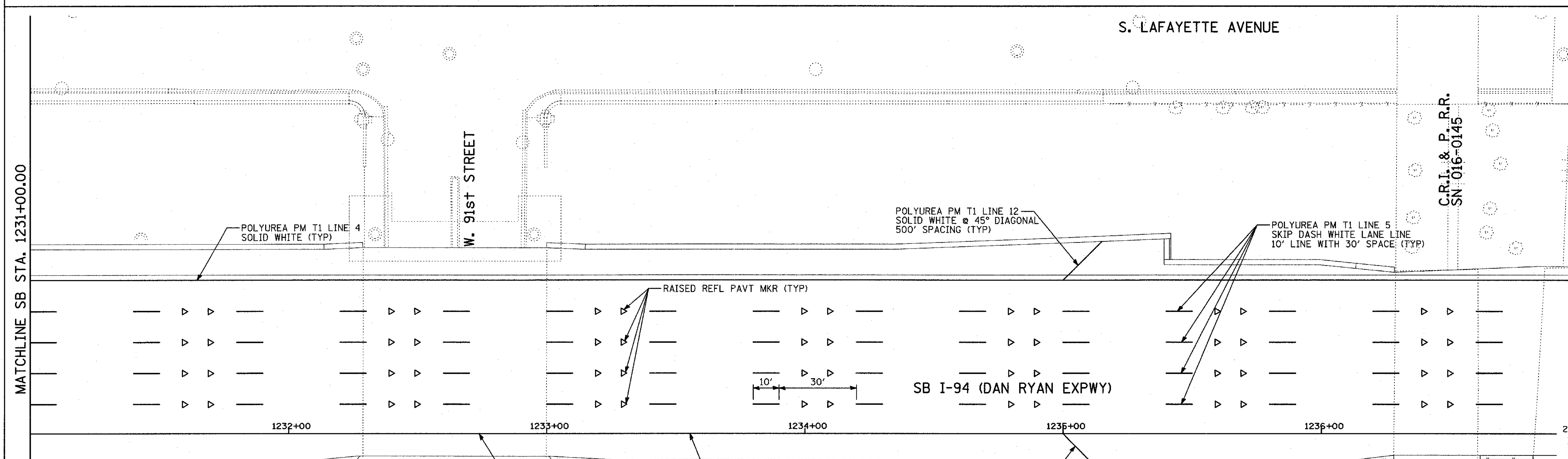
SCALE: 1"=20' DRAWN BY: JJS

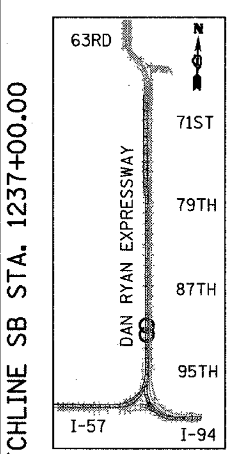
DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	399
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 62593







