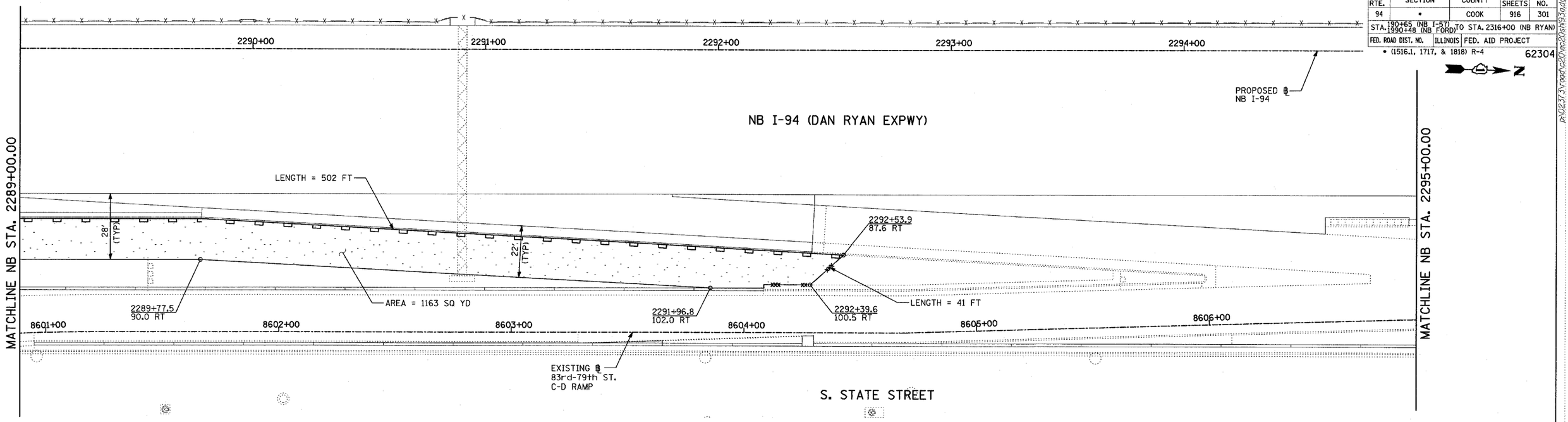
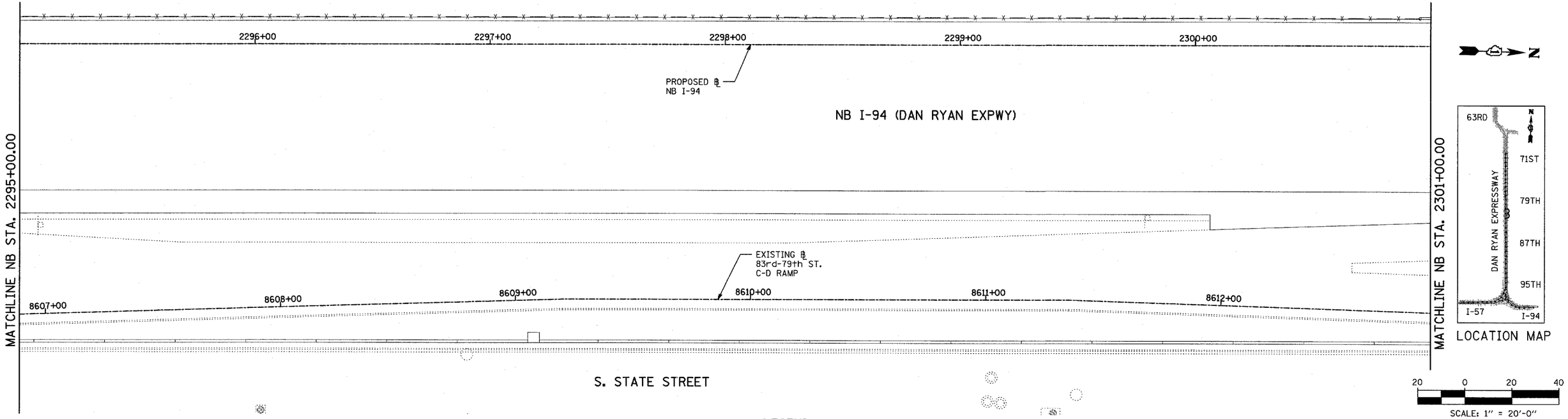
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	301
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

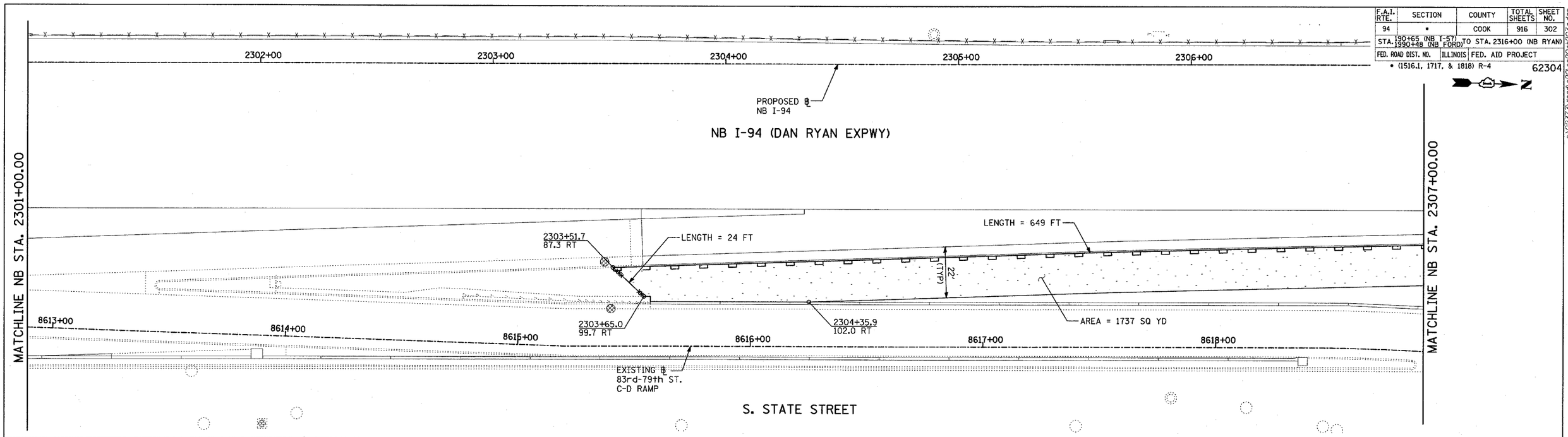
F.A.I. 94 (DAN RYAN EXPRESSWAY)

EROSION CONTROL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2289+00.00 TO 2301+00.00
(SHEET 19 OF 28)

SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 7, 2006 CHECKED BY: MPG

03/03/2006 09:50 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	302
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 2
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

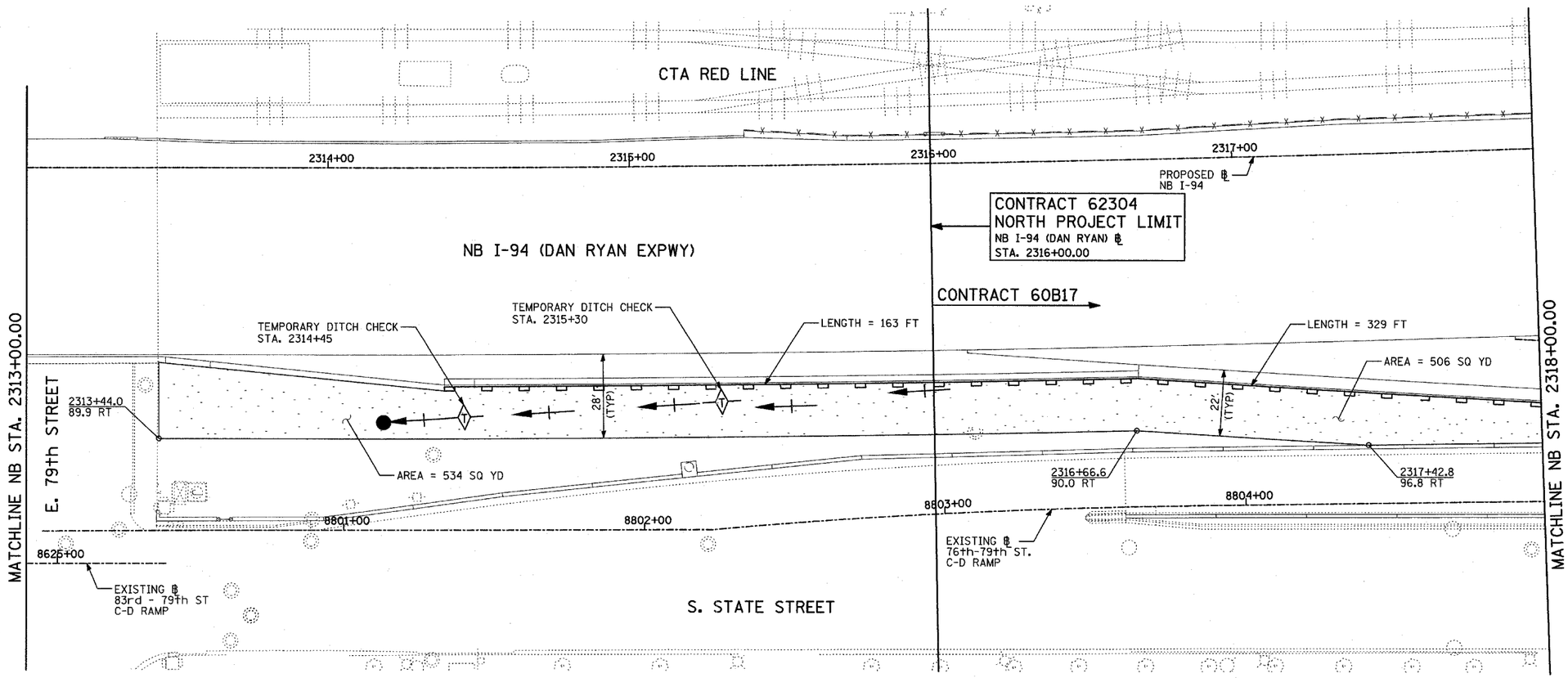
F.A.I. 94 (DAN RYAN EXPRESSWAY)

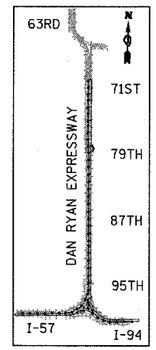
EROSION CONTROL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2301+00.00 TO 2313+00.00
(SHEET 20 OF 28)

SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 7, 2006 CHECKED BY: MPG

03/03/2006 094403 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	303
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304





LOCATION MAP

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

20 0 20 40

SCALE: 1" = 20'-0"

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 2
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
STA. 2313+00.00 TO 2318+00.00
(SHEET 21 OF 28)

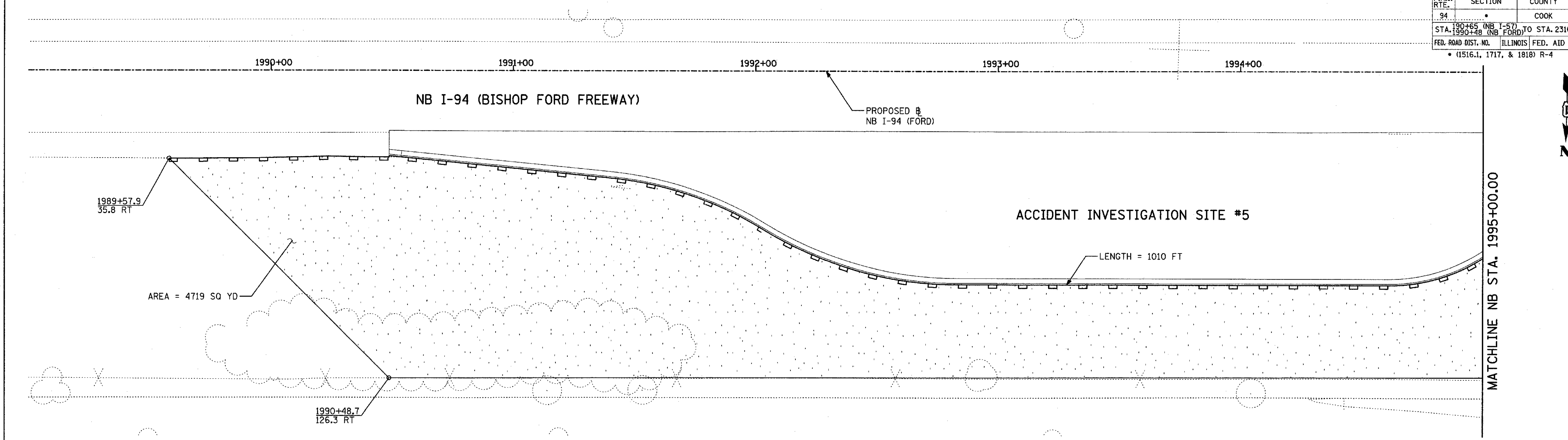
SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 7, 2006 CHECKED BY: MPG

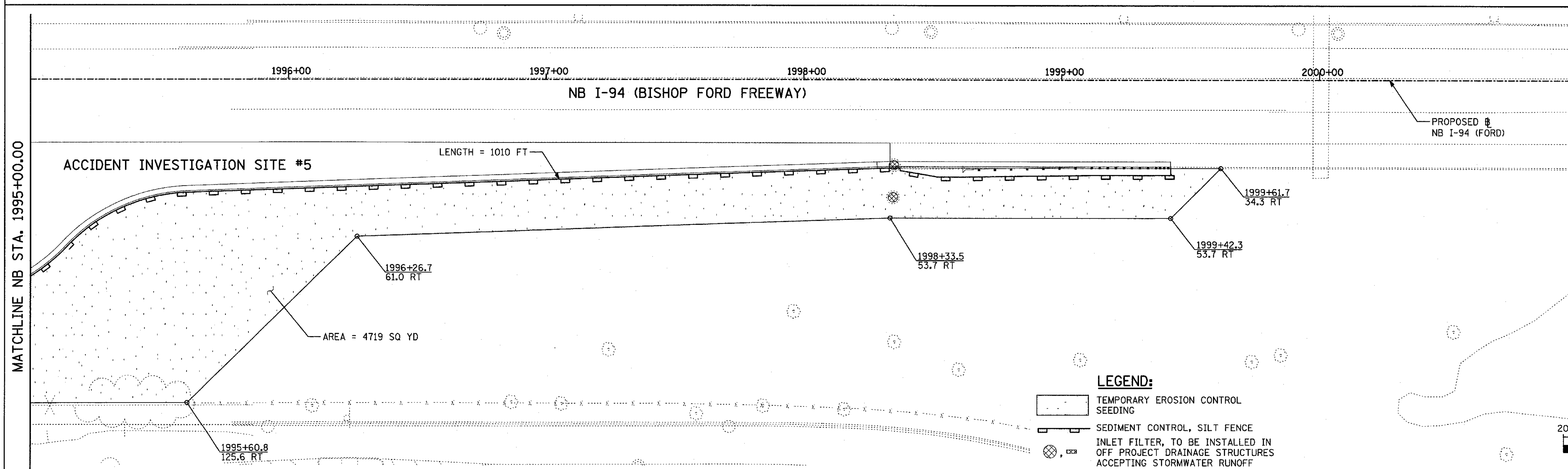
03/03/2006 09:44:41 AM

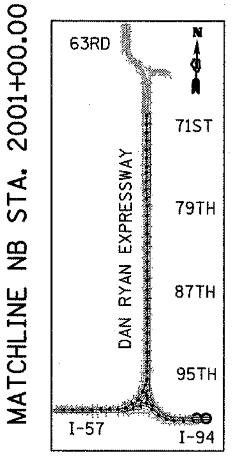
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	304
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304







LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 2
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 0
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN
NB I-94 (BISHOP FORD FWY)
STA. 1989+57.94 TO 2001+00.00
(SHEET 22 OF 28)

SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 7, 2006 CHECKED BY: MPG

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	305
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2001+00.00

S. DR. MARTIN L. KING JR. DRIVE

PAVING LIMIT
NB I-94 (FORD)
STA. 2002+55.00

2002+00 2003+00 2004+00 2005+00 2006+00

NB I-94 (BISHOP FORD FREEWAY)

WB I-94 TO I-57 CONNECTOR

PROPOSED ℄ WB I-94 TO I-57 CONNECTOR

PROPOSED ℄ NB I-94 (FORD)

LENGTH = 1485 FT

40' (TYP)

TEMPORARY DITCH CHECK STA. 2005+95

AREA = 5399 SQ YD

2002+53.5
64.0 RT

MATCHLINE NB STA. 2007+00.00

N

MATCHLINE NB STA. 2007+00.00

WB I-94 TO I-57 CONNECTOR

2005+00 2006+00 2007+00 2008+00 2009+00 2010+00 2011+00 2012+00

LENGTH = 831 FT

PROPOSED ℄ WB I-94 TO I-57 CONNECTOR

AREA = 2282 SQ YD

PROPOSED ℄ NB I-94 (FORD)

NB I-94 (BISHOP FORD FREEWAY)

LENGTH = 1485 FT

40' (TYP)

AREA = 5399 SQ YD

MATCHLINE NB STA. 2013+00.00

N

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

LOCATION MAP

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

20 0 20 40

SCALE: 1" = 20'-0"

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 1
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN
NB I-94 (FORD) AND WB I-94 TO I-57 CONNECTOR - NB I-94 STA. 2001+00.00 TO 2013+00.00 (SHEET 23 OF 28)

SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 7, 2006 CHECKED BY: MPG

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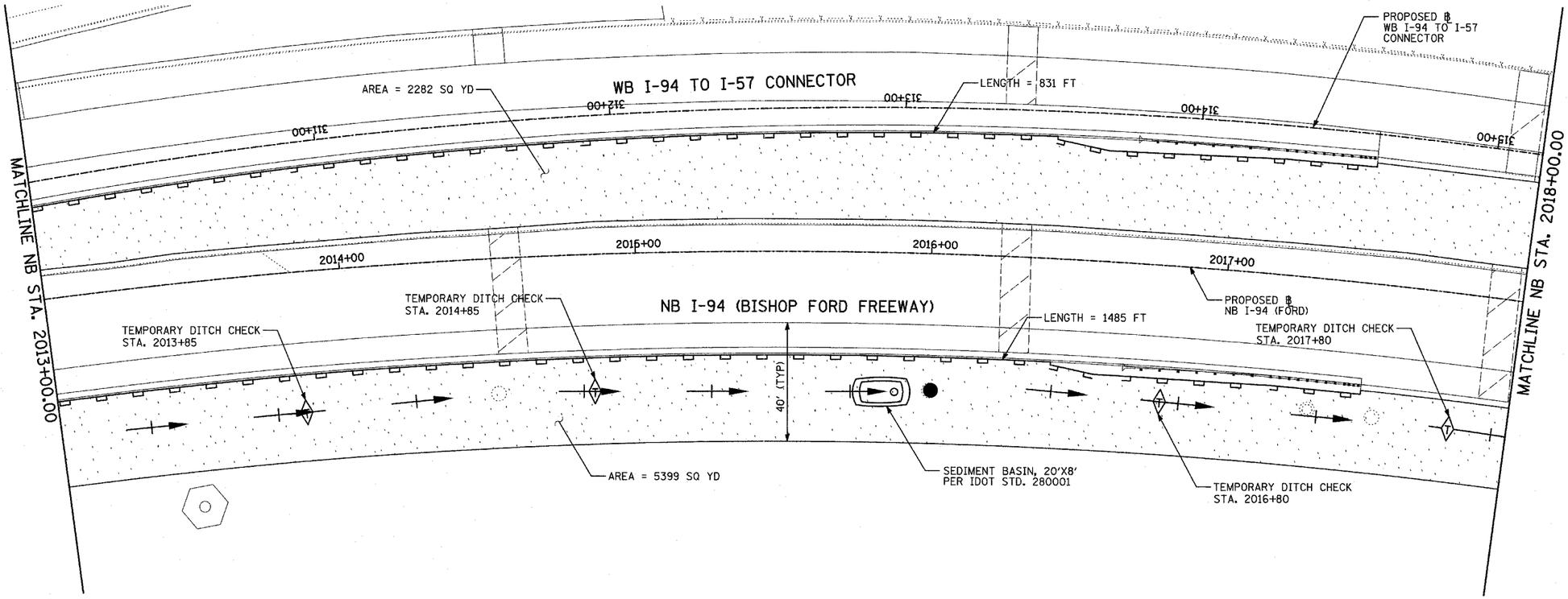
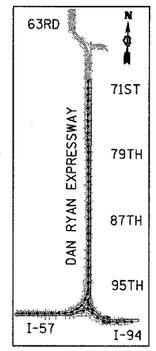
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	306
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 4
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN

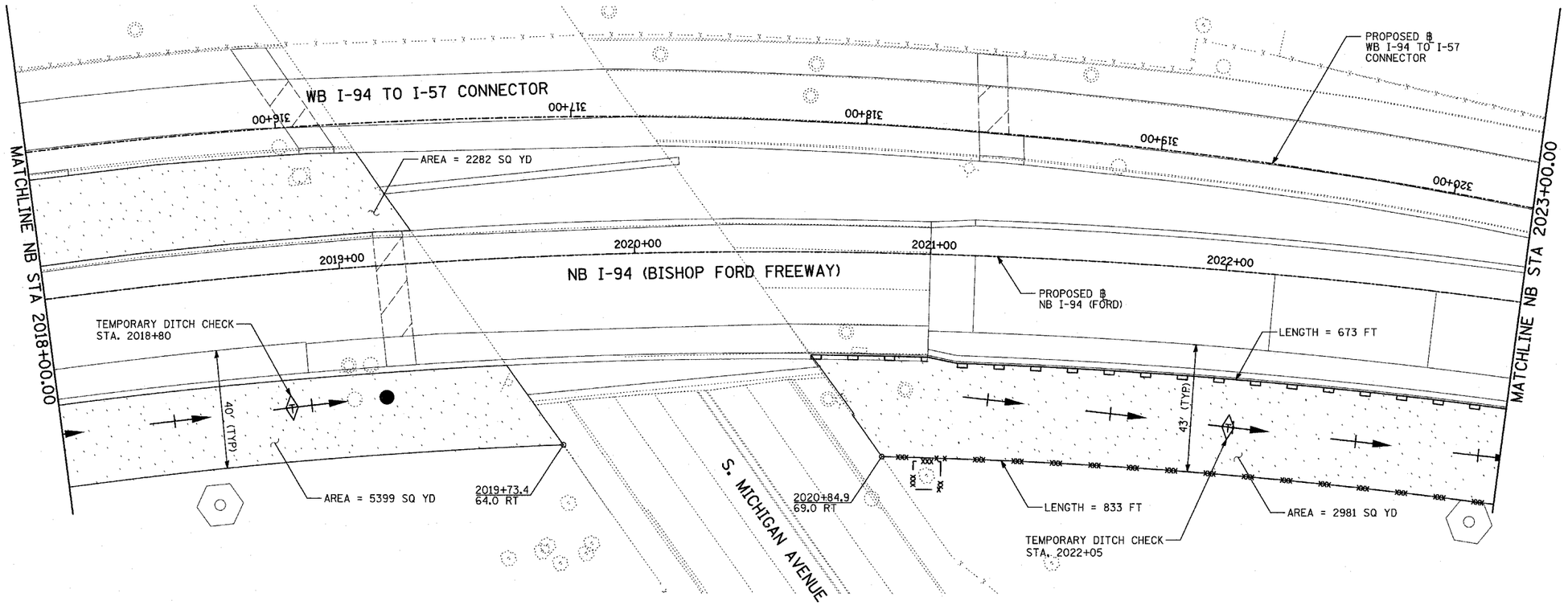
NB I-94 (FORD) AND WB I-94 TO I-57 CONNECTOR - NB I-94 STA. 2013+00.00 TO 2018+00.00 (SHEET 24 OF 28)

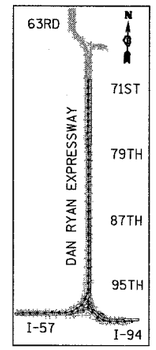
SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 7, 2006 CHECKED BY: MPG

03/03/2006 09:46:58 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	307
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4			62304	





LOCATION MAP

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

20 0 20 40

SCALE: 1" = 20'-0"

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 2
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 1

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN
NB I-94 (FORD) AND WB I-94 TO I-57 CONNECTOR - NB I-94 STA. 2018+00.00 TO 2023+00.00 (SHEET 25 OF 28)

SCALE: 1"=20' DRAWN BY: JJS

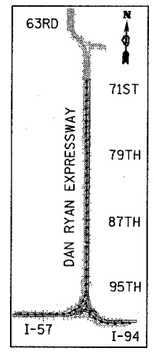
DATE: MARCH 7, 2006 CHECKED BY: MPG

03/03/2006 09:50:02 AM

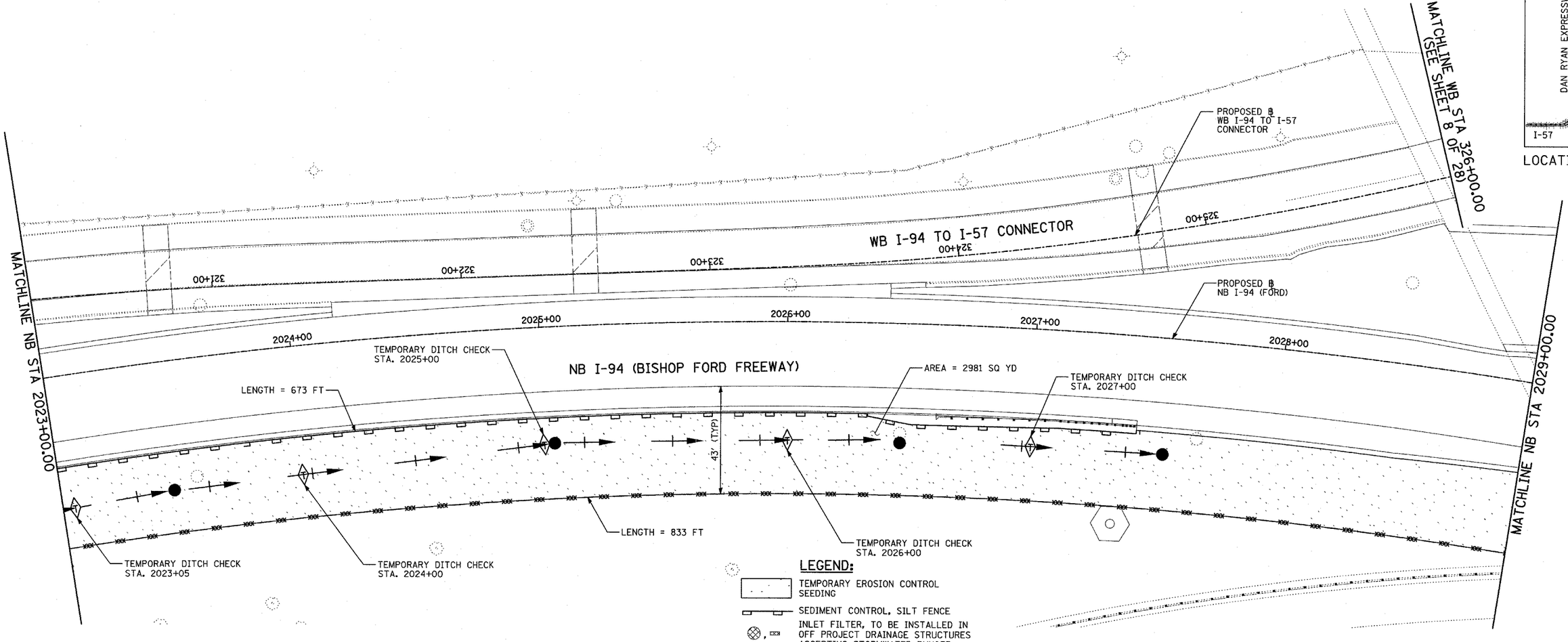
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	308
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304