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

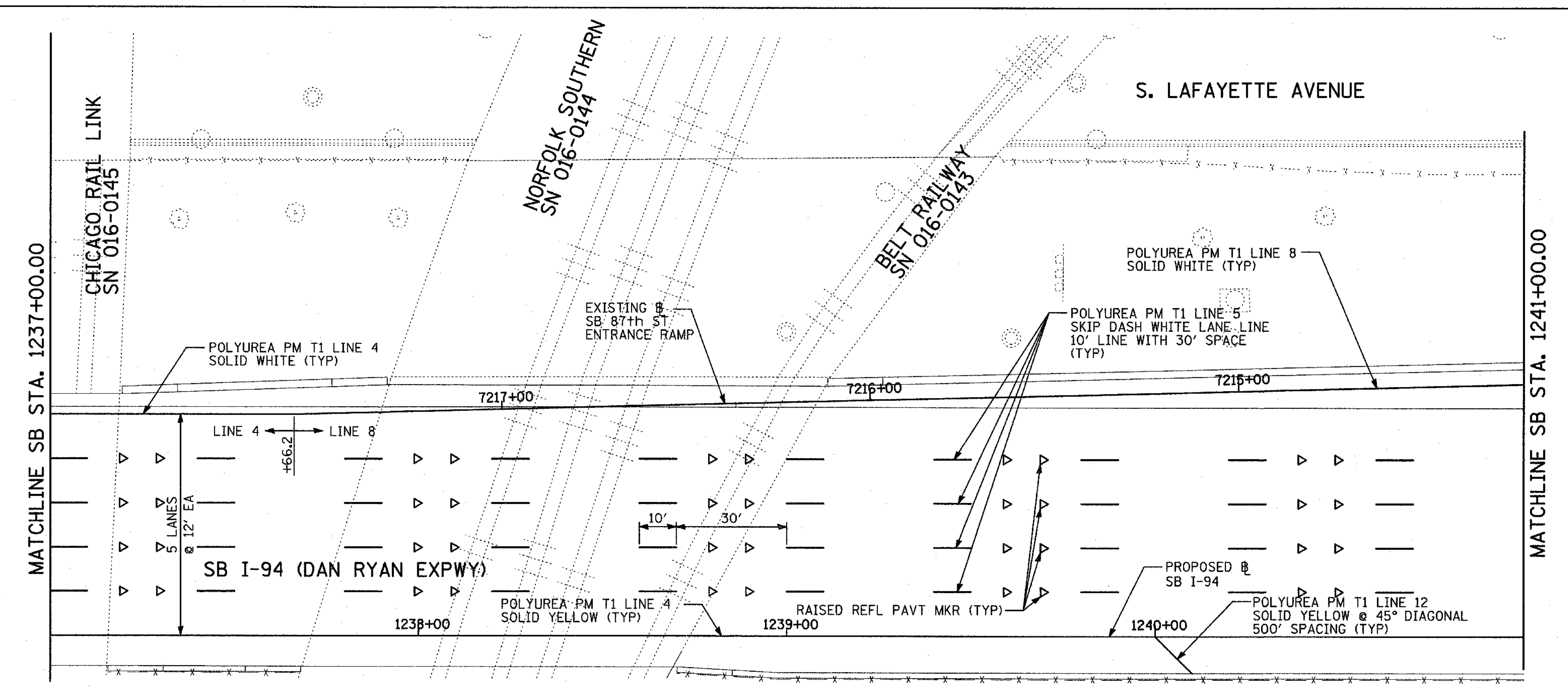
ILLINOIS DEPARTMENT OF TRANSPORTATION

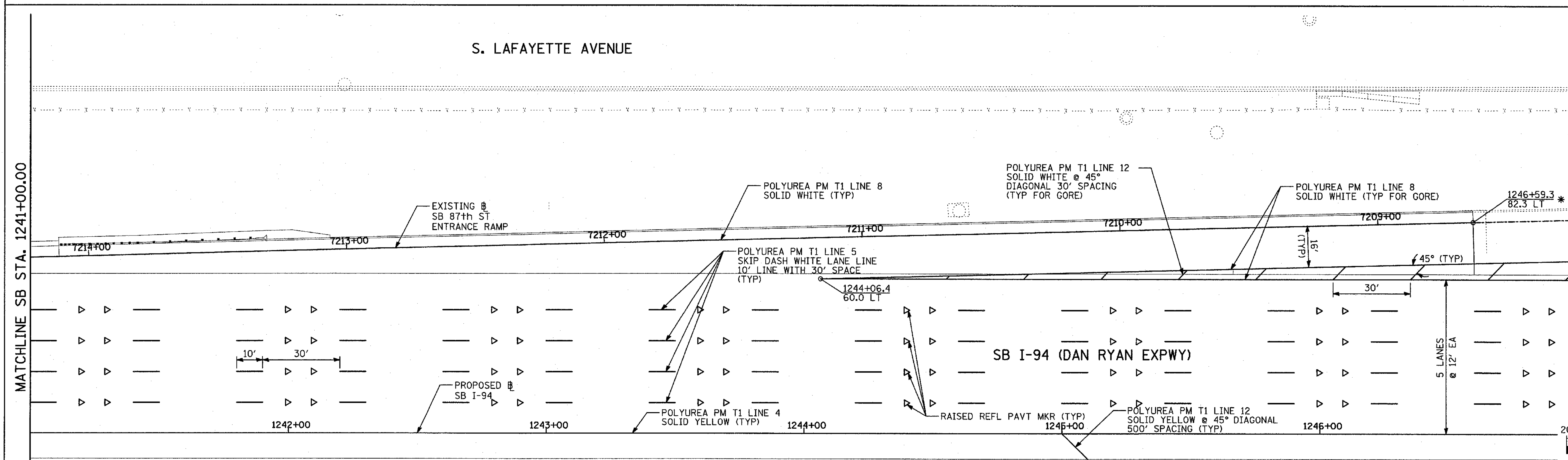
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
STA. 1225+00.00 TO 1237+00.00
SHEET 12 OF 25

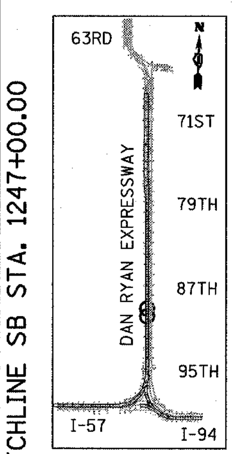
SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 1, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	400
STA. 88+60 (SB I-57) 1126+91 (SB FORD) TO STA. 1313+00 (SB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5 6259







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

PAVEMENT MARKING NOTES:

1. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH IDOT DISTRICT ONE STANDARD TC-12. RAISED PAVEMENT MARKERS SHALL NOT BE INSTALLED, EXCEPT AS SHOWN ON THE PLANS.
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* MATCH WITH EXISTING PAVEMENT MARKING AT THIS POINT

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
PAVEMENT MARKING PLAN
SB I-94 (DAN RYAN EXPRESSWAY)
STA. 1237+00.00 TO 1247+00.00
SHEET 13 OF 25

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