LOCATION MAP



LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 0
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 5
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 0

20 0 20 40

SCALE: 1" = 20'-0"

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

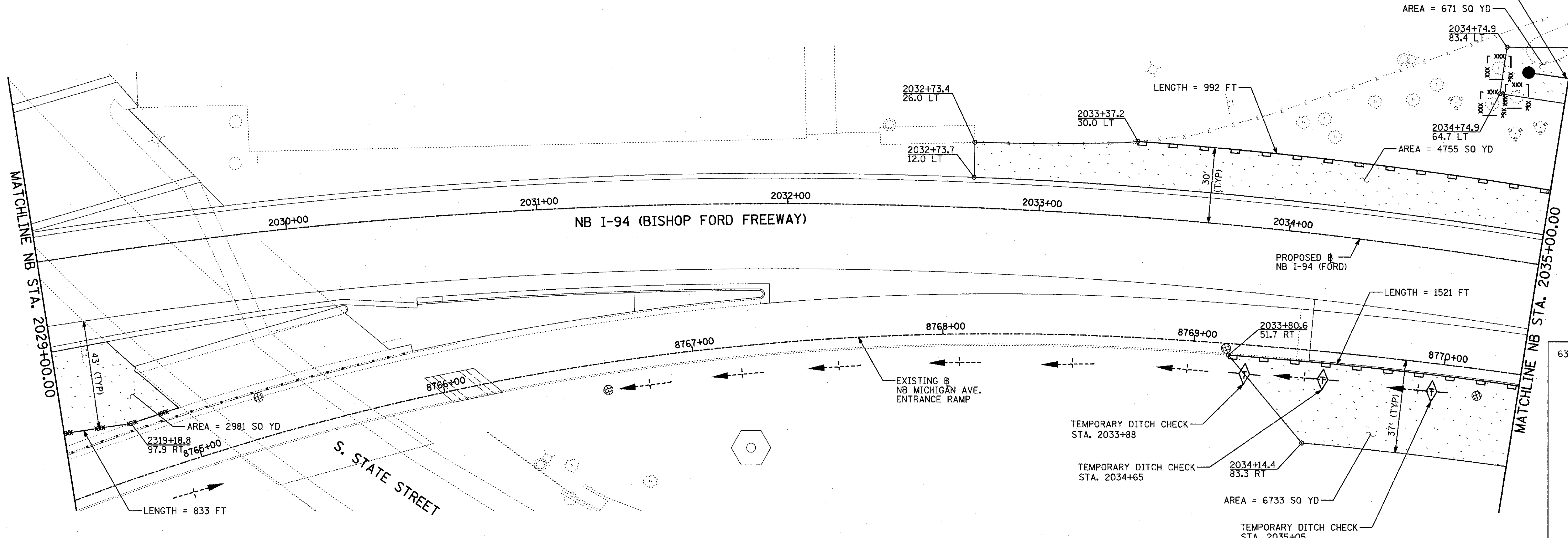
EROSION CONTROL PLAN
NB I-94 (FORD) AND WB I-94 TO I-57 CONNECTOR - NB I-94 STA. 2023+00.00 TO 2029+00.00 (SHEET 26 OF 28)

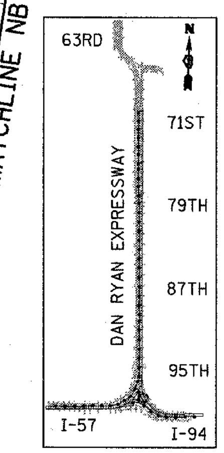
SCALE: 1"=20' DRAWN BY: JJS

DATE: MARCH 7, 2006 CHECKED BY: MPG

03/03/2006 09:54:18 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	309
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 4
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 3
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 3

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

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

EROSION CONTROL PLAN
NB I-94 (BISHOP FORD FWY)
STA. 2029+00.00 TO 2035+00.00
(SHEET 27 OF 28)

SCALE: 1"=20' DRAWN BY: JJS
DATE: MARCH 7, 2006 CHECKED BY: MPG

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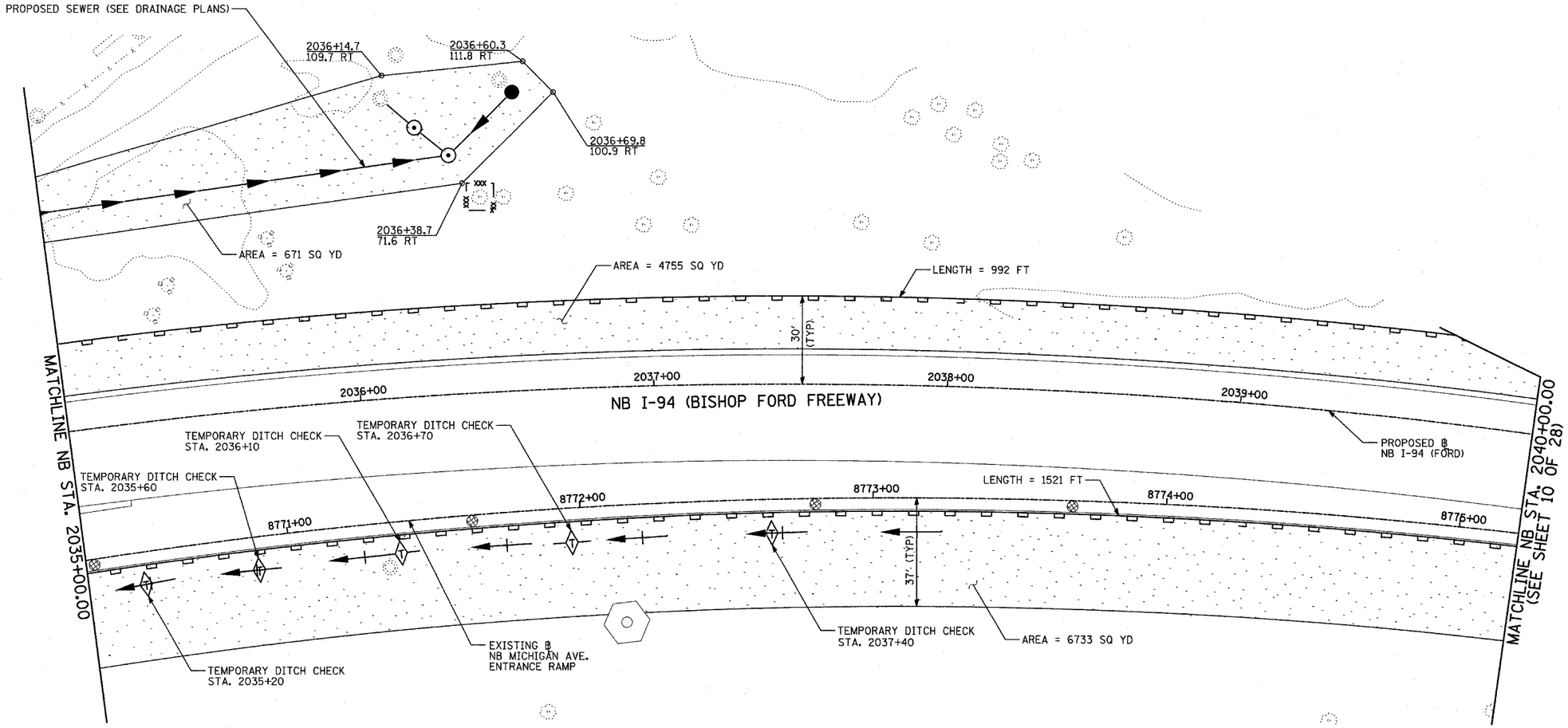
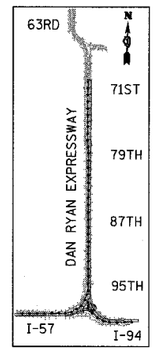
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	310
STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304





LOCATION MAP

LEGEND:

- TEMPORARY EROSION CONTROL SEEDING
- SEDIMENT CONTROL, SILT FENCE
- INLET FILTER, TO BE INSTALLED IN OFF PROJECT DRAINAGE STRUCTURES ACCEPTING STORMWATER RUNOFF
- TEMPORARY FENCE
- TEMPORARY DITCH CHECK
- PROPOSED DRAINAGE SWALE (SEE DRAINAGE PLANS)
- EXISTING DRAINAGE SWALE
- TEMPORARY FENCE FOR TREE PROTECTION (15 FEET PER SIDE = 60 FEET TOTAL)

20 0 20 40

SCALE: 1" = 20'-0"

TOTAL NUMBER OF INLET FILTERS THIS SHEET: 4
TOTAL NUMBER OF TEMPORARY DITCH CHECKS THIS SHEET: 5
TOTAL NUMBER OF TREES TO BE PROTECTED THIS SHEET: 1

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EROSION CONTROL PLAN
NB I-94 (BISHOP FORD FWY)
STA. 2035+00.00 TO 2040+00.00
(SHEET 28 OF 28)

SCALE: 1"=20' DRAWN BY: JJS

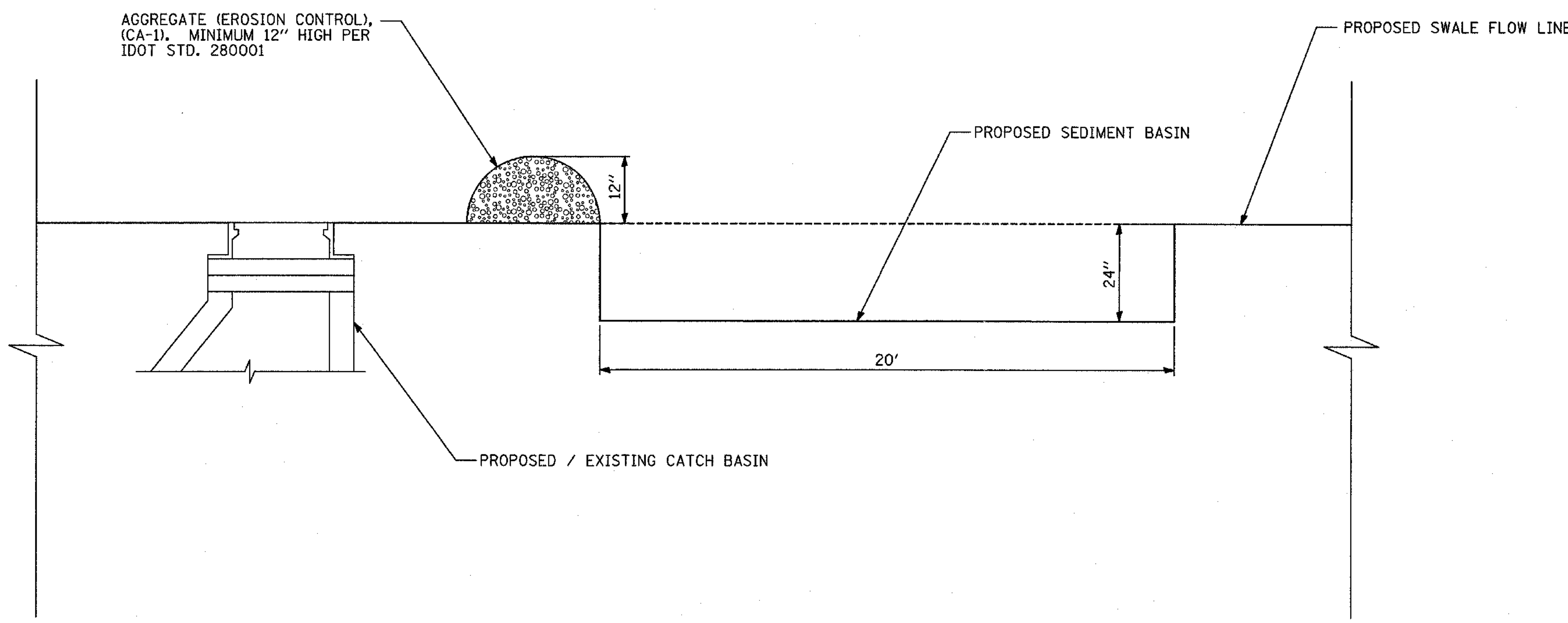
DATE: MARCH 7, 2006 CHECKED BY: MPG

03/07/2006 09:45:33 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	311
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304



SEDIMENT BASIN DETAIL

N.T.S.

GENERAL NOTES:

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
2. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
4. TEMPORARY FENCE USED FOR DRIP LINE PROTECTION IS 60 LINEAR FEET FOR EACH TREE PROTECTED. ACTUAL LENGTH TO BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS
5. TREE REMOVAL QUANTITIES APPEAR ON THE REMOVAL PLANS.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

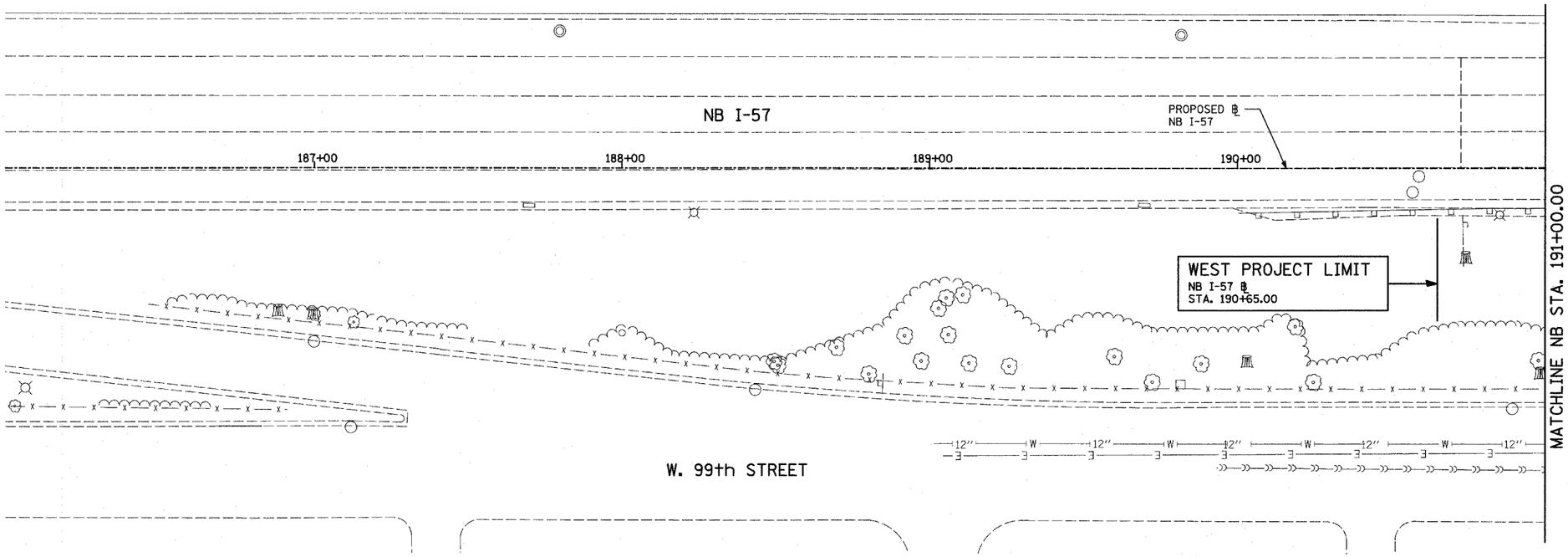
EROSION CONTROL PLAN
DETAILS AND GENERAL NOTES

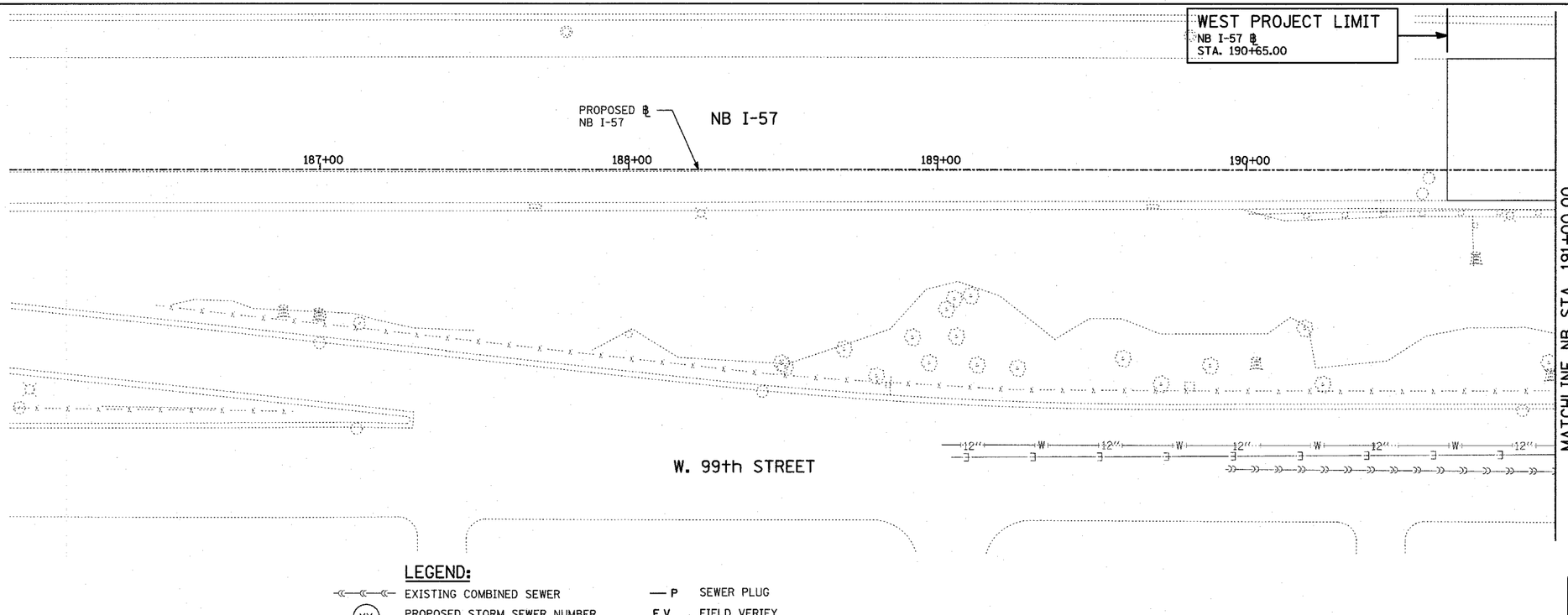
SCALE: NOT TO SCALE — DRAWN BY: JJS

DATE: MARCH 7, 2006 — CHECKED BY: MPG

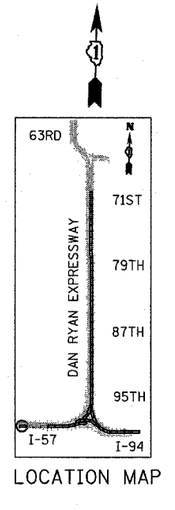
p:\0237\3\road\c20\ecgn20sh013a.dgn 03/03/2006 09:15:44 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	312
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4			62304	





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

~~SHEET 1 OF 59~~

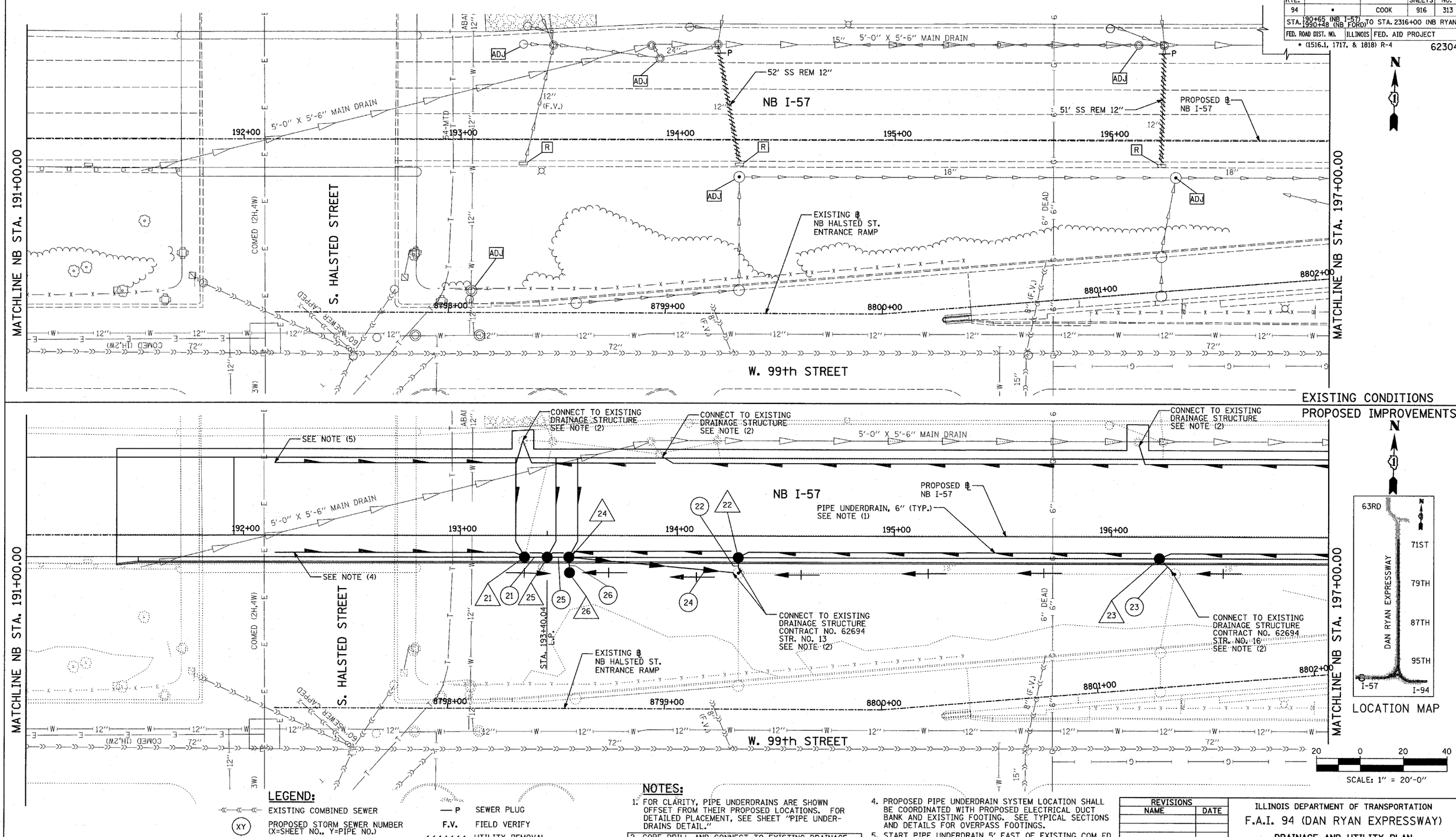
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
NB I-57
NB I-57 STA. 190+60.00 TO 191+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	313
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS



LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- PIPE STUBOUT TO BE PLUGGED
- SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.
5. START PIPE UNDERDRAIN 5' EAST OF EXISTING COM ED (2H,4W) DUCT BANK.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57

NB I-57 STA. 191+00.00 TO 197+00.00

SCALE: 1"=20' DRAWN BY: MB

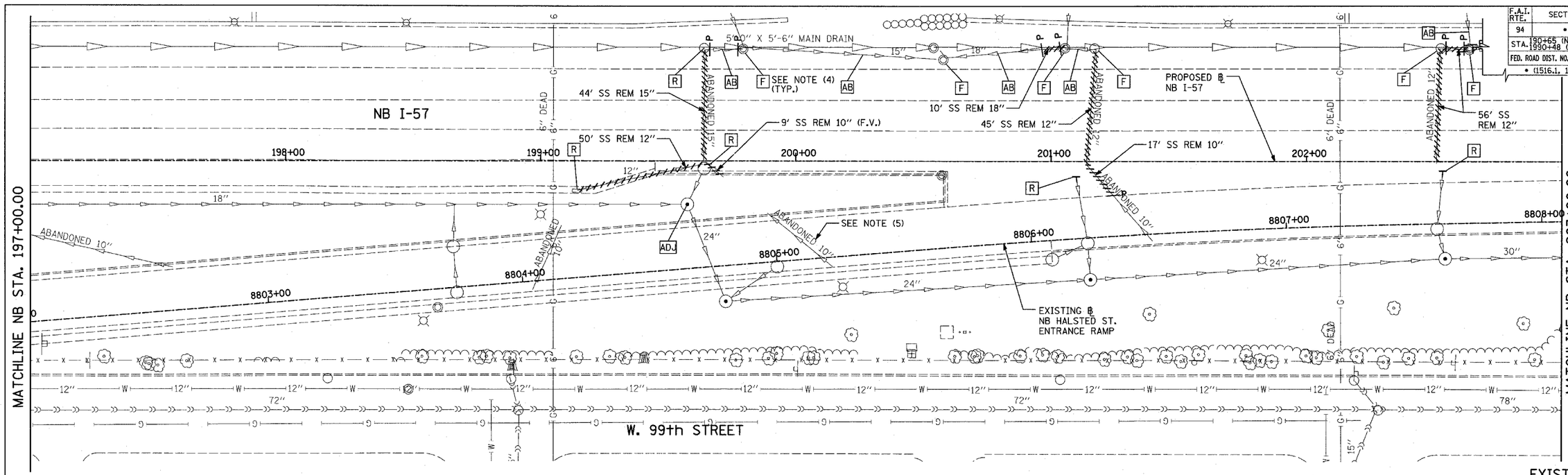
DATE: MARCH 7, 2006 CHECKED BY: DA

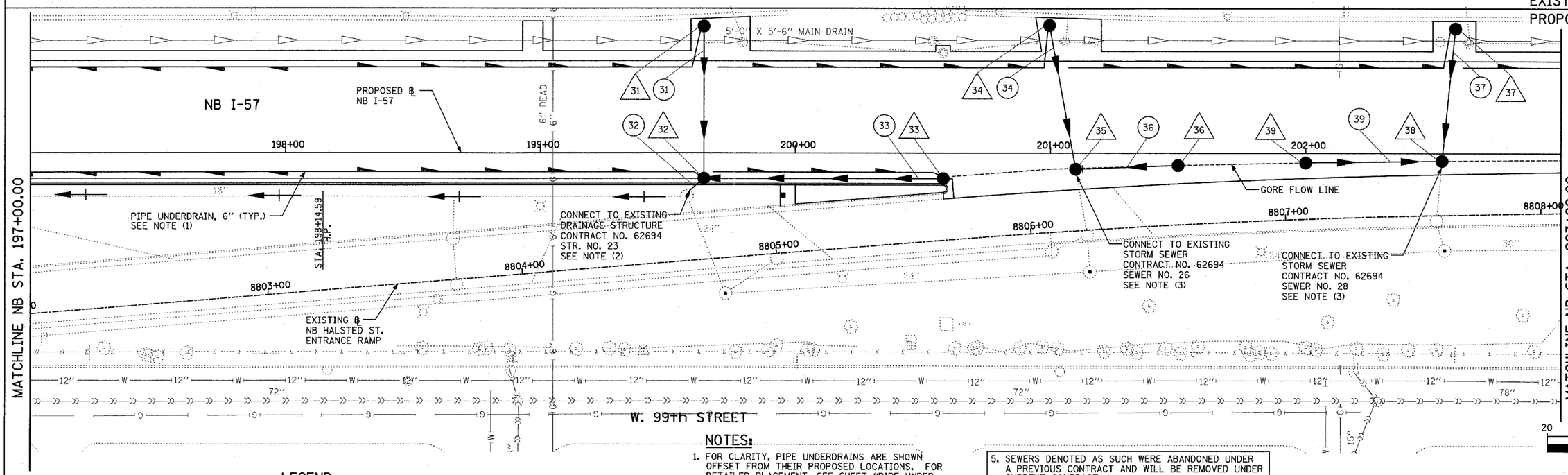
SHEET 2 OF 59

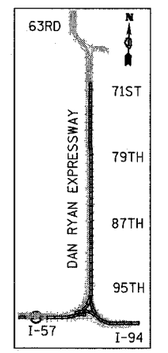
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	314
STA. 190+66 (NB I-57) TO STA. 2316+00 (NB RYAN)				
STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. COST TO REMOVE FRAME AND GRATE SHALL BE INCLUDED IN COST TO FILL DRAINAGE STRUCTURE.
5. SEWERS DENOTED AS SUCH WERE ABANDONED UNDER A PREVIOUS CONTRACT AND WILL BE REMOVED UNDER CURRENT CONTRACT.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57

NB I-57 STA. 197+00.00 TO 203+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

SHEET 3 OF 59

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	315
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 203+00.00

MATCHLINE NB STA. 209+00.00

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

NB I-57

PROPOSED ℄ NB I-57

W. 99th STREET

S. PARNELL AVENUE

10' SS REM 15"

EXISTING 15" SS TO BE ABANDONED

ABANDONED 10"

SEE NOTE (4) (TYP.)

66' SS REM 10"

66' SS REM 12" (F.V.)

10' SS REM 18"

61' SS REM 10"

63' SS REM 12" (F.V.)

36" SS/ 48" STEEL CASING

EXISTING ℄ NB HALSTED ST. ENTRANCE RAMP

204+00 205+00 206+00 207+00 208+00

8809+00 8810+00 8811+00 8812+00 8813+00

ADJ

6" DEAD

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

CONNECT TO EXISTING DRAINAGE STRUCTURE

41 42 43 44 45 46 47 48 49

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 3A10 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 210 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 3A2 SEE NOTE (3)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 3A1 SEE NOTE (2)

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 3A2 SEE NOTE (2)

SEE NOTE (5)

EXISTING ℄ NB HALSTED ST. ENTRANCE RAMP

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. COST TO REMOVE FRAME AND GRATE SHALL BE INCLUDED IN COST TO FILL 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.

SHEET 4 OF 59

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57

NB I-57 STA. 203+00.00 TO 209+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

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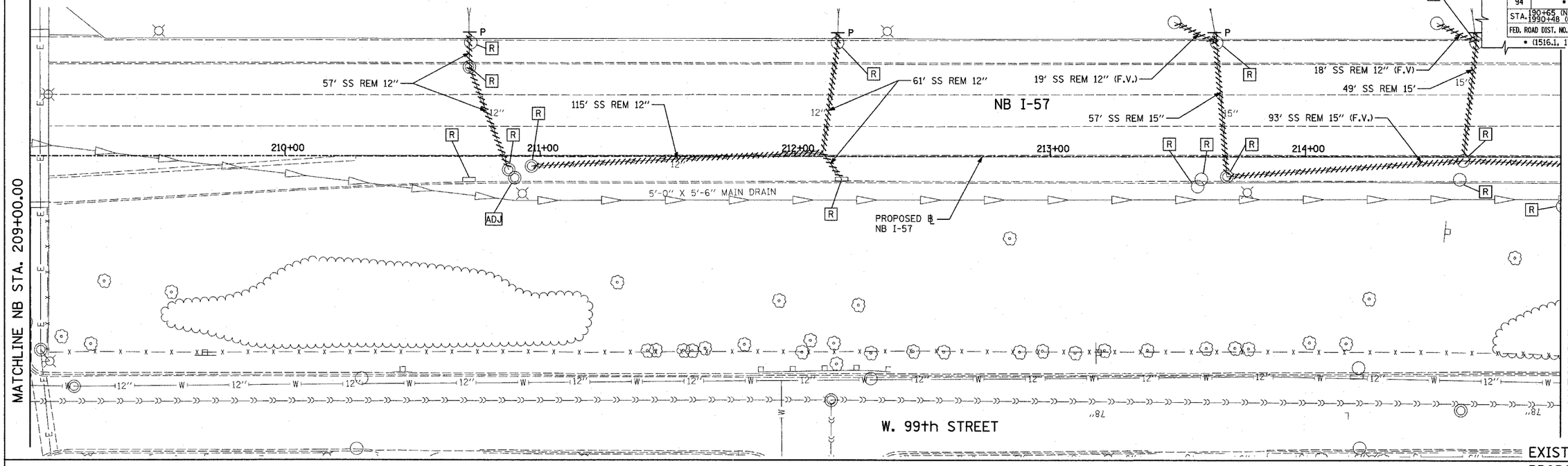
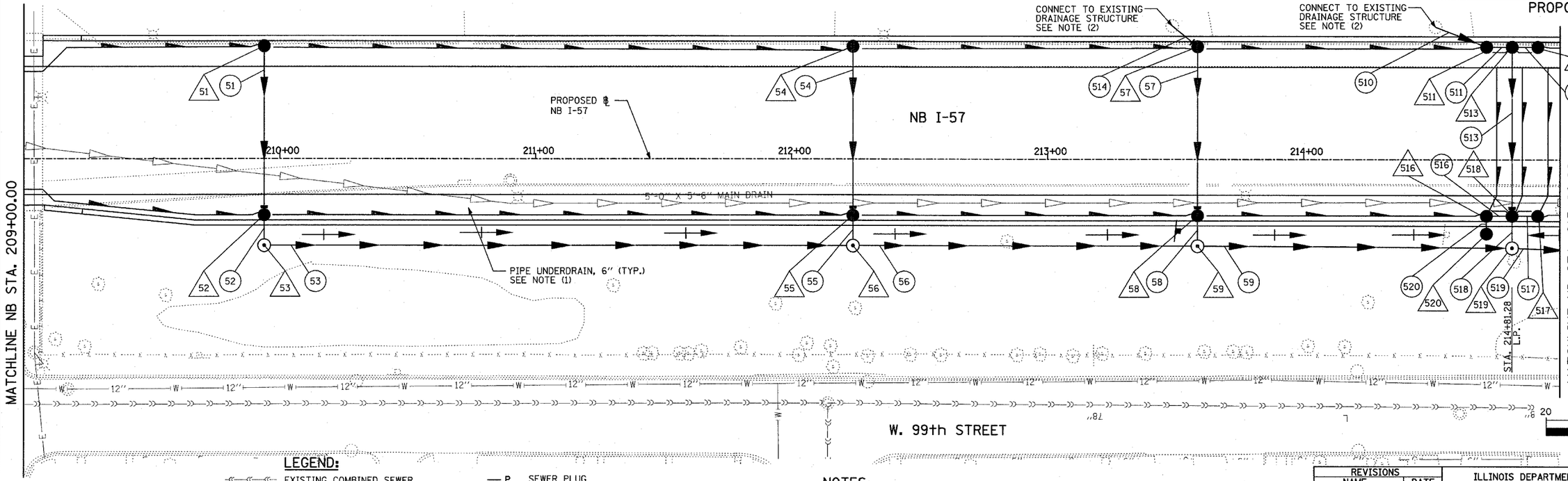
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	316
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

~~SHEET 5 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57

NB I-57 STA. 209+00.00 TO 215+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

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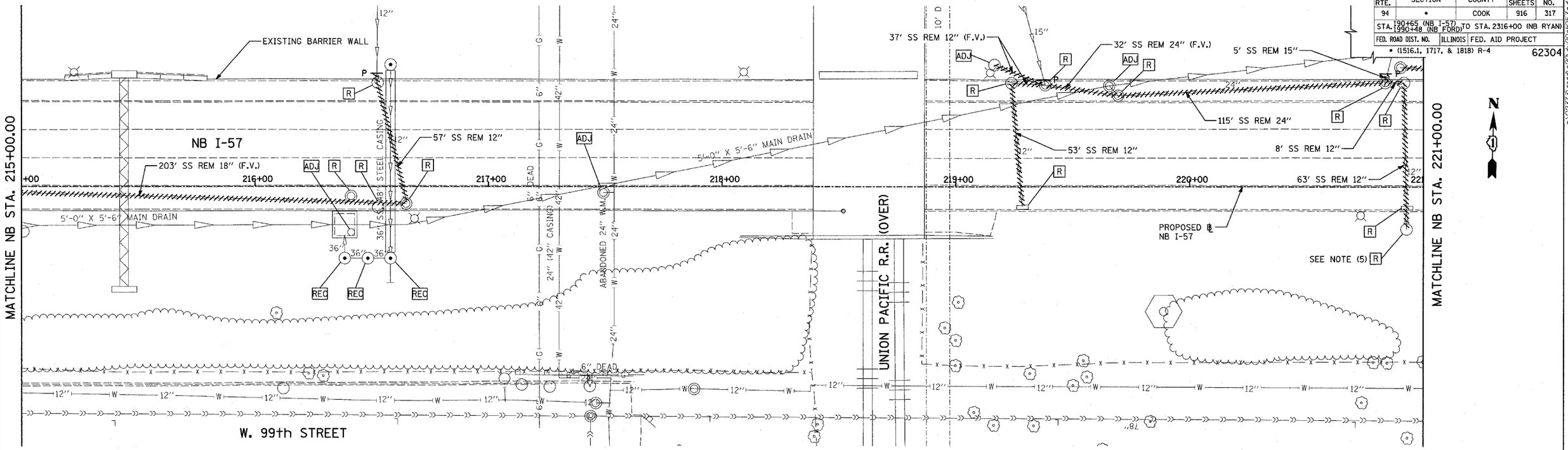
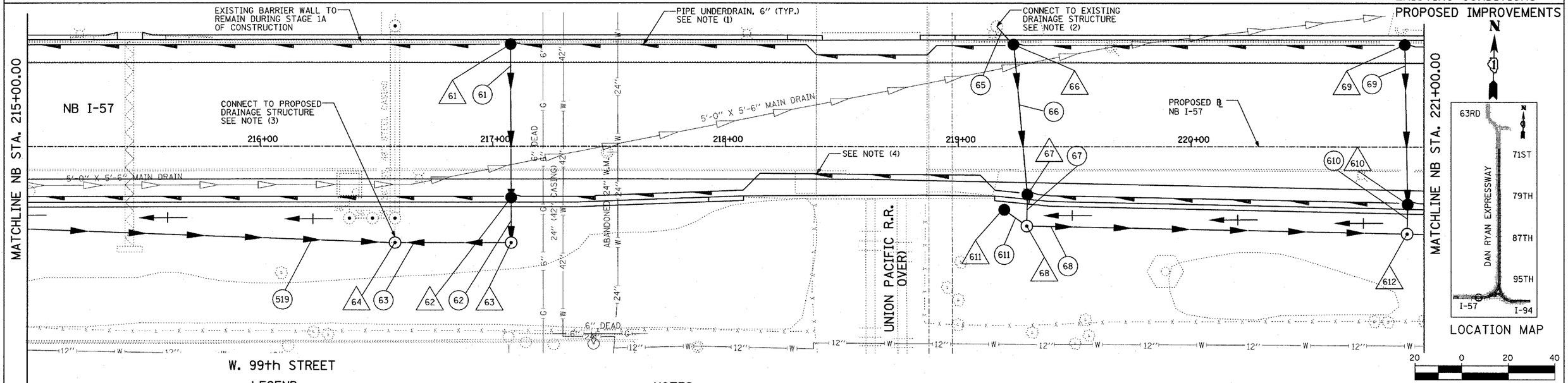
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	317
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.
5. STRUCTURE TO BE ADJUSTED DURING STAGE 1 OF CONSTRUCTION TO MAINTAIN SURFACE DRAINAGE. THIS COST SHALL BE PAID FOR SEPERATELY AND INCLUDED IN THE SOQ.

TYLIN INTERNATIONAL

SHEET 6 OF 59

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57

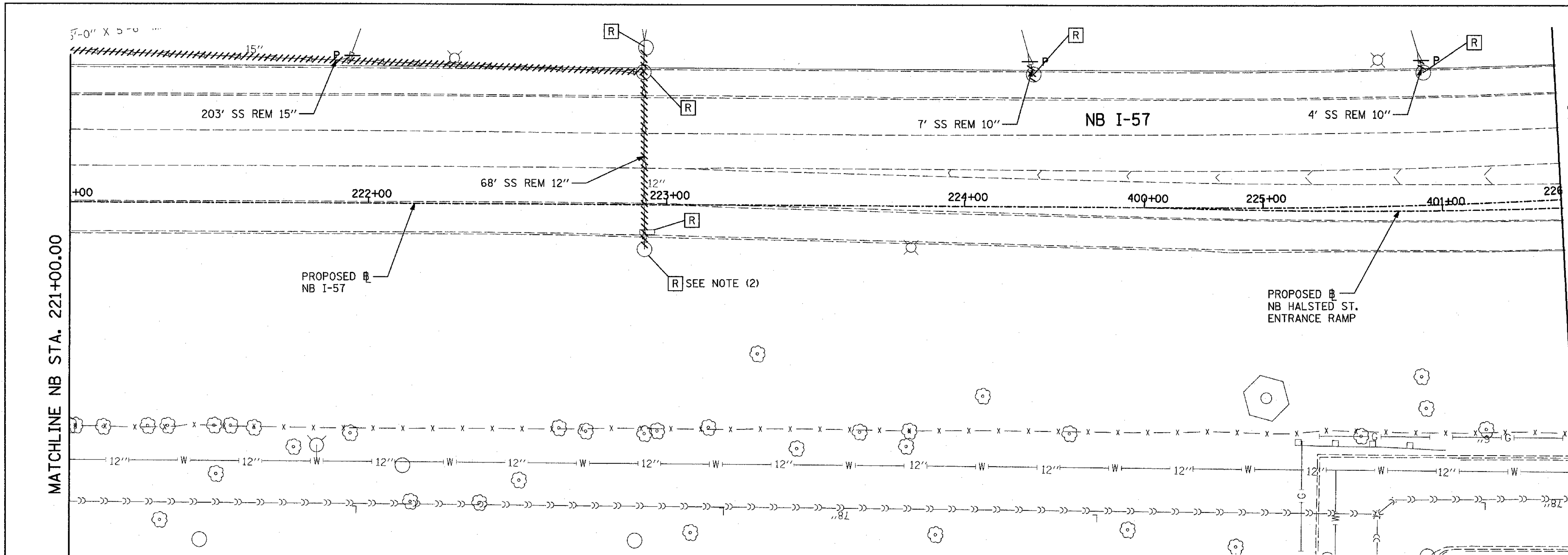
NB I-57 STA. 215+00.00 TO 221+00.00

SCALE: 1"=20' DRAWN BY: MB

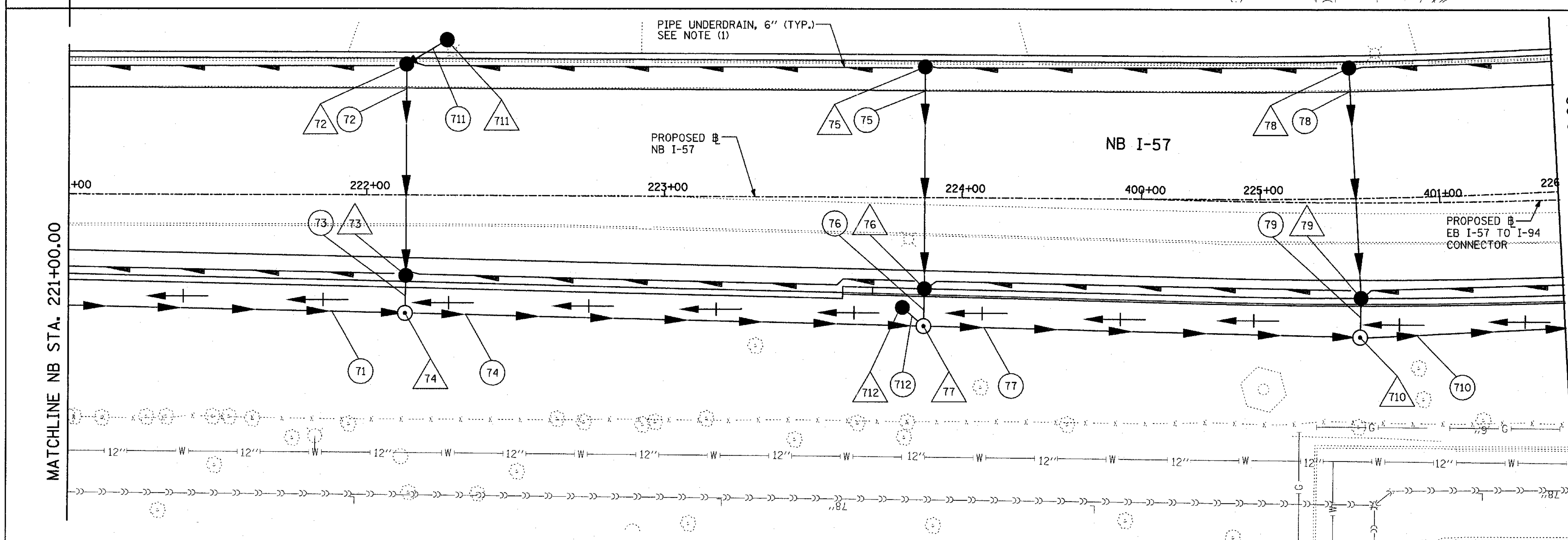
DATE: MARCH 7, 2006 CHECKED BY: DA

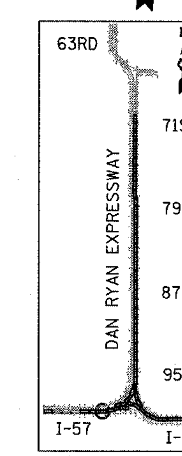
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	318
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."
2. STRUCTURE TO BE ADJUSTED DURING STAGE 1 OF CONSTRUCTION TO MAINTAIN SURFACE DRAINAGE. THIS COST SHALL BE PAID FOR SEPERATELY AND INCLUDED IN THE SOQ.

T·Y·LIN INTERNATIONAL

~~SHEET 7 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

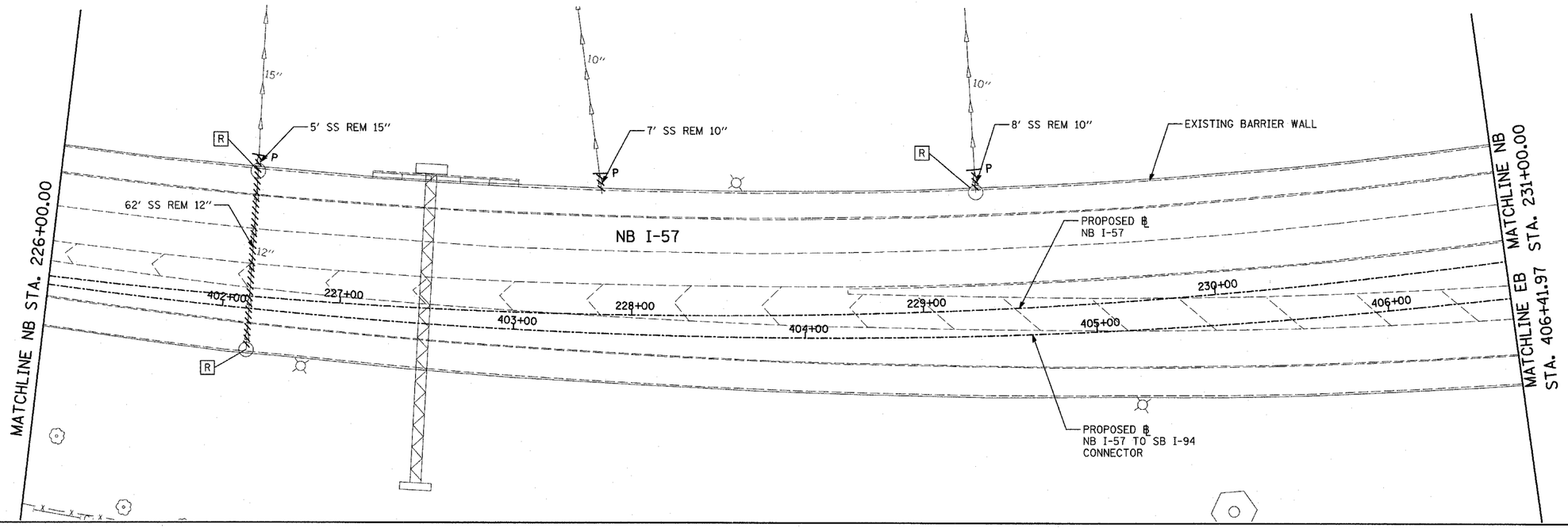
DRAINAGE AND UTILITY PLAN
NB I-57 MAINLINE
NB I-57 STA. 221+00.00 TO 226+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	319
STA. 190+65 (NB I-57) STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

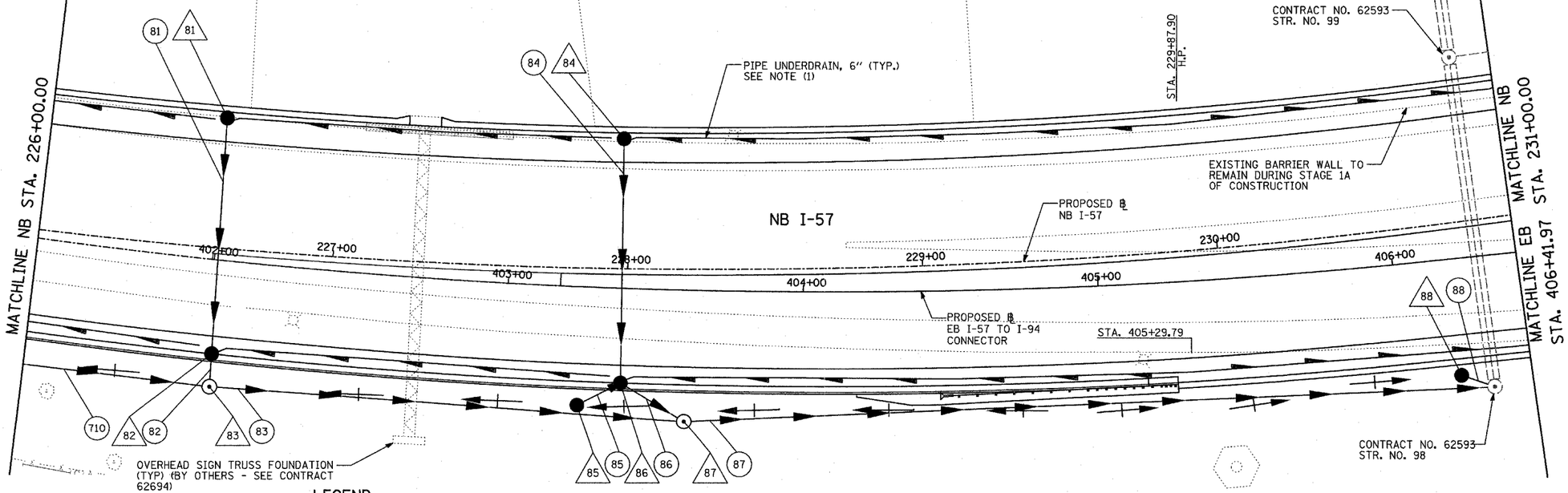
• (1516.1, 1717, & 1818) R-4

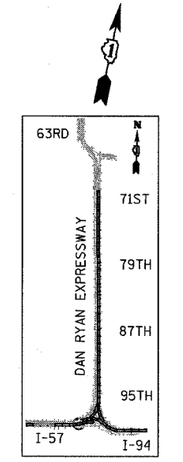
62304



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDER-DRAINS DETAIL."
2. COORDINATION BETWEEN CONTRACTS FOR RESTORATION, EROSION CONTROL AND ACCESS IS REQUIRED WHEN JACKING PITS OCCUR ON CURRENT CONTRACT SIDE.

~~SHEET 8 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-57 MAINLINE AND EB I-57 TO I-94 CONNECTOR

NB I-57 STA. 226+00.00 TO 231+00.00 AND EB STA. 406+50.00

SCALE: 1"=20' DRAWN BY: MB

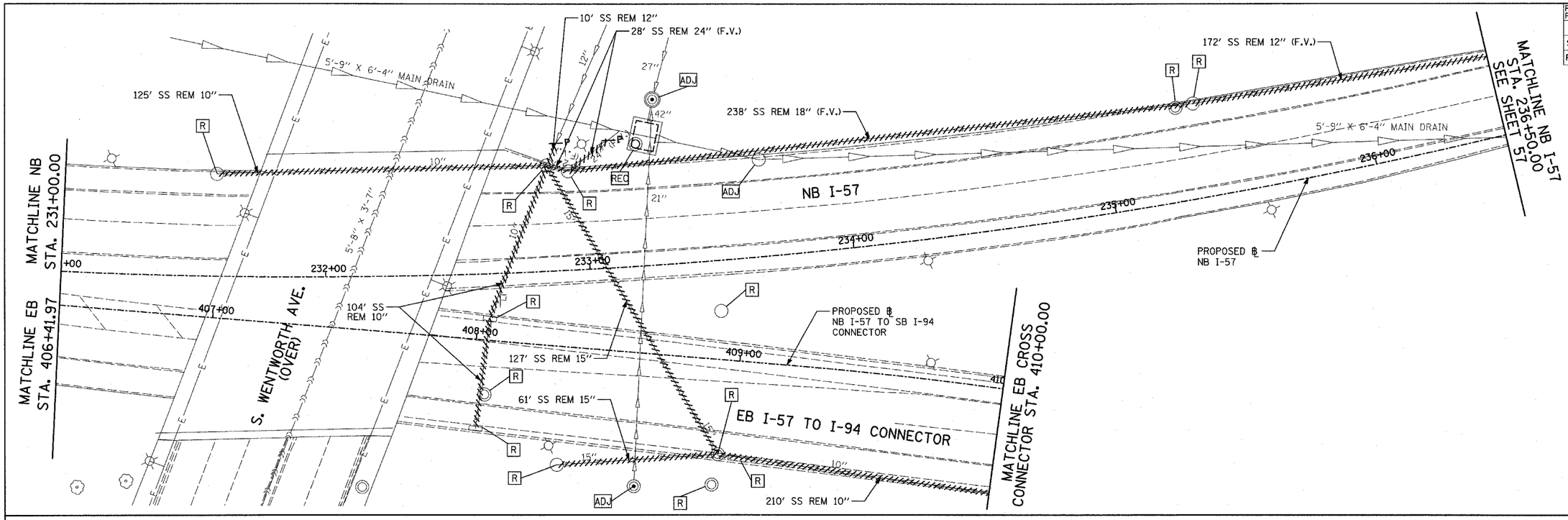
DATE: MARCH 7, 2006 CHECKED BY: DA

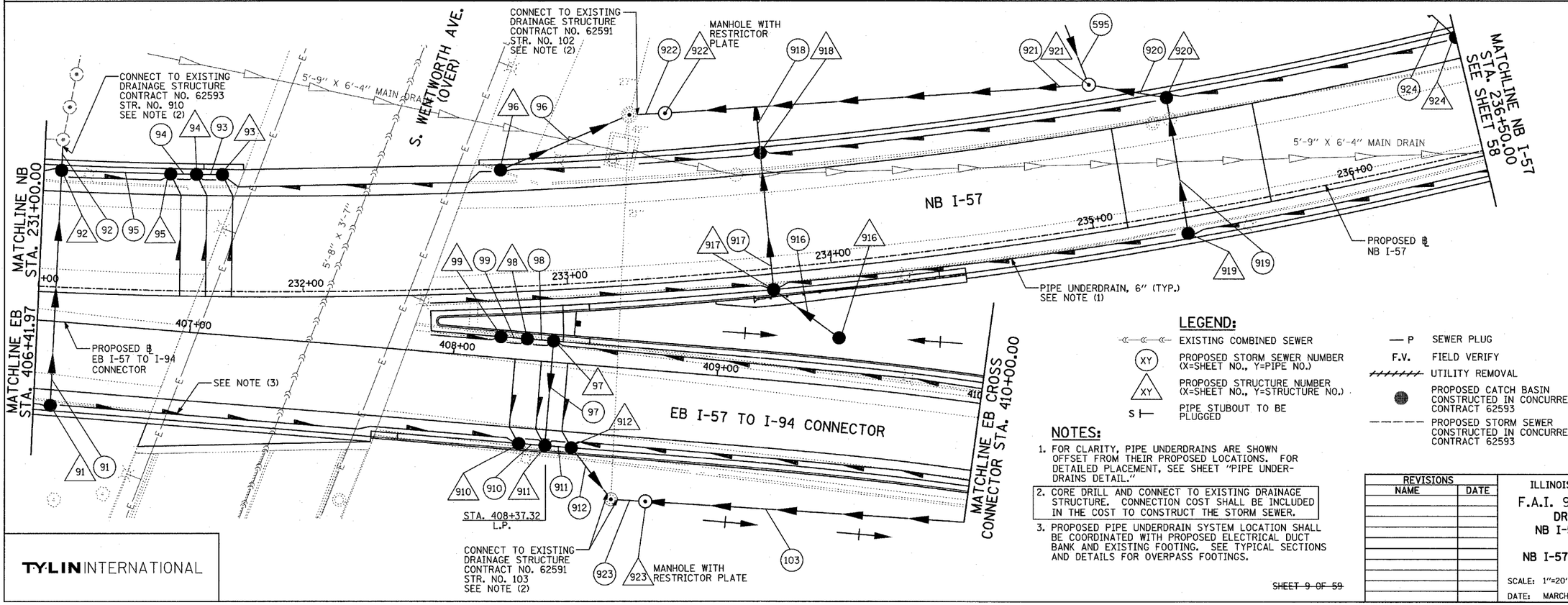
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	320
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

EXISTING CONDITIONS
PROPOSED IMPROVEMENTS



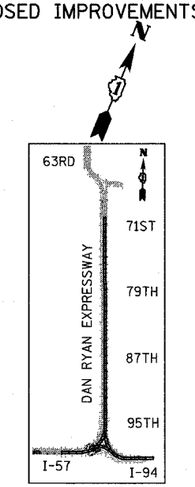


LEGEND:

- 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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.



LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

SHEET 9 OF 59

TYLIN INTERNATIONAL

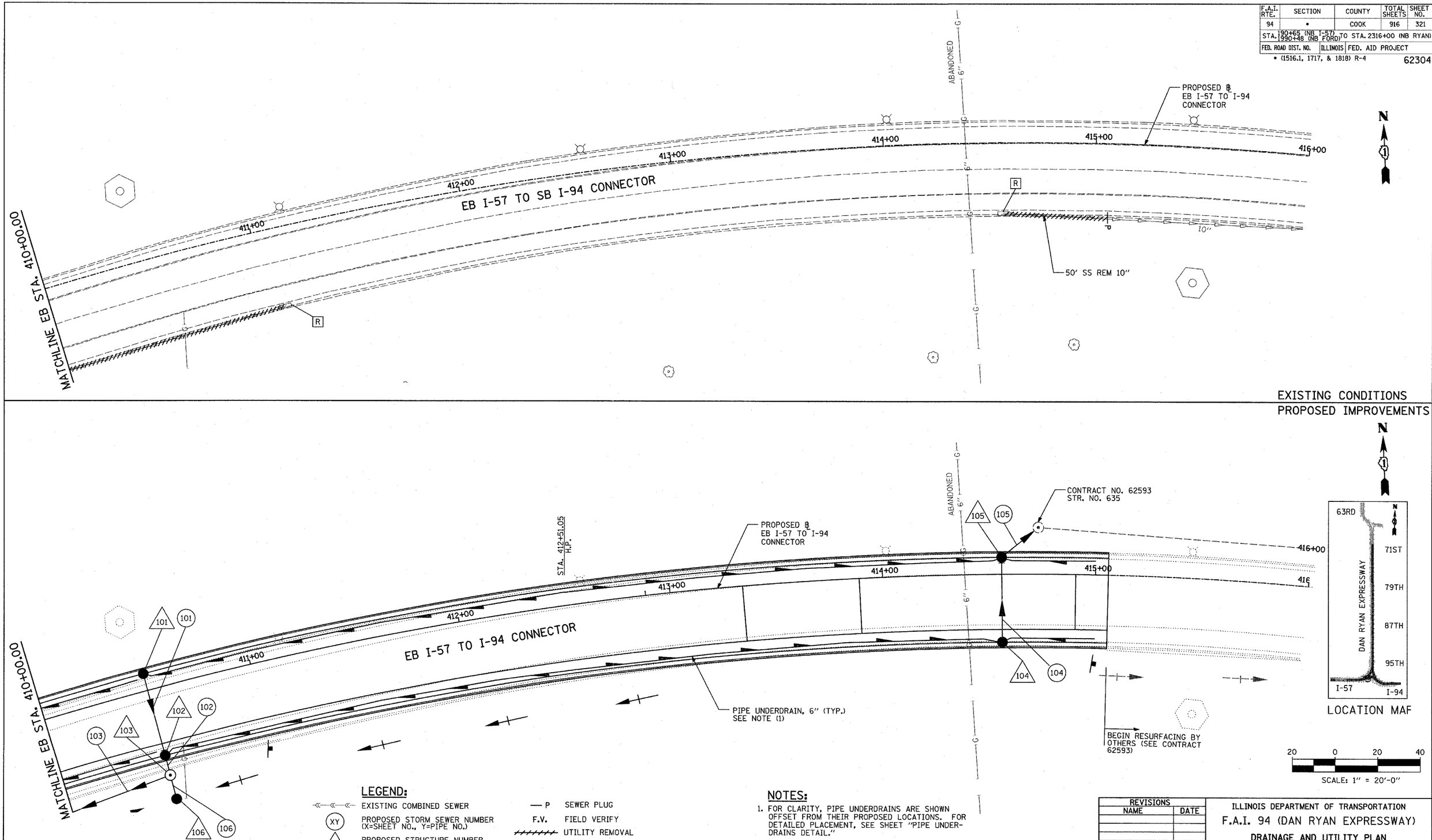
REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
NB I-57 MAINLINE AND EB I-57 TO I-94 CONNECTOR
NB I-57 STA. 231+00.00 TO 236+50.00 AND EB STA. 410+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	321
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."

TYLIN INTERNATIONAL

~~SHEET 10 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

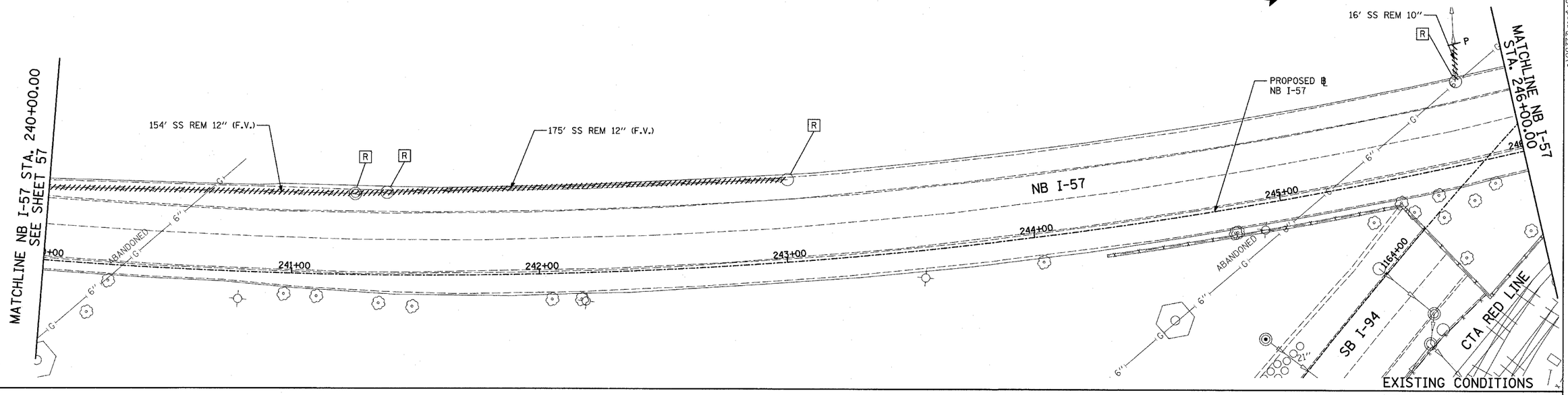
F.A.I. 94 (DAN RYAN EXPRESSWAY)

DRAINAGE AND UTILITY PLAN
EB I-57 TO I-94 CONNECTOR
EB CONNECTOR STA. 410+00.00 TO 416+00.00

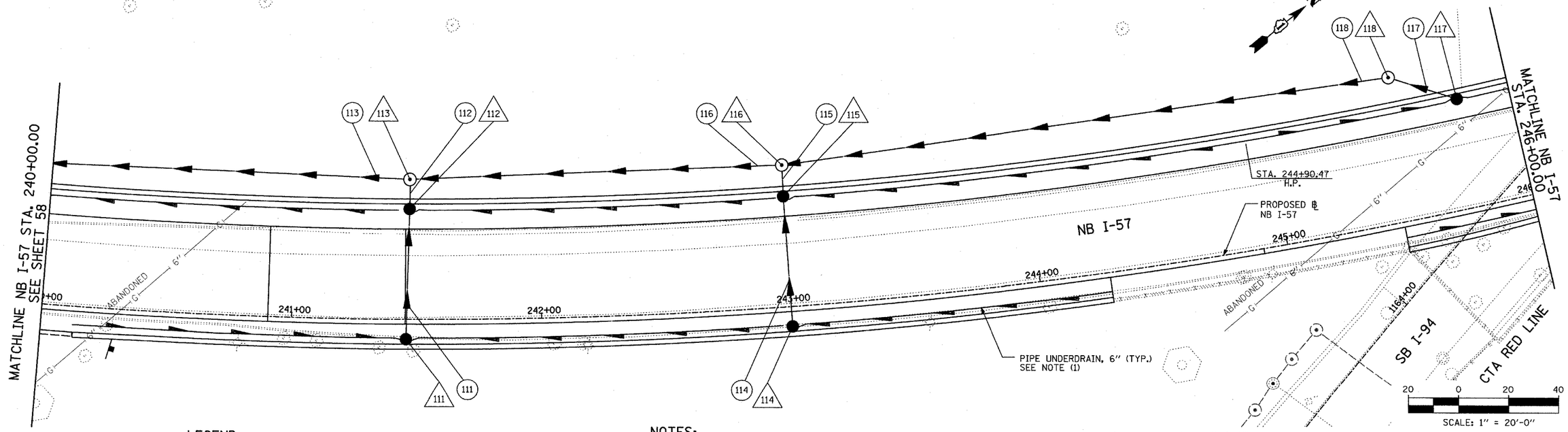
SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	322
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



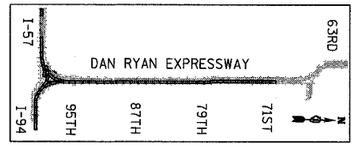
LEGEND:

- 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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."

LOCATION MAP



TYLIN INTERNATIONAL

~~SHEET 11 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

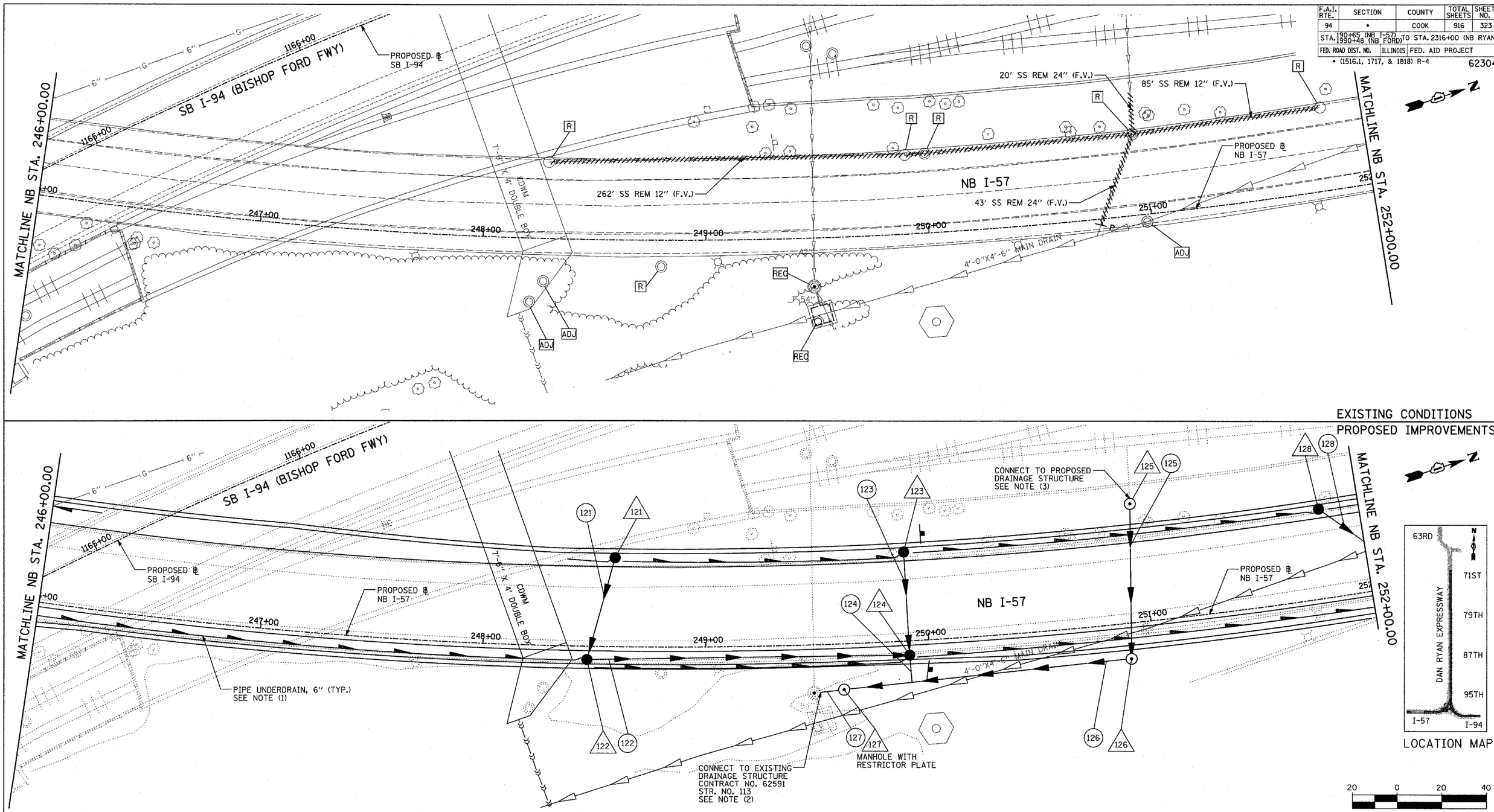
DRAINAGE AND UTILITY PLAN
NB I-57
NB STA. 240+00.00 TO 246+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	323
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
NB I-57
STA. 246+00.00 TO 252+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 12 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	324
STA. 1905+65 (NB I-57) TO STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB I-94 STA. 2038+00.00-SEE SHEET 53

MATCHLINE NB I-94 (FORD) STA. 2044+00.00

MATCHLINE NB STA. 252+00.00

NB I-94 (BISHOP FORD FWY)

NB I-57

PROPOSED ℄ NB I-94

PROPOSED ℄ NB I-57

8+00 2039+00 2040+00 2041+00 2042+00 2043+00 253+00 204

8774+00 8775+00

133' SS REM 12"

ABANDONED 12"

ADJ

PROPOSED ℄ NB MICHIGAN AVE. ENTRANCE RAMP

11' SS REM 10" (F.V.)

201' SS REM 12"

76' SS REM 12"

13' SS REM 12" (F.V.)

7'-6" X 8'-4" CDWM SEWER

42"

12"

9' DIA. WATER TUNNEL

24"

36"

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

MATCHLINE NB I-94 (FORD) STA. 2038+00.00-SEE SHEET 54

MATCHLINE NB I-94 (FORD) STA. 2044+00.00

MATCHLINE NB STA. 252+00.00

NB I-94 (BISHOP FORD FWY)

NB I-57

PROPOSED ℄ NB BISHOP FORD

STA. 2040+25.08 H.P.

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

PROPOSED ℄ NB I-57

8+00 2039+00 2040+00 2041+00 2042+00 2043+00 253+00 204

8774+00 8775+00

PROPOSED ℄ NB MICHIGAN AVE. ENT. RAMP

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62591 STR. NO. 114 SEE NOTE (2)

MANHOLE WITH RESTRICTOR PLATE

9' DIA. WATER TUNNEL

7'-6" X 8'-4" CDWM SEWER

24"

36"

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

SHEET 13 OF 59

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (BISHOP FORD FWY) MAINLINE
RAMP STA. 2038+00.00 TO 2044+00.00

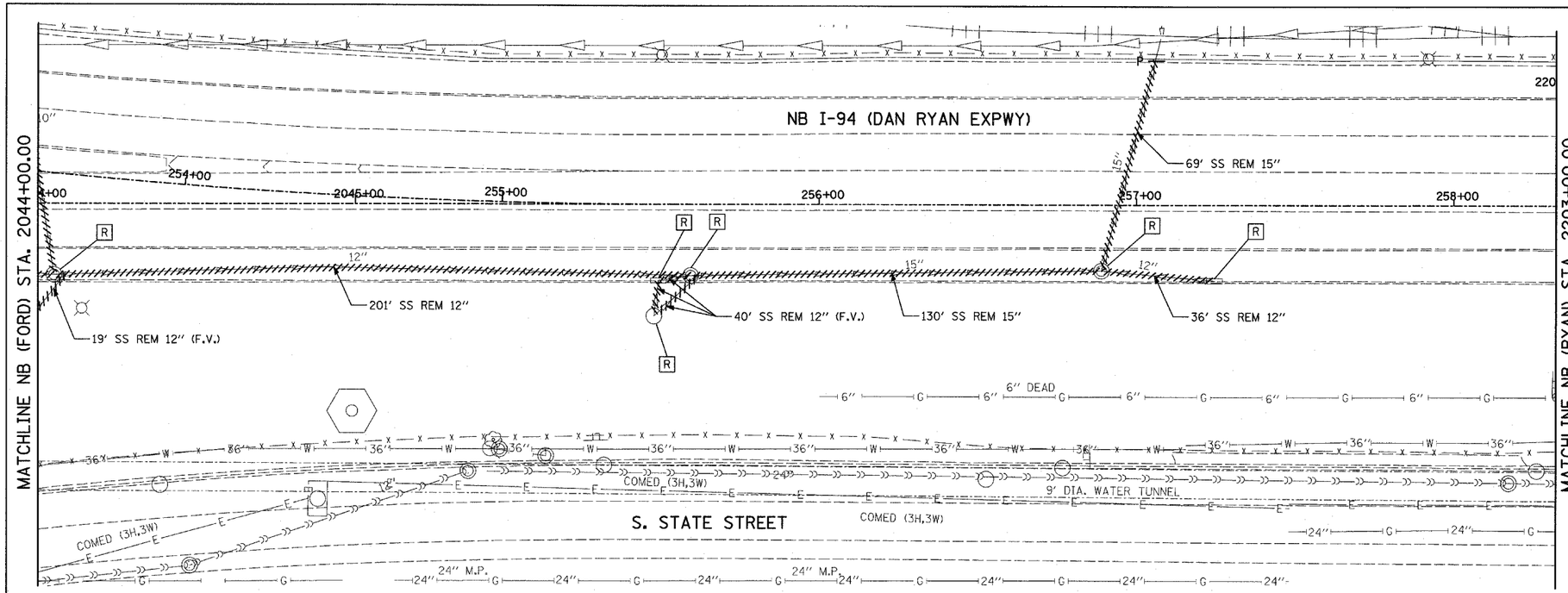
SCALE: 1"=20' DRAWN BY: MB

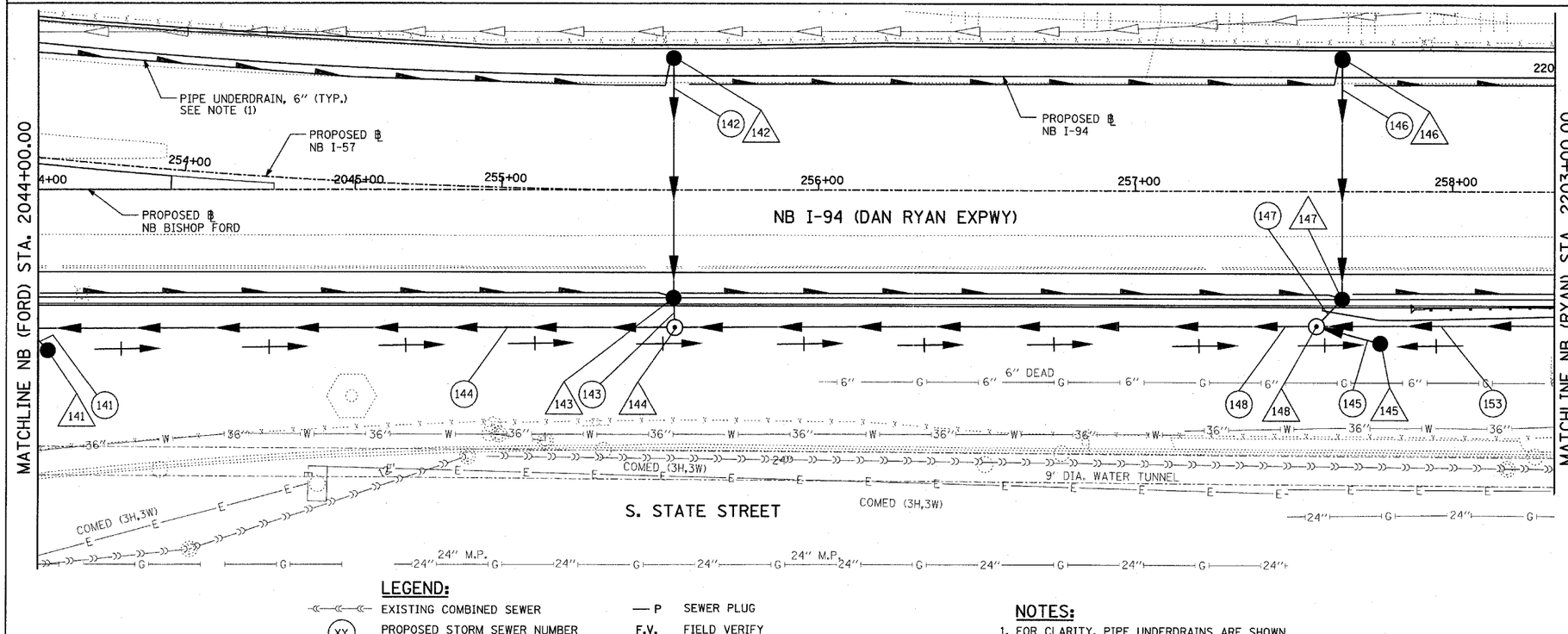
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	325
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

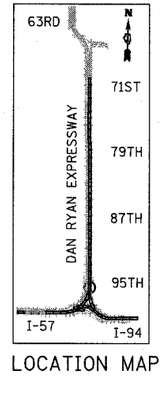
• (1516.1, 1717, & 1818) R-4

62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDER-DRAINS DETAIL."

TYLIN INTERNATIONAL

~~SHEET 14 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
NB I-94 (BISHOP FORD) MAINLINE AND
I-94 (DAN RYAN EXPY) MAINLINE AND NB I-57
NB (FORD) STA. 2044+00.00 TO
NB (RYAN) STA. 2203+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

PLOT DATE: 3/7/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	326
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

MATCHLINE NB STA. 2203+00.00

MATCHLINE NB STA. 2208+00.00

NB I-94 (DAN RYAN EXPWY)

E. 95TH STREET

95th STREET CTA STATION

S. STATE STREET

59' SS REM 10"

26' SS REM 12" (F.V.)

24' SS REM 12" (F.V.)

58' SS REM 12"

63' SS REM 12"

PROPOSED ℄ NB I-94

ABANDONED

24" (42" CASING)

24" W.M.

CITY ELEC

COMED (2H,6W)

COMED (3H,3W)

12" MTD

12" DEAD

6" DEAD

30" ABANDONED

24" M.P.

STA. 2207+06.76 L.P.

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER SEE NOTE (3)

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (3)

JUNCTION CHAMBER SEE STRUCTURAL DRAWINGS FOR DETAILS

SEE NOTE (4)

63RD

71ST

79TH

87TH

95TH

I-57

I-94

DAN RYAN EXPRESSWAY

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. ALL CONNECTIONS TO EXISTING SEWER OR STRUCTURE ALONG CTA SHALL BE FIELD VERIFIED PRIOR TO ORDER OF MATERIAL AND COORDINATED WITH CTA CONSTRUCTION. COST SHALL BE INCLUDED IN THE COST TO CONSTRUCT THE STORM SEWER.
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.

~~SHEET 15 OF 59~~

T·Y·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (BISHOP FORD FWY) AND I-94 (DAN RYAN EXPY)

NB I-94 (RYAN) STA. 2203+00.00 TO NB I-94 (RYAN) STA. 2208+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

3/8/2006 3:02:22 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	327
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2208+00.00

MATCHLINE NB STA. 2214+00.00

CTA BUS TURNAROUND

NB I-94 (DAN RYAN EXPWY)

95th STREET CTA STATION

9' DIA. WATER TUNNEL

S. STATE STREET

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (2)

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (3)

JUNCTION CHAMBER SEE STRUCTURAL DRAWINGS FOR DETAILS

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

SEE NOTE (4)

PROPOSED ℄ NB I-94

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

60' SS REM 10"

60' SS REM 12" (F.V.)

12' SS REM 10" (F.V.)

24' SS REM 12" (F.V.)

61' SS REM 12"

7' SS REM 15"

12" PLASTIC INSERTED (24")

COMED (2H,3W)

6" DEAD

63RD

71ST

79TH

87TH

95TH

I-57

I-94

DAN RYAN EXPRESSWAY

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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2. COST SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST OF SEWER INSTALLATION.
3. 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.
4. PROPOSED PIPE UNDERDRAIN SYSTEM LOCATION SHALL BE COORDINATED WITH PROPOSED ELECTRICAL DUCT BANK AND EXISTING FOOTING. SEE TYPICAL SECTIONS AND DETAILS FOR OVERPASS FOOTING.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2208+00.00 TO 2214+00.00

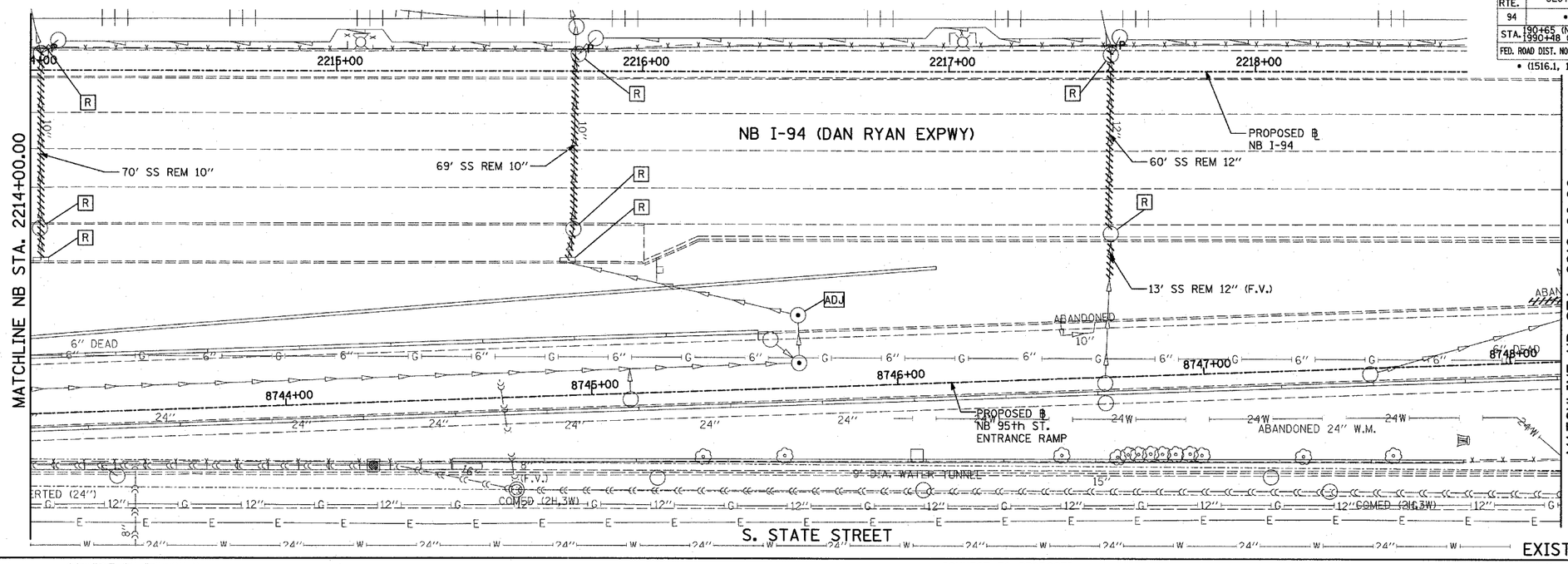
SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

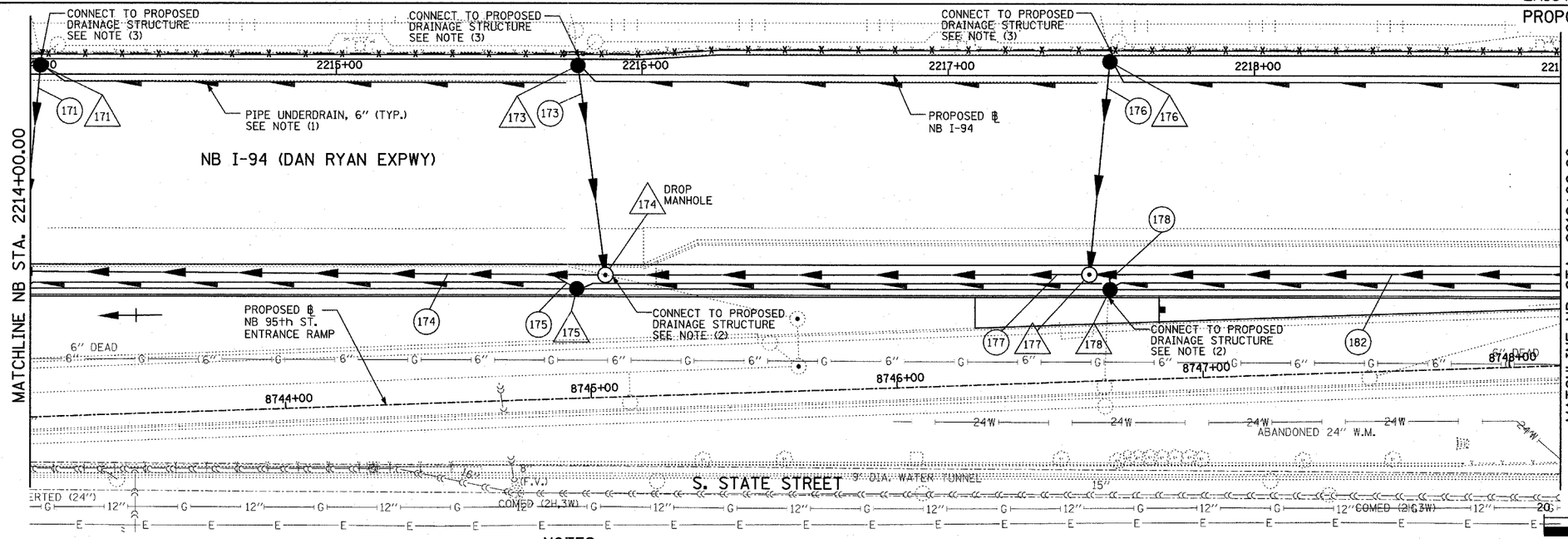
~~SHEET 16 OF 59~~

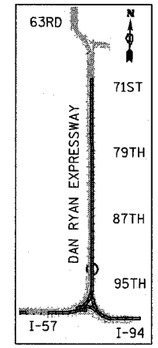
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	328
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.
3. 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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2214+00.00 TO 2219+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 17 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	329
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

MATCHLINE NB STA. 2219+00.00

OVERHEAD PEDESTRIAN BRIDGE

NB I-94 (DAN RYAN EXPWY)

112' SS REM 12"

63' SS REM 12"

10' SS REM 10"

31' SS REM 10"

10' SS REM 12"

ABANDONED 12"

ABANDONED 10"

72' SS REM 10"

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

PROPOSED ℄ NB I-94

6" DEAD

8749+00 8750+00 8751+00 8752+00 8753+00 8754+00

2220+00 2221+00 2222+00 2223+00 2224+00

S. STATE STREET

COMED (2H,3W)

MATCHLINE NB STA. 2225+00.00

PROPOSED IMPROVEMENTS

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (3)

PROPOSED ℄ NB I-94

STA. 2220+89.23 H.P.

PIPE UNDEDRIN 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING STORM SEWER CONTRACT 62694 SEWER NO. 1014 SEE NOTE (2)

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (2)

SEPERATE CONTRACT BY OTHERS

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 1011 SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER 1017 SEE NOTE (2)

181 182 183 184 185 186 187

63RD 71ST 79TH 87TH 95TH DAN RYAN EXPRESSWAY I-57 I-94

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. 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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

~~SHEET 18 OF 59~~

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2219+00.00 TO 2225+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	330
STA. 1990+48 (NB FORD)	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4		62304		

MATCHLINE NB STA. 2225+00.00

MATCHLINE NB STA. 2231+00.00

NB I-94 (DAN RYAN EXPWY)

5+00 2226+00 2227+00 2228+00 2229+00 2230+00

83' SS REM 10"

ABANDONED 10"

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

18-MTD (22")

ABANDONED 12"

76' SS REM 12"

74' SS REM 12"

ABANDONED 12"

PROPOSED ℄ NB I-94

80' SS REM 12"

12"

8758+00

ADJ

6" DEAD

ABANDONED

12" PLASTIC INSERTED (24")

9' DIA. WATER TUNNEL

COMED (2H,3W)

S. STATE STREET

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

PIPE UNDERDRAIN 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 112 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 1017 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 111 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 113 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 117 SEE NOTE (2)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 115 SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 115 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 115 SEE NOTE (3)

63RD 71ST 79TH 87TH 95TH I-57 I-94 DAN RYAN EXPRESSWAY

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TYLIN INTERNATIONAL

~~SHEET 19 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2225+00.00 TO 2231+00.00

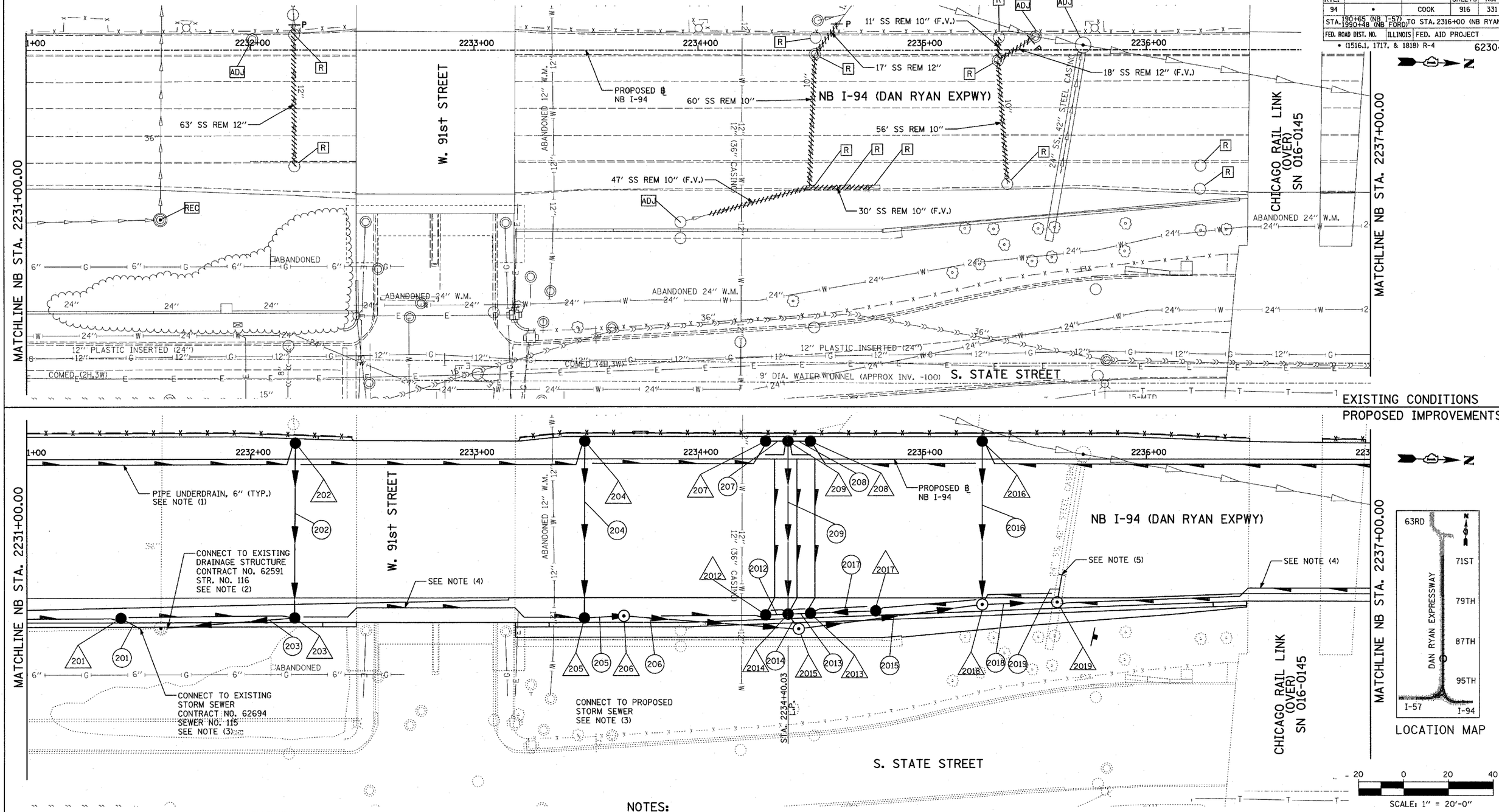
SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	331
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.
5. THE EXISTING STEEL CASING SHALL BE CUT JUST OUTSIDE PROPOSED STORM SEWER LIMIT. CONNECT EXISTING SEWER TO PROPOSED SEWER. COST SHALL NOT BE PAID FOR SEPARETLY BUT INCLUDED IN COST OF SEWER INSTALLATION.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

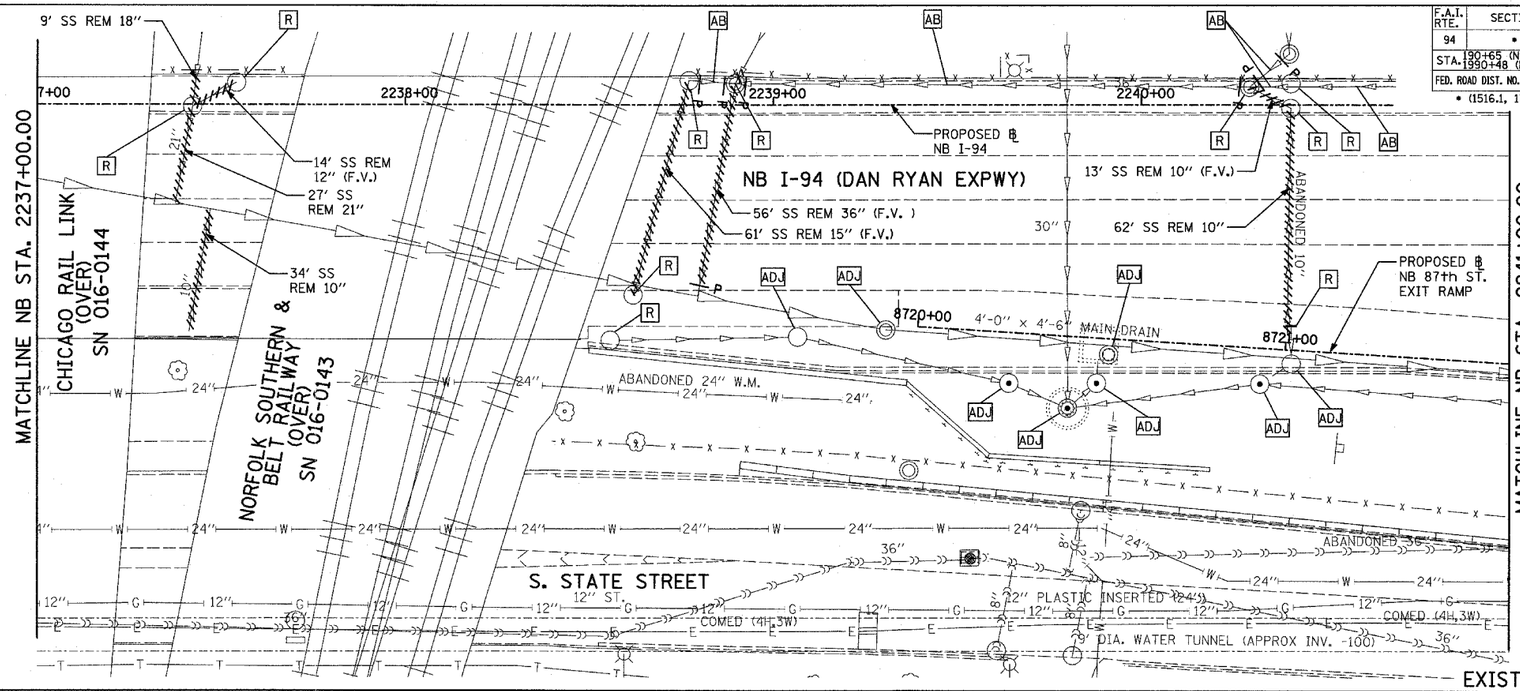
NB I-94 STA. 2231+00.00 TO 2237+00.00

SCALE: 1"=20' DRAWN BY: MB

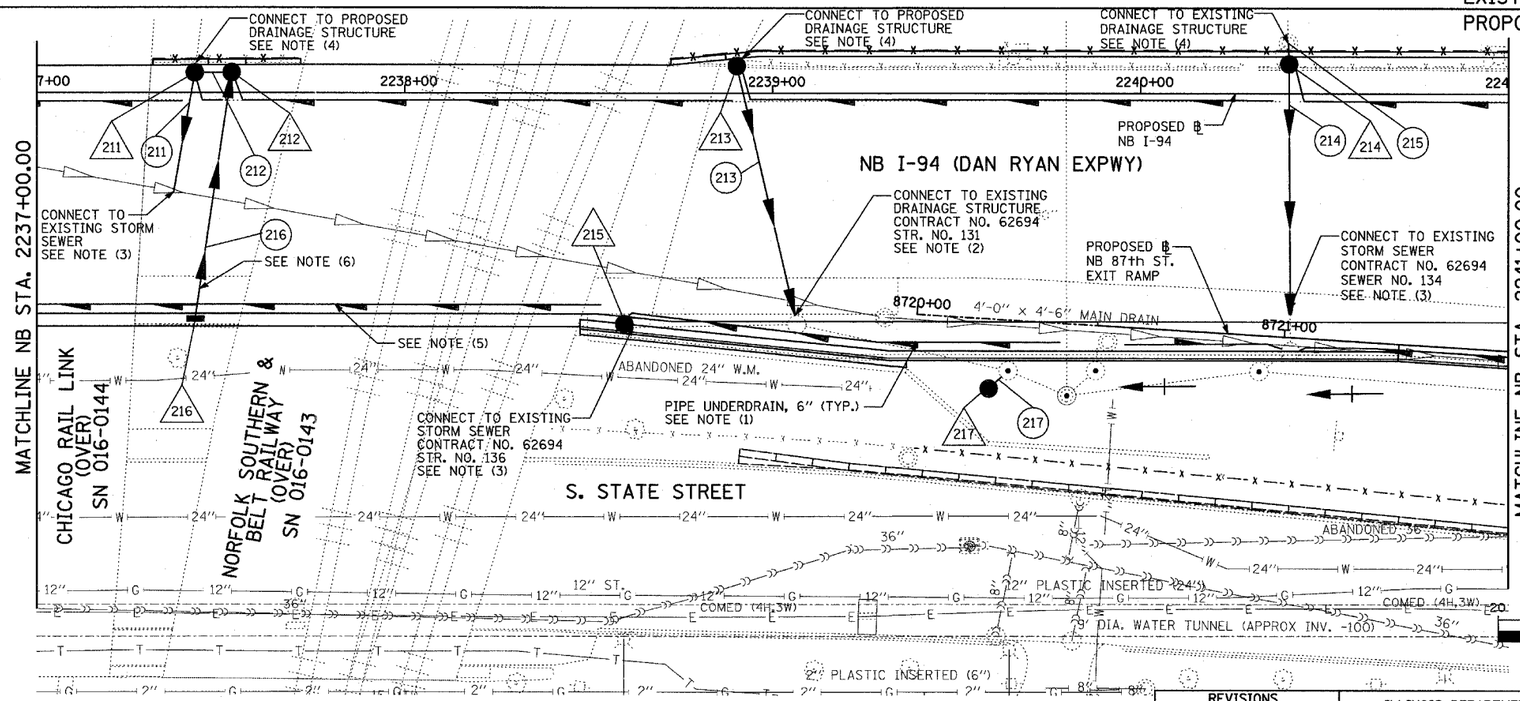
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 20 OF 59~~

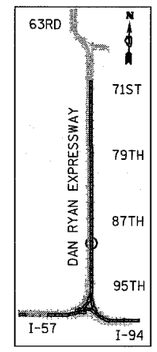
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	332
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



LOCATION MAP

SCALE: 1" = 20'-0"

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. 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. PROVIDE A 45° BEND PAST THE PIER 1 FOOTING TO LOWER PIPE BELOW 44" PAVEMENT SECTION.

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

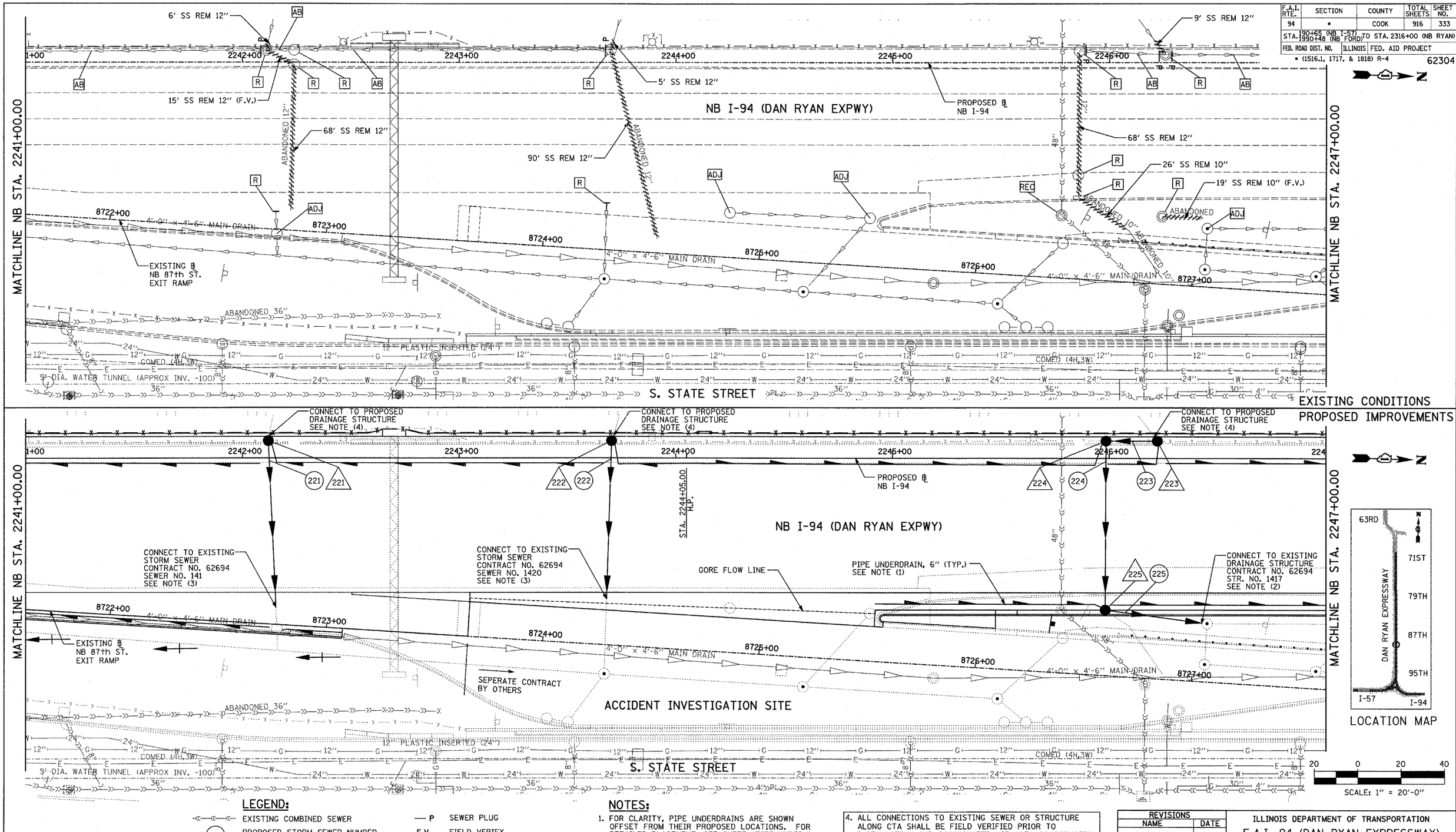
DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2237+00.00 TO 2241+00.00

SCALE: 1"=20' DRAWN BY: JPA
DATE: MARCH 7, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	333
STA. 1904+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. 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.

~~SHEET 22 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2241+00.00 TO 2247+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

3/8/2006 3:02:49 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	334
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

MATCHLINE NB STA. 2247+00.00

MATCHLINE NB STA. 2253+00.00

NB I-94 (DAN RYAN EXPWY)

14' SS REM 12" (F.V.)
11' SS REM 10" (F.V.)
62' SS REM 10"
11' SS REM 12" (F.V.)
8' SS REM 12"
51' SS REM 12"
24' SS REM 10"
16' SS REM 12" (F.V.)
62' SS REM 12"
88' SS REM 24"
13' SS REM 15" (F.V.)
68' SS REM 10"
PROPOSED ℄ NB I-94
PROPOSED ℄ NB 87TH ST. ENTRANCE RAMP
ABANDONED 72" C.M.P.
ADJ
AB
R

7+00 2248+00 2249+00 2250+00 2251+00 2252+00 225

4'-0" x 4'-6" MAIN DRAIN

8728+00 8729+00 8730+00 8731+00 8732+00 8733+00

ABANDONED 24" W.M.

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

COMED (4H,3W)

4" PL., 24" & 6" DEAD

S. STATE STREET

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (4)

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (4)

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 1417 SEE NOTE (3)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 153 SEE NOTE (2)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 154 SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62694 SEWER NO. 155 SEE NOTE (3)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 155 SEE NOTE (2)

PROPOSED ℄ NB 87th ST. EXIT RAMP

63RD 71ST 79TH 87TH 95TH I-57 I-94 DAN RYAN EXPRESSWAY N

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. 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.

TYLIN INTERNATIONAL

~~SHEET 23 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2247+00.00 TO 2253+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

3/6/2006 1:01:06 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	335
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2253+00.00

MATCHLINE NB STA. 2259+00.00

NB I-94 (DAN RYAN EXPWY)

S. STATE STREET

W. 87th STREET

3' SS REM 12"
14' SS REM 12" (F.V.)
11' SS REM 18" (F.V.)
23' SS REM 12" (F.V.)
PROPOSED ℄ NB I-94
63' SS REM 10"
50' SS REM 24"
87' SS REM 12"
241' SS REM 18"
17' SS REM 12" (F.V.)
30' SS REM 12" (F.V.)
95' SS REM 12" (6" CASING)
16' SS REM 24" (F.V)
18' SS REM 12" (F.V.)
18' SS REM 24" (F.V.)
13' SS REM 24" (F.V.)
ABANDONED 24" (F.V.)
35' SS REM 24"
ABANDONED 24" W.M.
4'-0" x 4'-6" MAIN DRAIN
12" PLASTIC INSERTED (24")
COMED (4H,3W)
9' DIA. WATER TUNNEL (APPROX INV. -100)
4" PLASTIC
6" STEEL

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (3)
CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (3)
PROPOSED ℄ NB I-94
PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)
CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 163 SEE NOTE (2)
CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62591 STR. NO. 120 SEE NOTE (2)
CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62694 STR. NO. 162 SEE NOTE (2)
CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT 62694 STR. NO. 164 SEE NOTE (2)
STA. 2257+59.60 L.P.

63RD 71ST 79TH 87TH 95TH I-57 I-94 DAN RYAN EXPRESSWAY

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. 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.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2253+00.00 TO 2259+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 24 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	336
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2259+00.00

W. 87th STREET

NB I-94 (DAN RYAN EXPWY)

MATCHLINE NB STA. 2265+00.00

7' SS REM 12"

12' SS REM 10" (F.V.)

62' SS REM 10"

11' SS REM 10" (F.V.)

61' SS REM 10"

68' SS REM 10"

67' SS REM 10"

PROPOSED ℄ NB I-94

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

ABANDONED 24" W.M.

12" PLASTIC INSERTED (24")

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

COMED (2H,3W)

COMED (4H,3W)

COMED (1H,1W)

CTA

8" M.P.

24-MTD

18-MTD

15-MTD

42" (42" CASING)

9+00 2260+00 2261+00 2262+00 2263+00 2264+00

8697+00 8698+00 8699+00 8700+00 8701+00 8702+00

S. STATE STREET

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (4)

CONNECT TO PROPOSED DRAINAGE STRUCTURE SEE NOTE (4)

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

SEE NOTE (5)

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62591 STR. NO. 122 SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62695 SEWER NO. 186 SEE NOTE (3)

PROPOSED ℄ NB 87TH ST. ENTRANCE RAMP

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

~~SHEET 25 OF 59~~

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2259+00.00 TO 2265+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	337
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2265+00.00

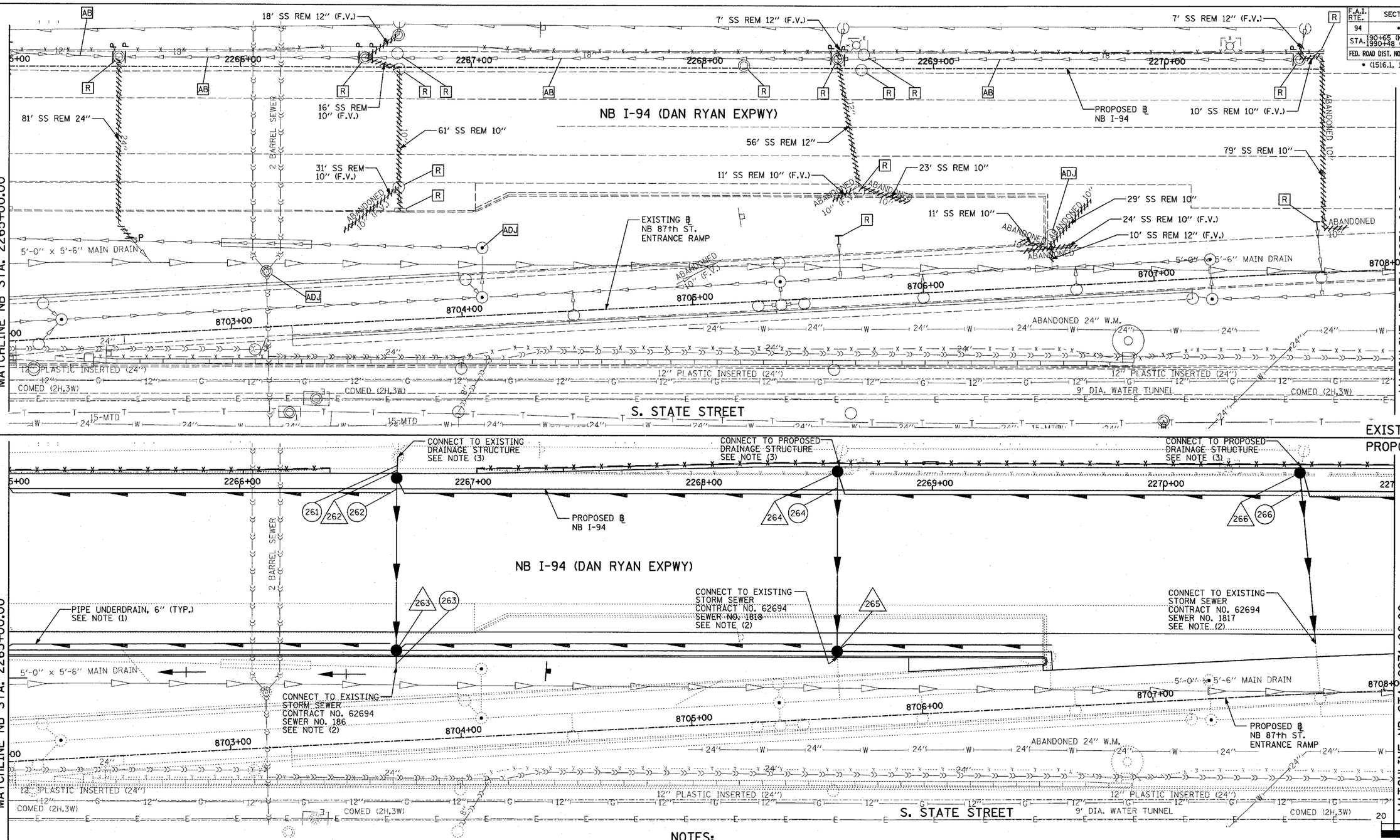
MATCHLINE NB STA. 2271+00.00

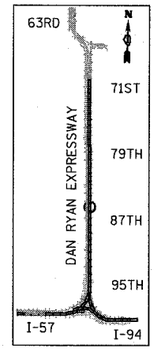
NB I-94 (DAN RYAN EXPWY)

S. STATE STREET

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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TYLIN INTERNATIONAL

SHEET 26 OF 59

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2265+00.00 TO 2271+00.00

SCALE: 1"=20' DRAWN BY: MB

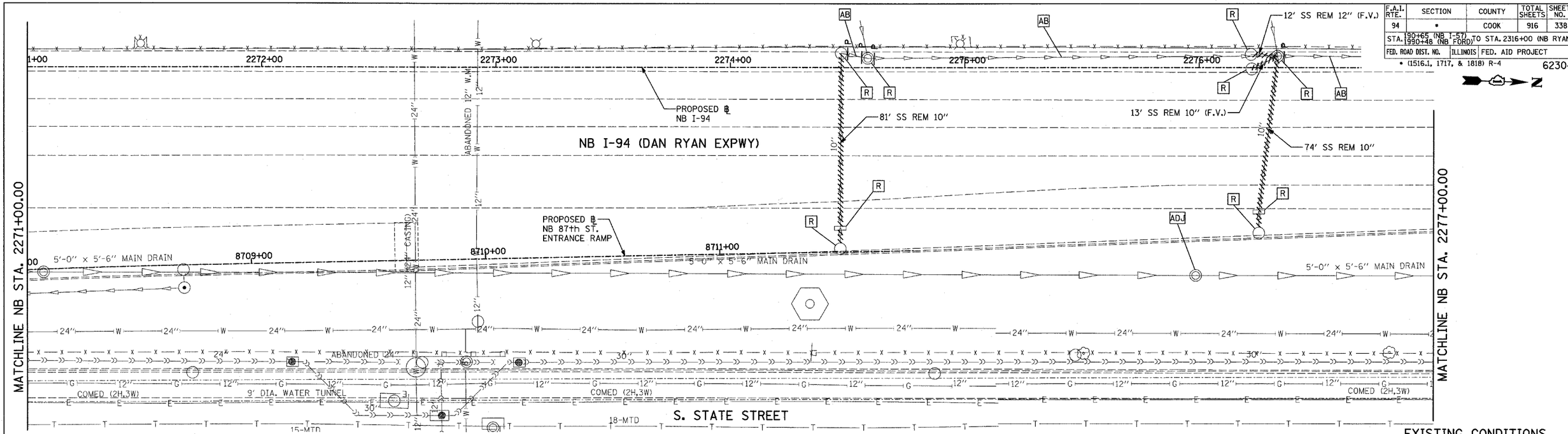
DATE: MARCH 7, 2006 CHECKED BY: DA

10/26/06 PM

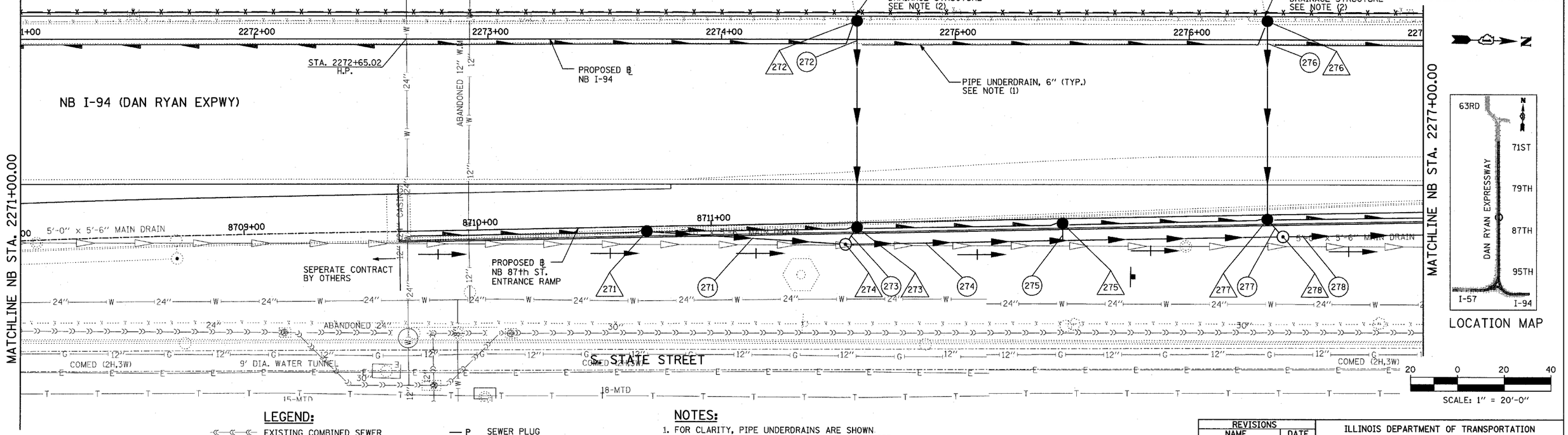
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	338
STA. 190+65 (NB I-57) STA. 1990+48 (NB FORD)	TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304

N

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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TYLIN INTERNATIONAL

~~SHEET 27 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2271+00.00 TO 2277+00.00

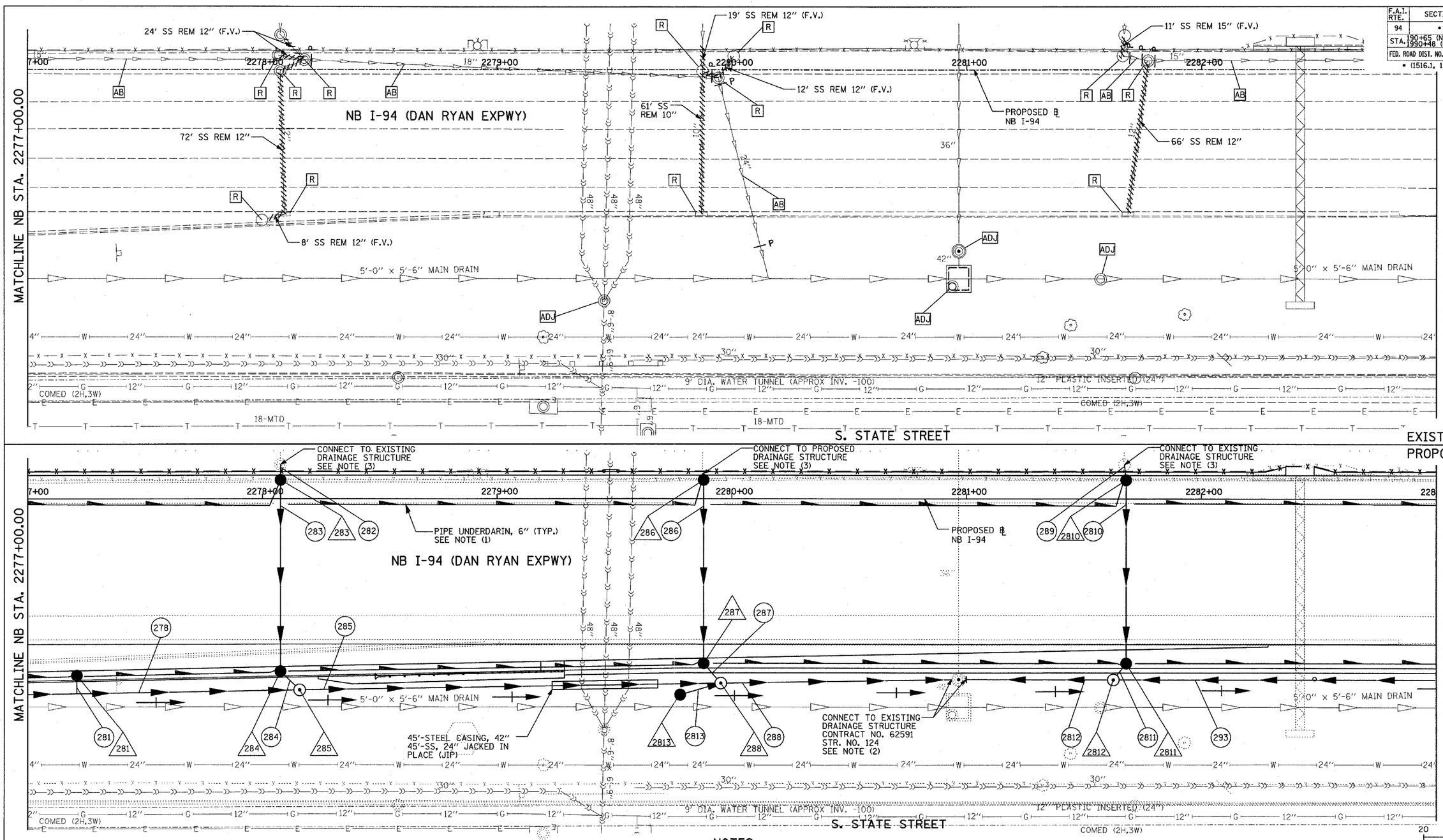
SCALE: 1"=20' DRAWN BY: MB

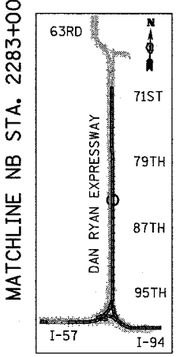
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	339
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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TYLIN INTERNATIONAL

~~SHEET 28 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2277+00.00 TO 2283+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	340

STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN)
STA. 1990+48 (NB FORD)

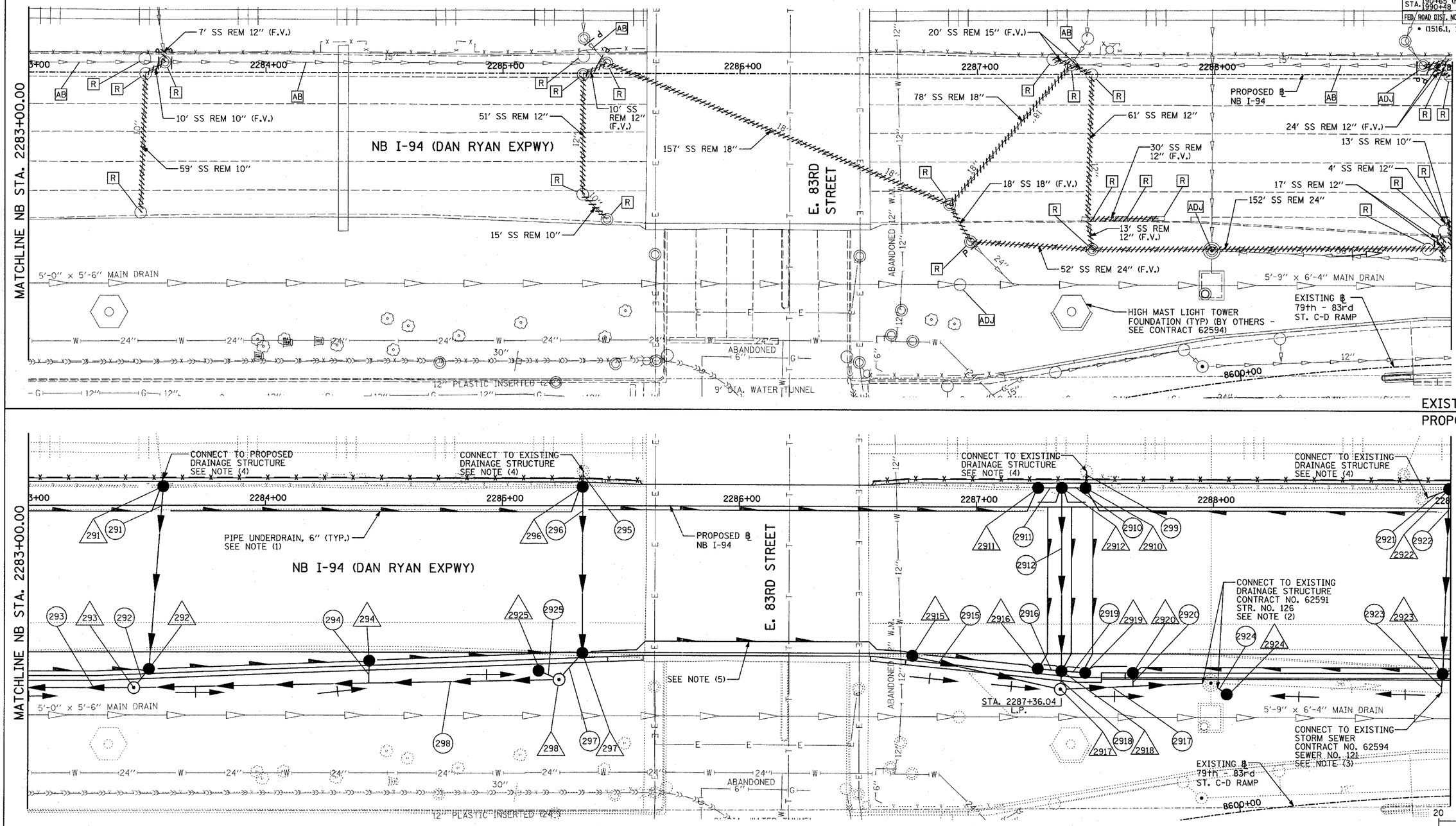
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-4

62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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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.

~~SHEET 29 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2283+00.00 TO 2289+00.00

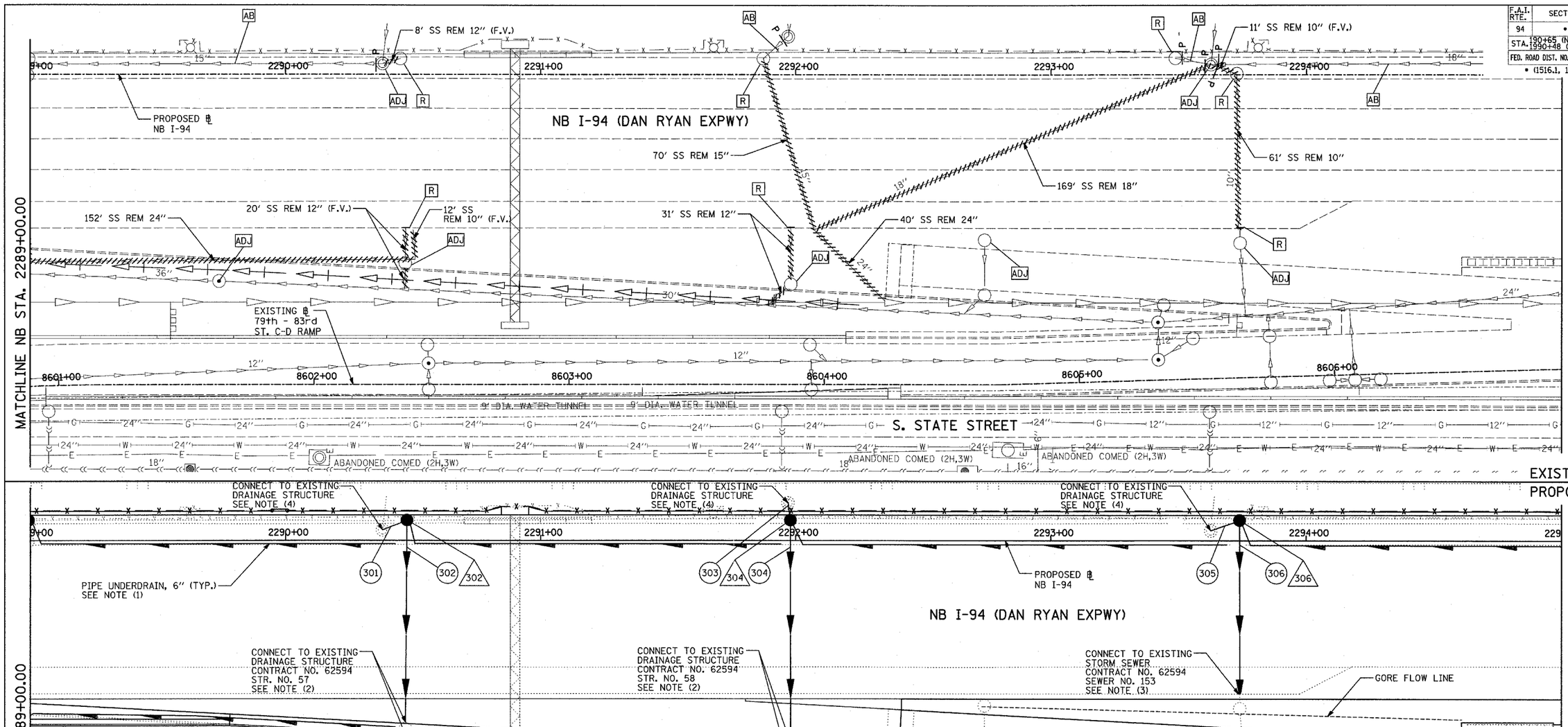
SCALE: 1"=20' | DRAWN BY: MB

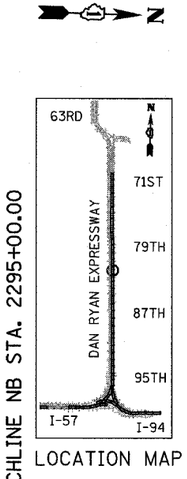
DATE: MARCH 7, 2006 | CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	341
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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TYLIN INTERNATIONAL

~~SHEET 30 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 MAINLINE

NB I-94 STA. 2289+00.00 TO 2295+00.00

SCALE: 1"=20' DRAWN BY: MB

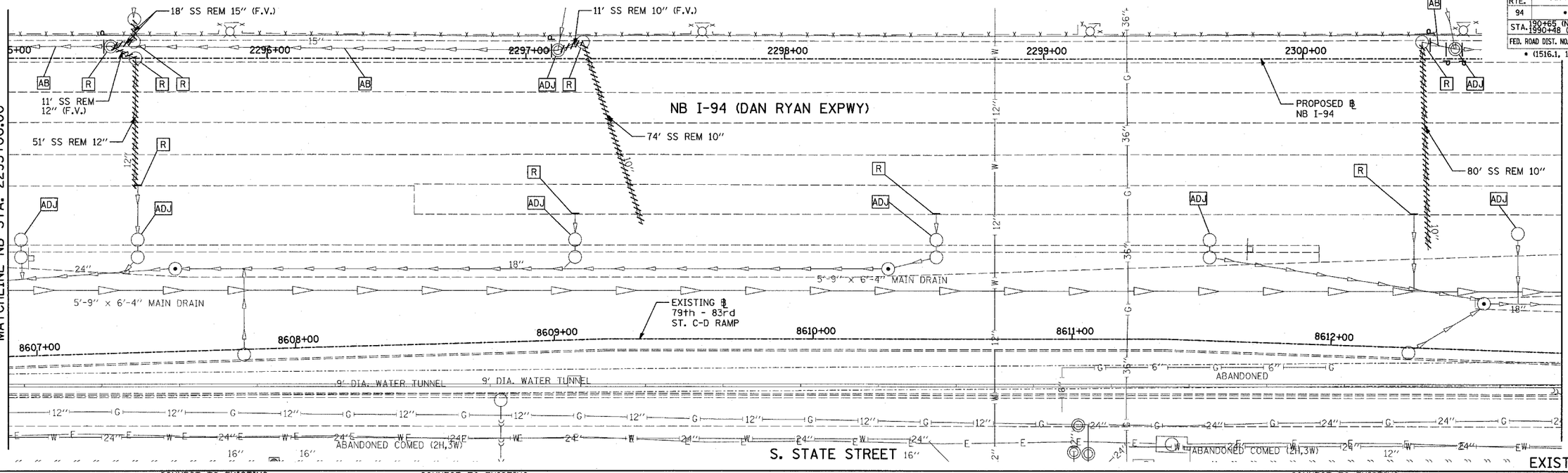
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	342
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

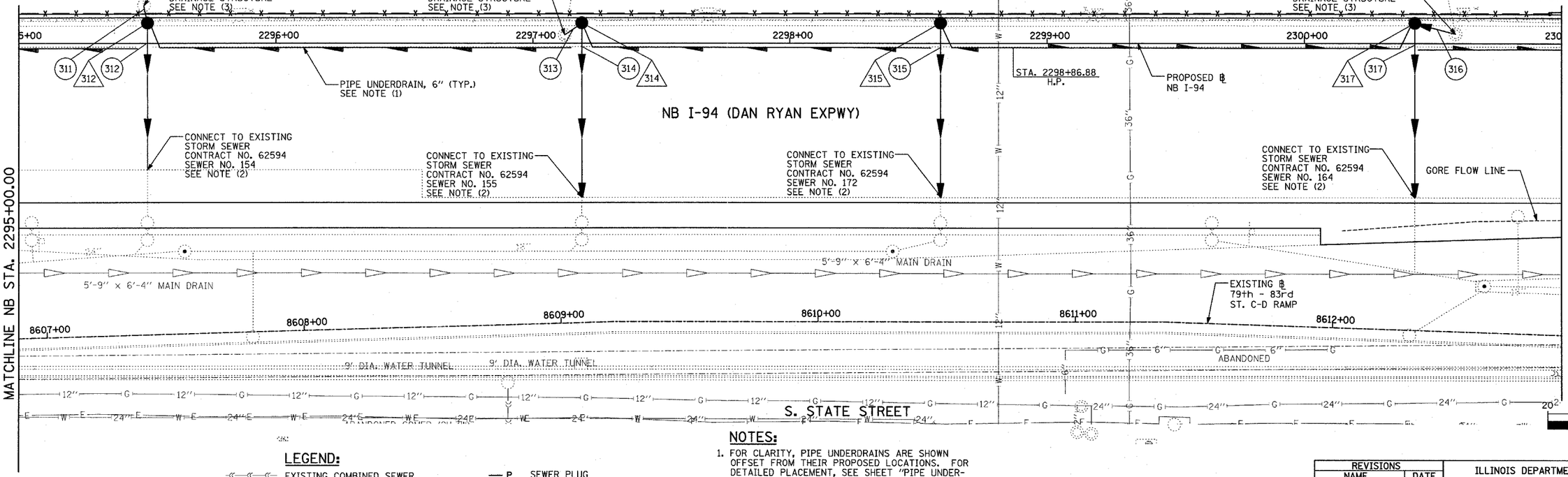
MATCHLINE NB STA. 2295+00.00

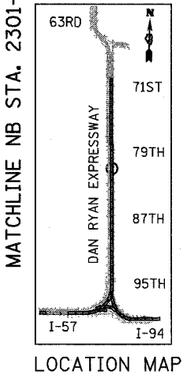
MATCHLINE NB STA. 2301+00.00

EXISTING CONDITIONS



PROPOSED IMPROVEMENTS





LOCATION MAP

SCALE: 1" = 20'-0"

LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- PIPE STUBOUT TO BE PLUGGED
- SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2295+00.00 TO 2301+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 31 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	343
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1520, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2301+00.00

MATCHLINE NB STA. 2307+00.00

NB I-94 (DAN RYAN EXPWY)

21' SS REM 12" (F.V.)

11' SS REM 12" (F.V.)

11' SS REM 10" (F.V.)

PROPOSED ℄ NB I-94

75' SS REM 10"

63' SS REM 12"

63' SS REM 10"

69' SS REM 15" (F.V.)

85' SS REM 24"

35' SS REM 12"

14' SS REM 12"

17' SS REM 12"

5'-9" x 6'-4" MAIN DRAIN

EXISTING ℄ 79th - 83rd ST. C-D- RAMP

9' DIA. WATER TUNNEL

ABANDONED 12"

ABANDONED COMED (2H,3W)

COMED (2H,3W)

S. STATE STREET

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (4)

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62594 SEWER NO. 165 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62594 SEWER NO. 156 SEE NOTE (3)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62594 SEWER NO. 127 SEE NOTE (3)

CONNECT TO EXISTING DRAINAGE STRUCUTRE CONTRACT NO. 62594 STR. NO. 72 SEE NOTE (2)

CONNECT TO EXISTING STORM SEWER CONTRACT NO. 62594 SEWER NO. 128 SEE NOTE (3)

GORE FLOW LINE

63RD

71ST

79TH

87TH

95TH

I-57

I-94

DAN RYAN EXPRESSWAY

LOCATION MAP

SCALE: 1" = 20'-0"

LEGEND:

- EXISTING COMBINED SEWER
- PROPOSED STORM SEWER NUMBER (X=SHEET NO., Y=PIPE NO.)
- PROPOSED STRUCTURE NUMBER (X=SHEET NO., Y=STRUCTURE NO.)
- PIPE STUBOUT TO BE PLUGGED
- SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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~~SHEET 32 OF 59~~

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2301+00.00 TO 2307+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	344
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

MATCHLINE NB STA. 2307+00.00

MATCHLINE NB STA. 2313+00.00

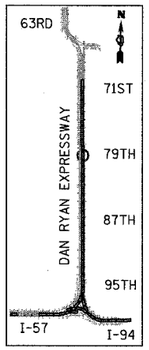
NB I-94 (DAN RYAN EXPWY)

S. STATE STREET

W. 79TH STREET

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
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- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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~~SHEET 33 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN

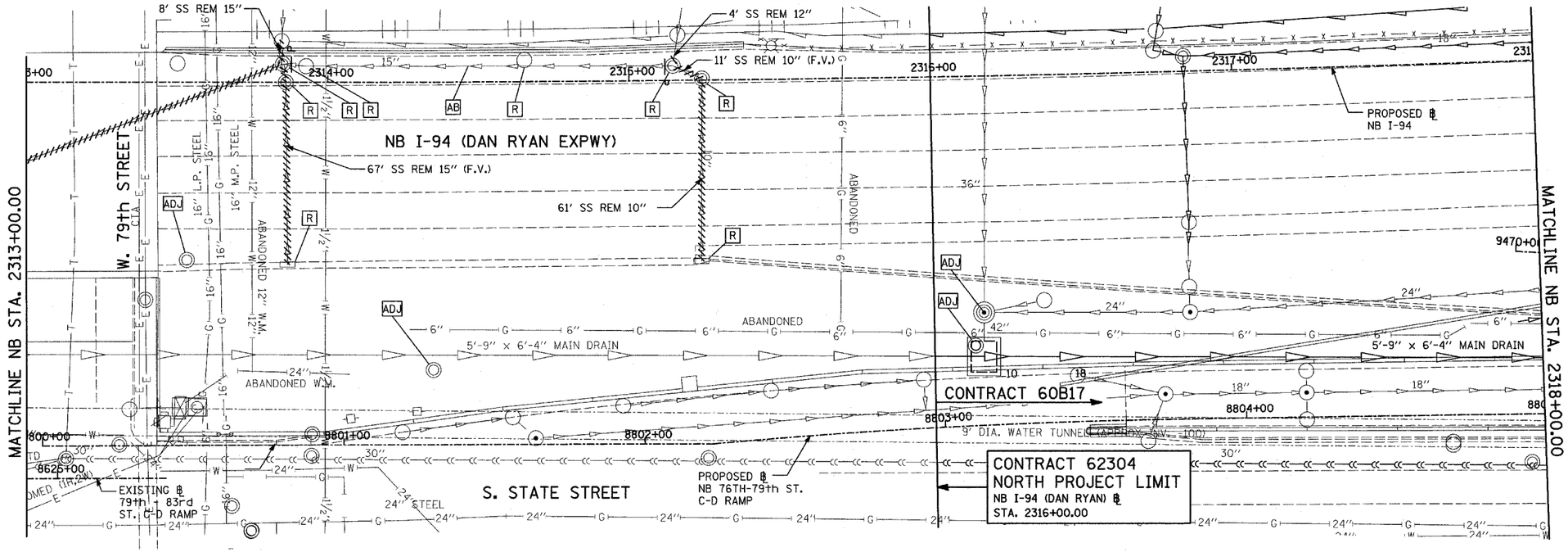
NB I-94 (DAN RYAN EXPRESSWAY)

NB I-94 STA. 2307+00.00 TO 2313+00.00

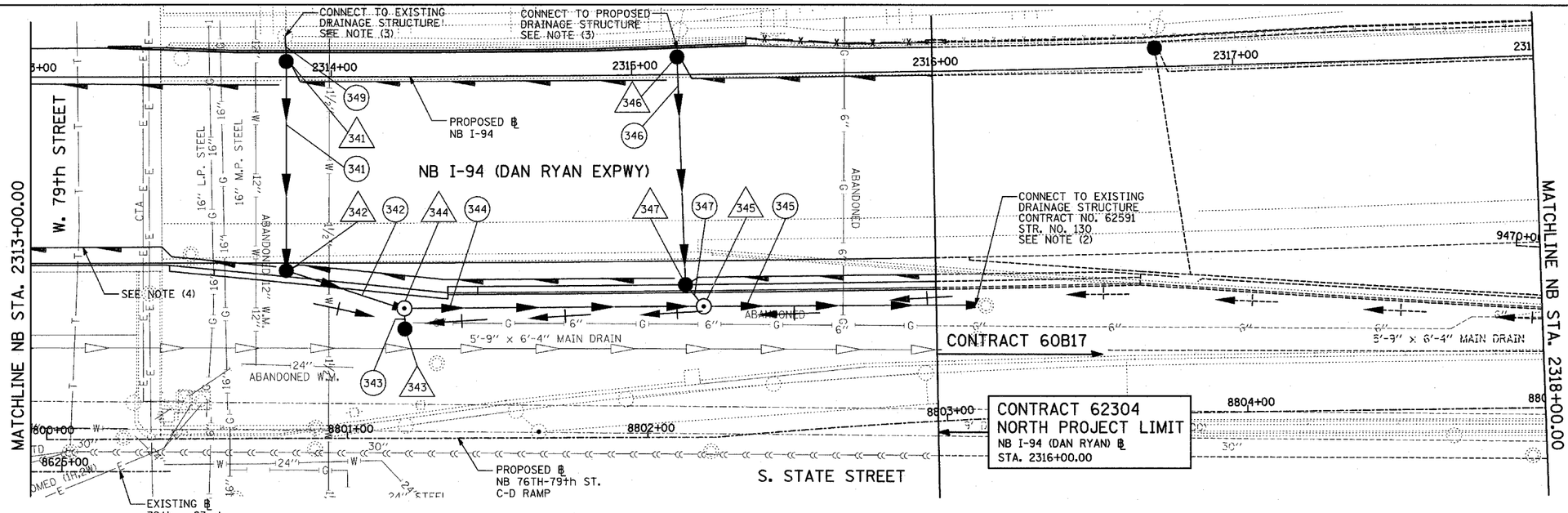
SCALE: 1"=20' DRAWN BY: MB

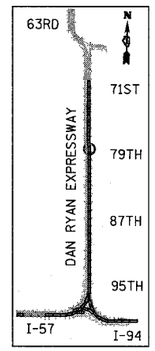
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	345
STA. 1990+18 (NB FORD)	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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. 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.
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

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2313+00.00 TO 2316+00.00

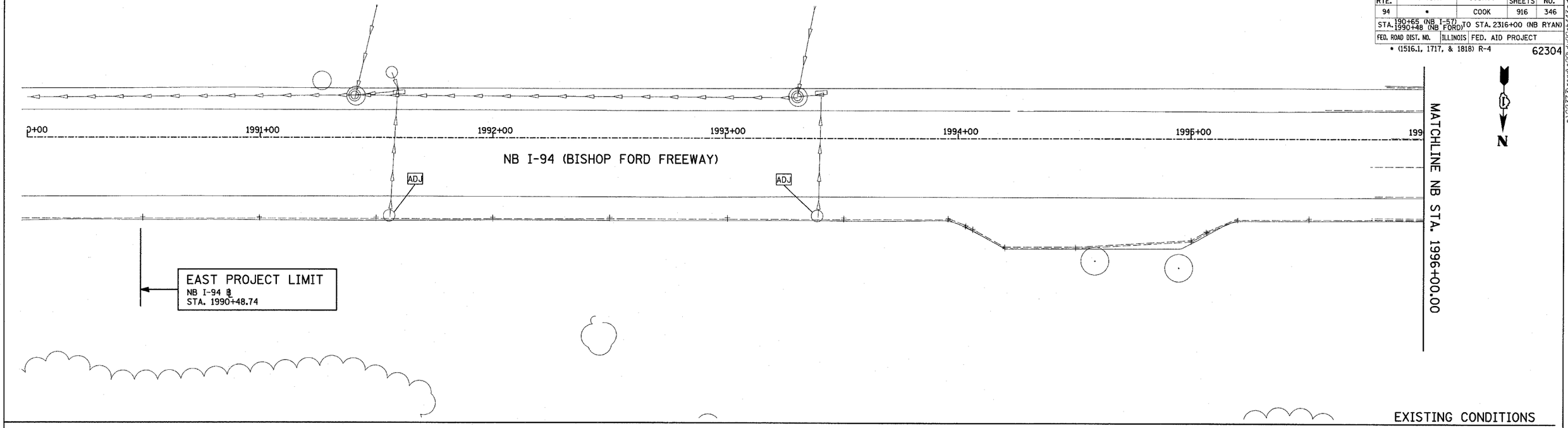
SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 34 OF 59~~

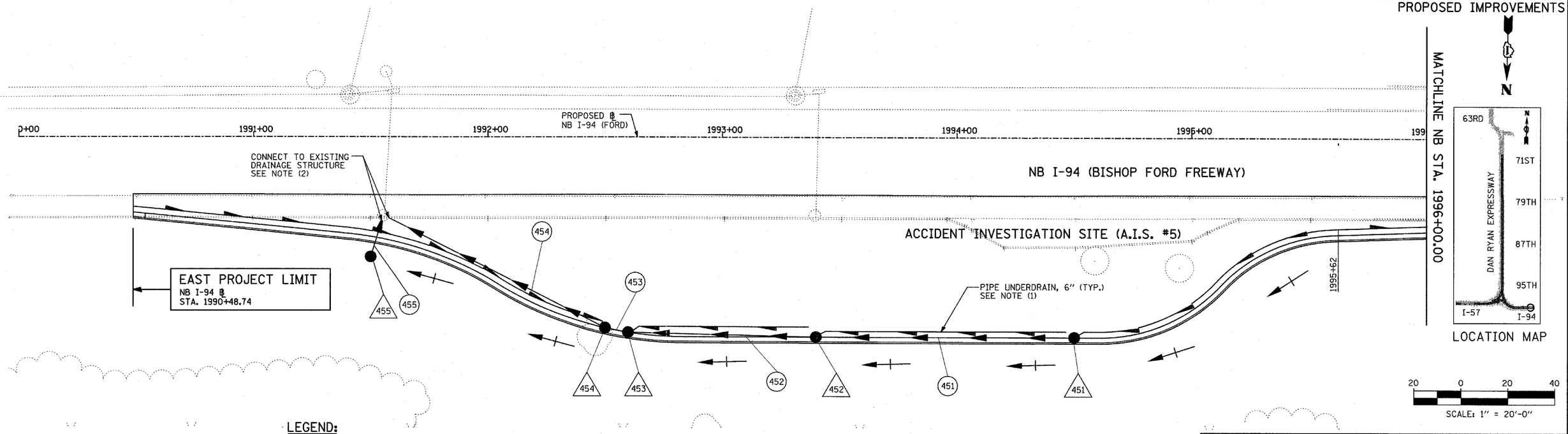
3/8/2006 3:03:48 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	346
STA. 1990+65 (NB I-57) / STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
EXISTING AND PROPOSED PLAN
NB I-94
A.I.S. #5
NB STA 1990+48.74 TO 1996+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

SHEET 45 OF 59

PLOTTED: 3/9/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	347

STA. 1990+85 (NB FORD) TO STA. 2316+00 (NB RYAN)

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT
• (1516.1, 1717, & 1818) R-4		62304

MATCHLINE NB STA. 1996+70.00

1997+00 1998+00 1999+00 2000+00 2001+00 200

NB I-94 (BISHOP FORD FREEWAY)

PROPOSED ℄ NB I-94 BISHOP FORD FWY

R

ADJ.

ADJ.

7"-9"X8"-7" MAIN DRAIN

15"

12"

MATCHLINE NB STA. 2002+00.00

S. DR. M.L.K. DR.

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

N

461

CONNECT TO EXISTING STORM SEWER SEE NOTE (3)

PIPE UNDERDRAIN, 6" (TYP.) SEE NOTE (1)

CONNECT TO EXISTING DRAINAGE STRUCTURE SEE NOTE (2)

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TYLIN INTERNATIONAL

~~SHEET 46 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN

NB I-94

A.I.S. #5

NB STA 1996+00.00 TO 2002+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	348
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS
PROPOSED IMPROVEMENTS

MATCHLINE NB STA. 2002+00.00

MATCHLINE NB STA. 2008+00.00

S. DR. M.L.K. DR.

S. DR. M.L.K. DR. (OVER)

WB I-94 TO I-57 CONNECTOR

NB I-94 (BISHOP FORD FREEWAY)

13' SS REM 10" (F.V.)

20' SS REM 10"

9"x8" 4" MAIN DRAIN

6" ABAN

12" ABANDONED 12" W.M. 12" (24" W. CASING)

CONNECT TO DRAINAGE STRUCTURE INSTALLED IN CONTRACT NO. 62593 STR. NO. 563 SEE NOTE (1)

CONNECT TO STORM SEWER INSTALLED IN CONTRACT NO. 62593 SWR. NO. 5610 SEE NOTE (2)

CONNECT TO DRAINAGE STRUCTURE INSTALLED IN CONTRACT NO. 62593 STR. NO. 573 SEE NOTE (1)

MANHOLE WITH RESTRICTOR PLATE

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62591 STR. NO. 143 SEE NOTE (1)

STA. 2005+00.44 L.P.

SIGN STRUCTURE FOUNDATION TO BE CONSTRUCTED AFTER STORM SEWER INSTALLATION.

63RD 71ST 79TH 87TH 95TH I-57 I-94 DAN RYAN EXPRESSWAY

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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

REVISIONS NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
NB I-94 (BISHOP FORD FREEWAY)
NB STA. 2002+00.00 TO 2008+00.00

SCALE: 1"=20' DRAWN BY: MB

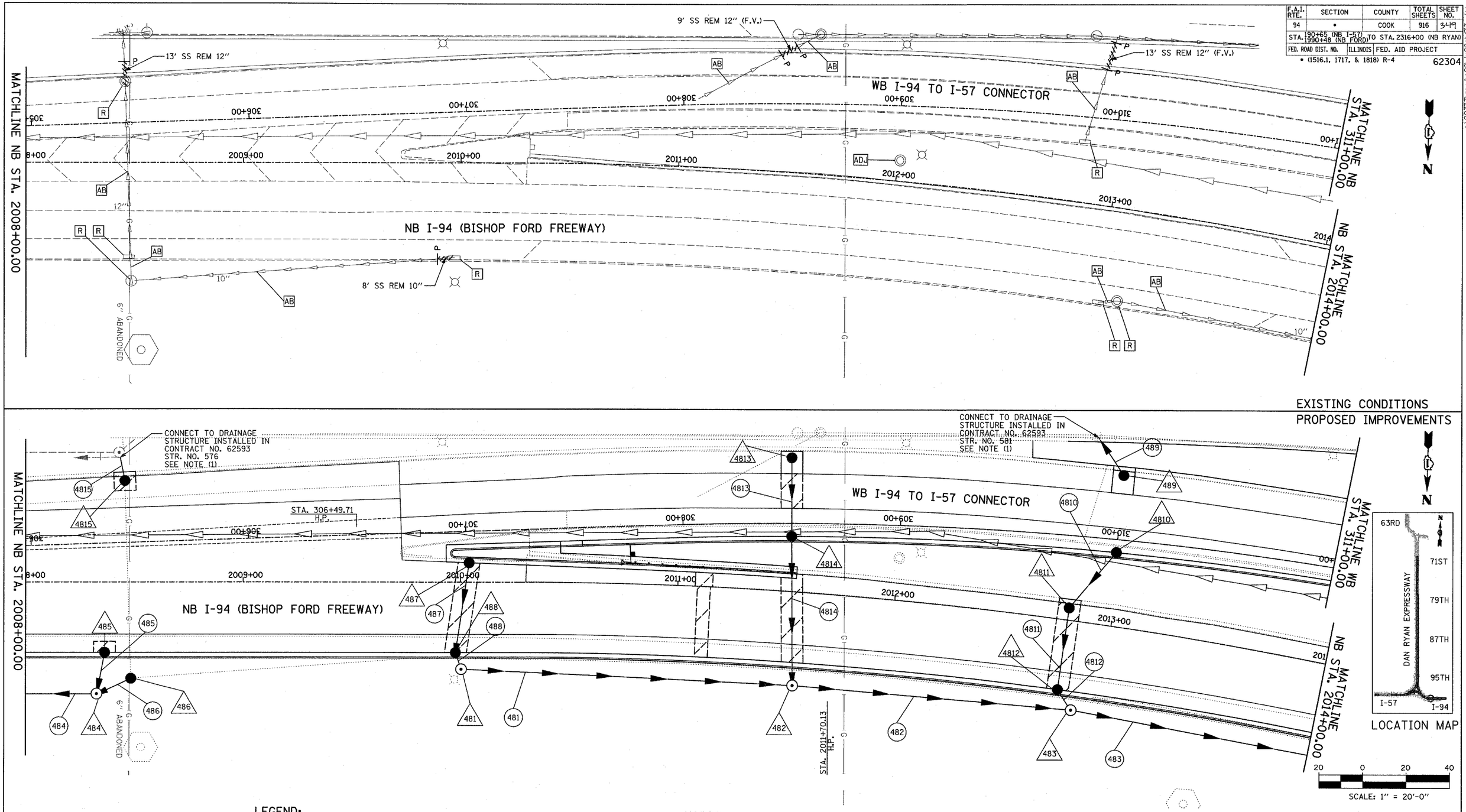
DATE: MARCH 7, 2006 CHECKED BY: DA

~~SHEET 47 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	349
STA. 1990+65 (NB I-57) STA. 1990+48 (NB FORD)		TO STA. 2316+00 (NB RYAN)		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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

TYLIN INTERNATIONAL

SHEET 48 OF 59

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN

NB I-94 (BISHOP FORD FREEWAY)

NB STA. 2008+00.00 TO 2014+00.00

AND WB STA. 311+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	350
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

CTA RED LINE YARD

WB I-94 TO I-57 CONNECTOR

NB I-94 (BISHOP FORD FREEWAY)

MATCHLINE EB STA. 311+00.00

MATCHLINE NB STA. 2014+00.00

MATCHLINE EB STA. 317+00.00

MATCHLINE NB STA. 2020+00.00

7'-9"x8'-7" MAIN DRAIN

PROPOSED ℄ NB I-94 (FORD)

PROPOSED ℄ WB I-94 TO I-57 CONNECTOR

PROPOSED ℄ NB BISHOP FORD

19' SS REM 12" (F.V.)

21' SS REM 10"

26' SS REM 10" (F.V.)

31' SS REM 12" (F.V.)

18' SS REM 12"

27' SS REM 12" (F.V.)

16' SS REM 12"

20' SS REM 12" (F.V.)

CONNECT TO DRAINAGE STRUCTURE INSTALLED IN CONTRACT 62593 STR. NO. 587 SEE NOTE (1)

MAHOLE WITH RESTRICTOR PLATE

MAHOLE WITH RESTRICTOR PLATE

CONNECT TO EXISTING DRAINAGE STRUCTURE CONTRACT NO. 62591 STR. NO. 106 SEE NOTE (1)

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS

SCALE: 1" = 20'-0"

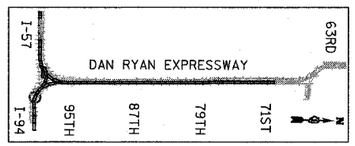
LEGEND:

- 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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

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

LOCATION MAP



SHEET 49 OF 59

REVISIONS NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN

WB STA. 311+00.00 TO 317+00.00

NB I-94 (BISHOP FORD FREEWAY)

NB STA. 2014+00.00 TO 2020+00.00

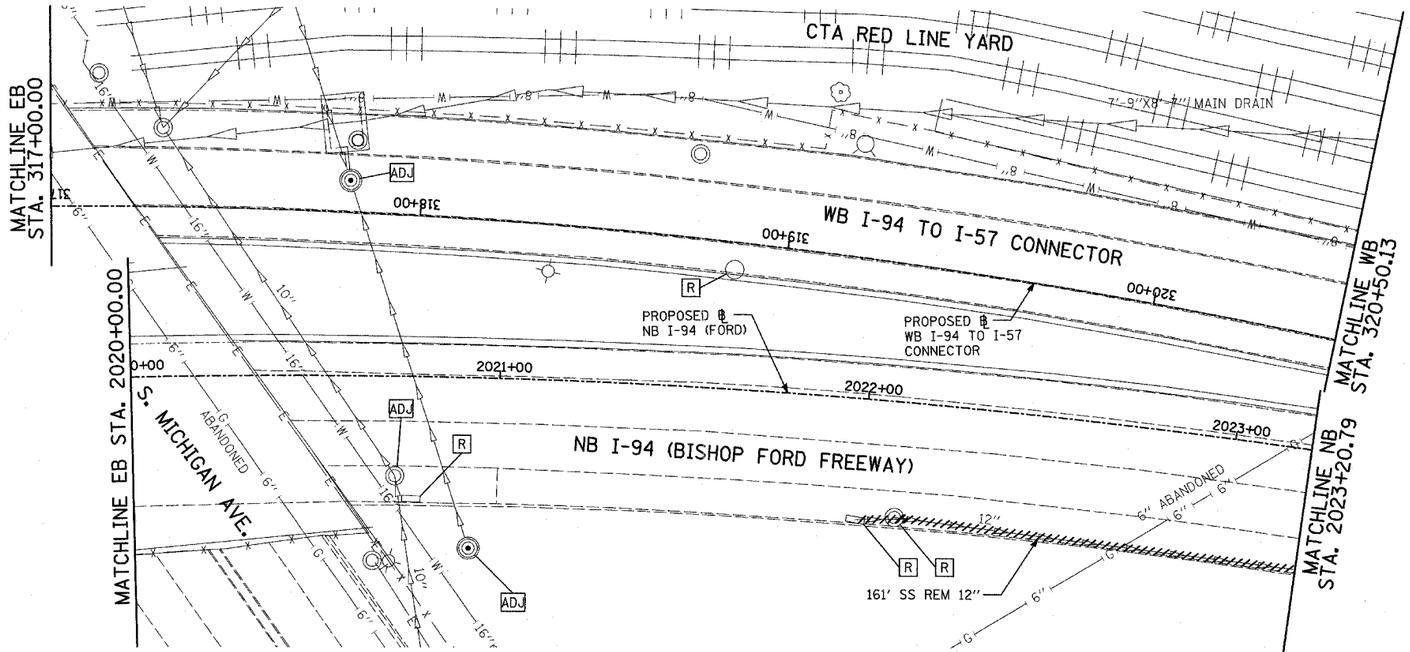
SCALE: 1"=20' DRAWN BY: MB

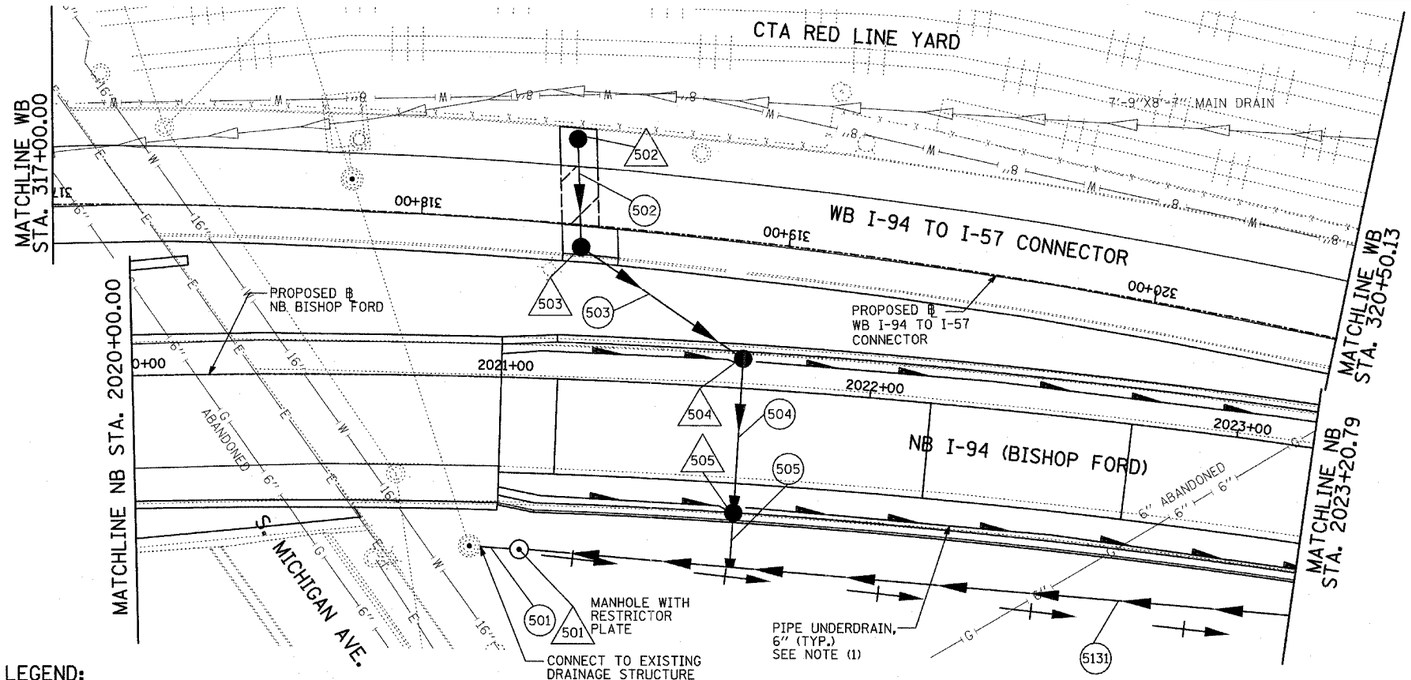
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	351
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

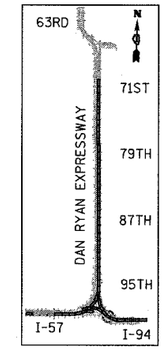
62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TY·LIN INTERNATIONAL

SHEET 50 OF 59

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN

NB I-94 (BISHOP FORD FREEWAY

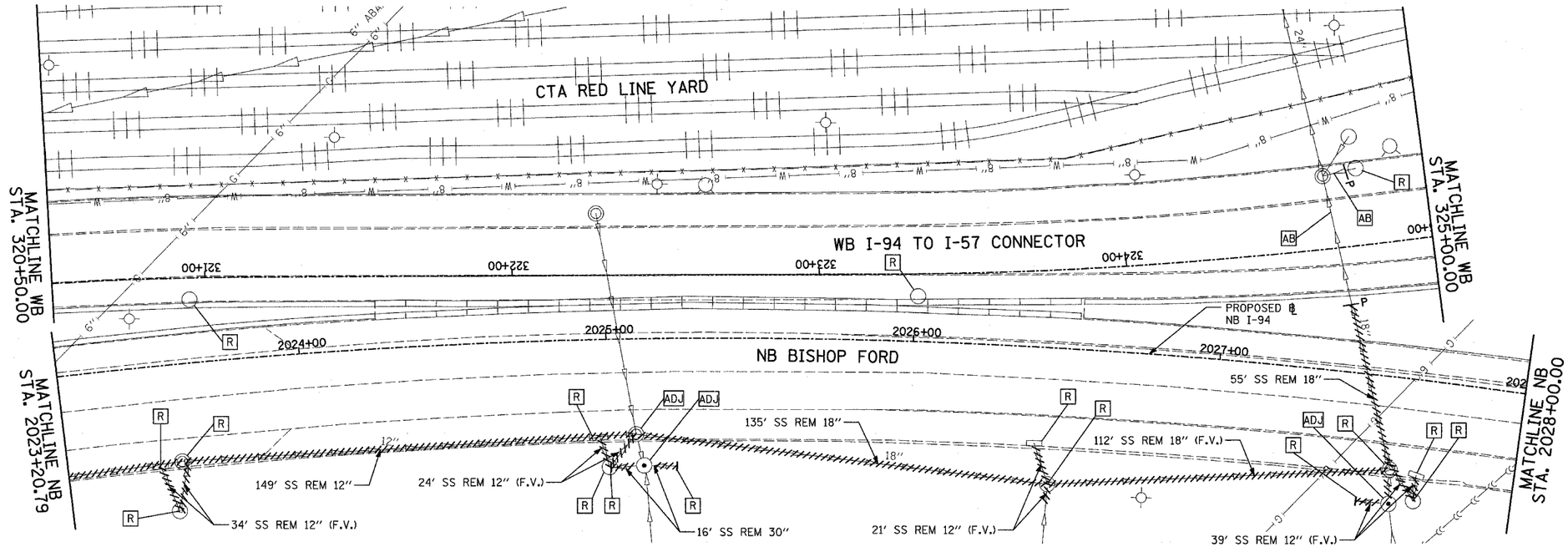
WB STA. 317+00.00 TO 320+50.00

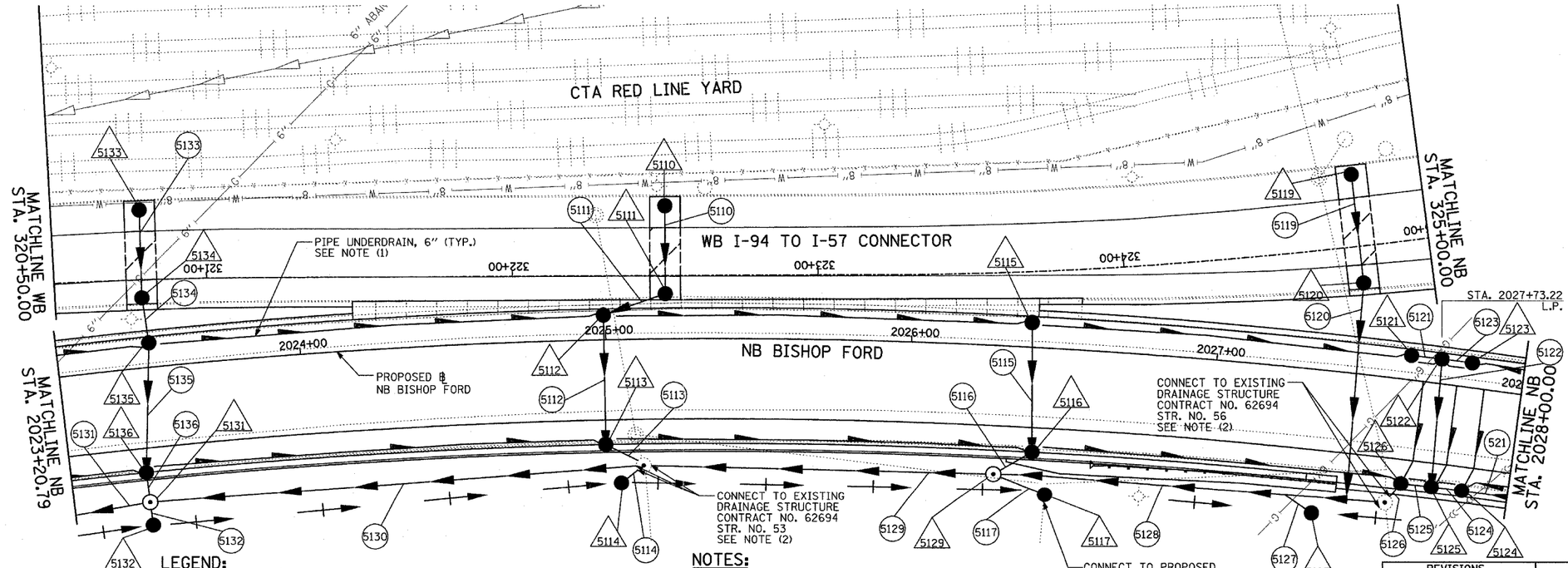
NB STA. 2020+00.00 TO 2023+20.79

SCALE: 1"=20' DRAWN BY: MB

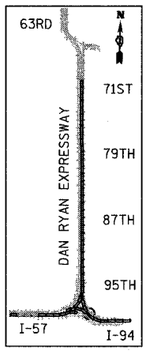
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	352
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

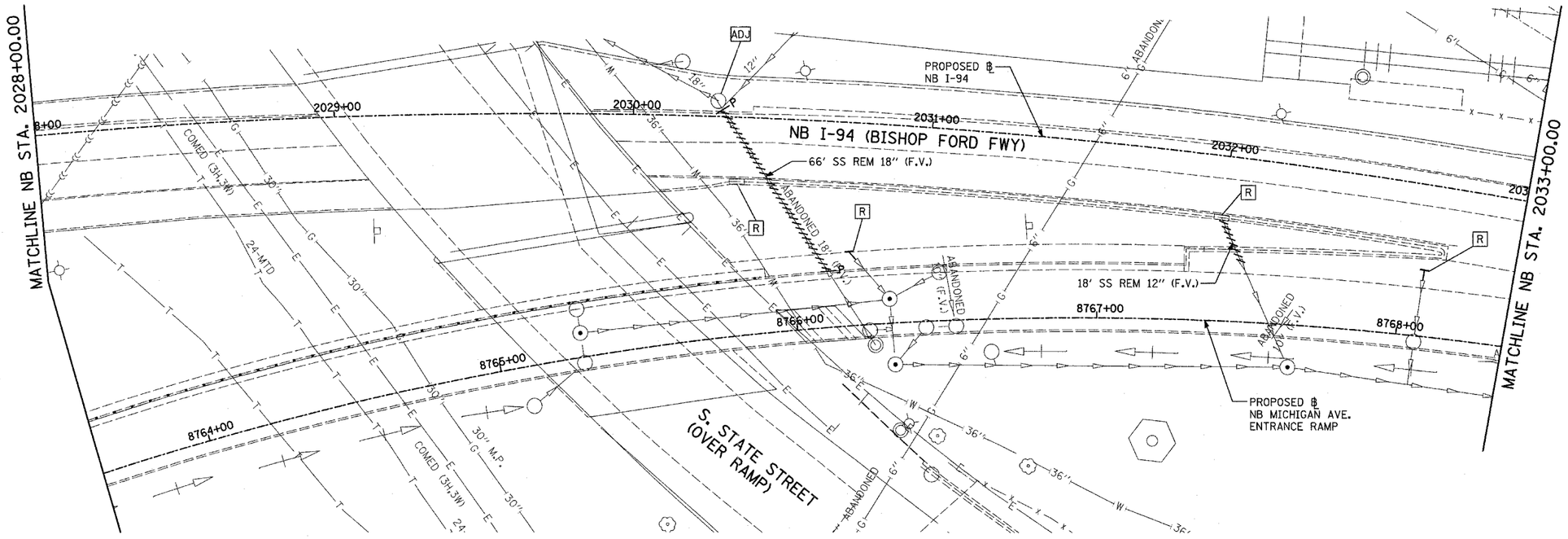
ILLINOIS DEPARTMENT OF TRANSPORTATION

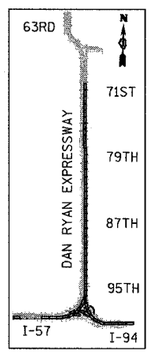
F.A.I. 94 (DAN RYAN EXPRESSWAY)
EXISTING AND PROPOSED PLAN
NB I-94 (BISHOP FORD FREEWAY)
WB STA. 320+50.00 TO 325+00.00
NB STA. 2023+20.79 TO 2028+00.00

SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	353
STA. 1990+48 (NB FORD)	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.
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.

~~SHEET 52 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE AND UTILITY PLAN
NB I-94 MAINLINE
NB STA. 2028+00.00 TO 2033+00.00

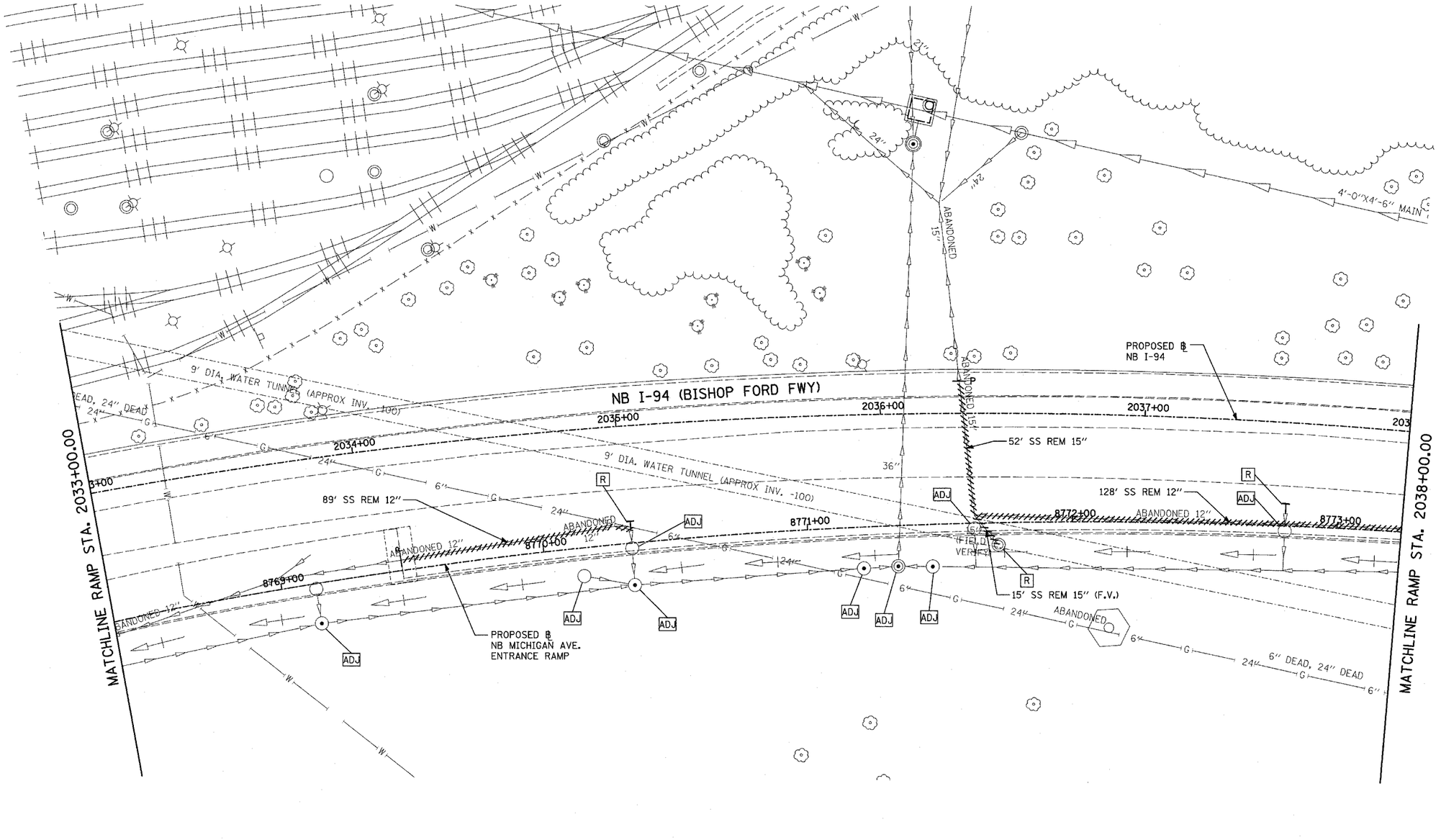
SCALE: 1"=20' DRAWN BY: MB
DATE: MARCH 7, 2006 CHECKED BY: DA

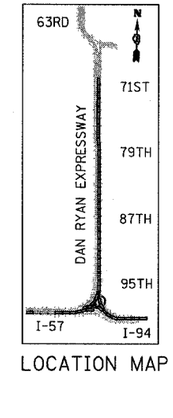
3/6/2006 1:30:36 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	354
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY EXISTING PLAN
NB I-94 (BISHOP FORD FWY) MAINLINE
RAMP STA. 2033+00.00 TO 2038+00.00

SCALE: 1"=20' DRAWN BY: MB

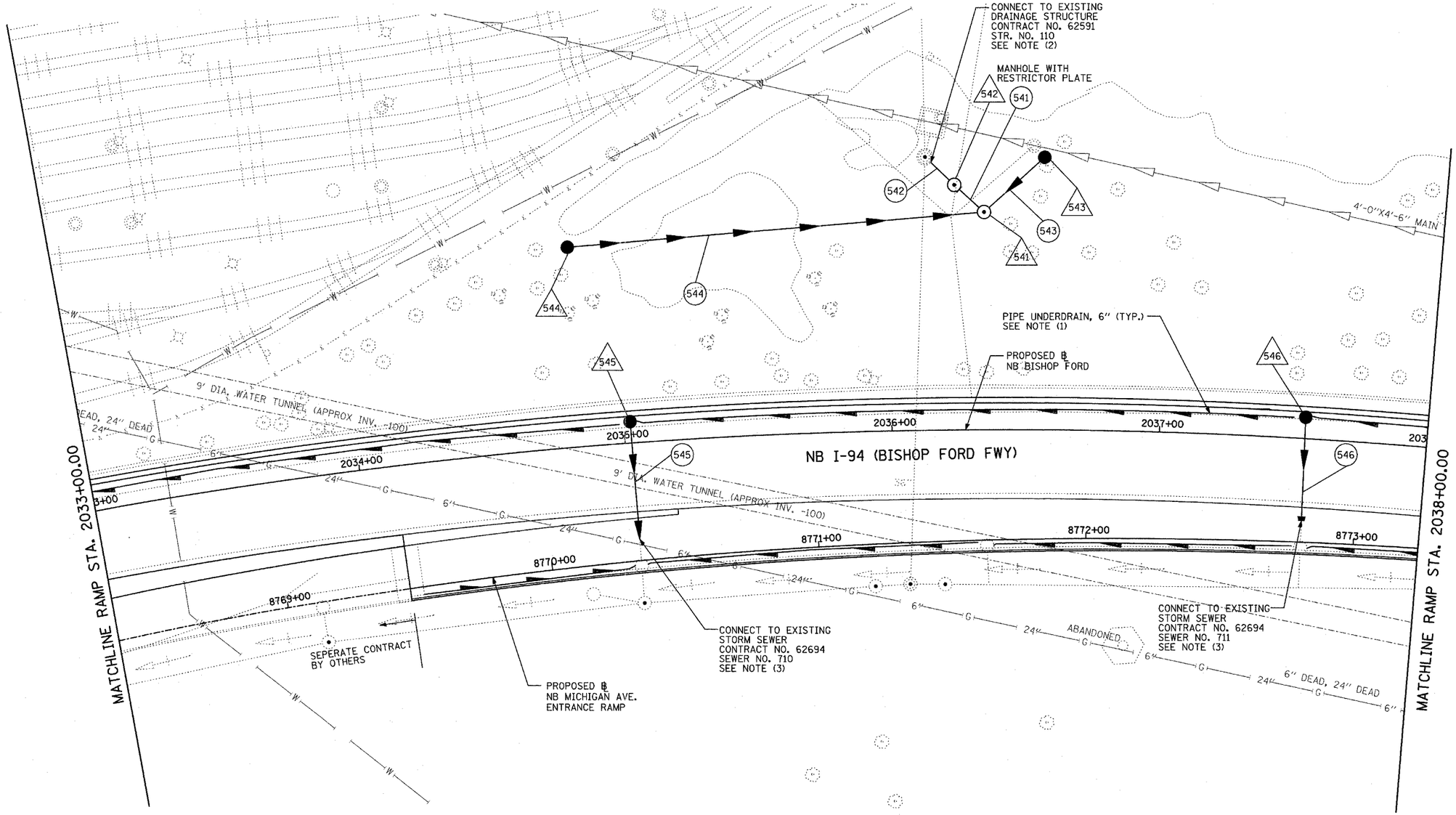
DATE: MARCH 7, 2006 CHECKED BY: DA

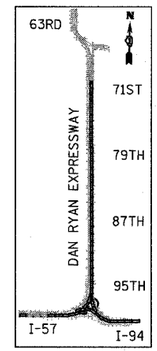
~~SHEET 53 OF 59~~

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	355
STA. 190+65 (NB I-57) / STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PROPOSED PLAN
NB I-94 (BISHOP FORD FWY) MAINLINE
RAMP STA. 2033+00.00 TO 2038+00.00

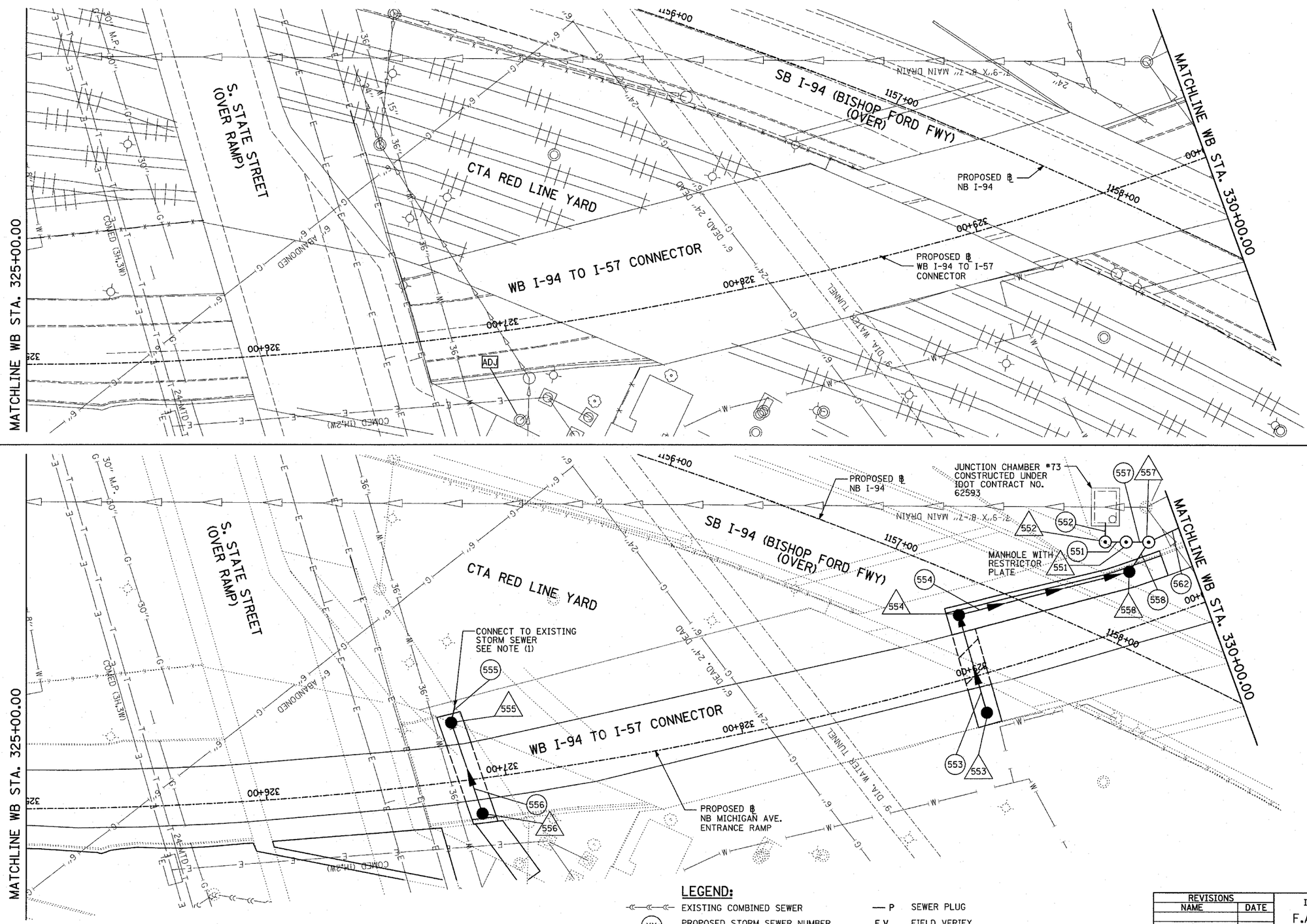
SCALE: 1"=20' DRAWN BY: MB

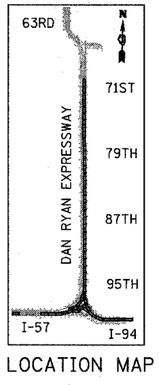
DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	356
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

EXISTING CONDITIONS

PROPOSED IMPROVEMENTS





LOCATION MAP

20 0 20 40

SCALE: 1" = 20'-0"

NOTES:

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

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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

~~SHEET 55 OF 59~~

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN

WB I-94 TO I-57 CONNECTOR

WB STA. 325+00.00 TO 330+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

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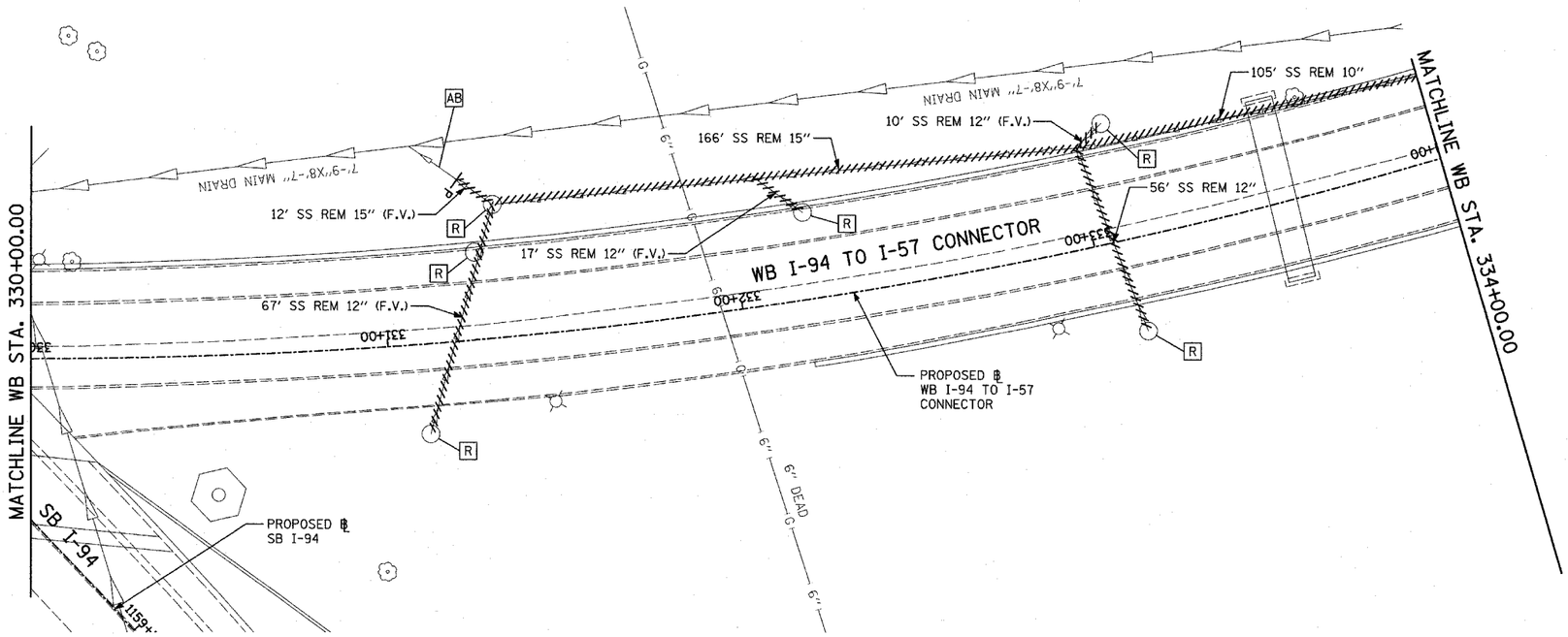
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	357
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

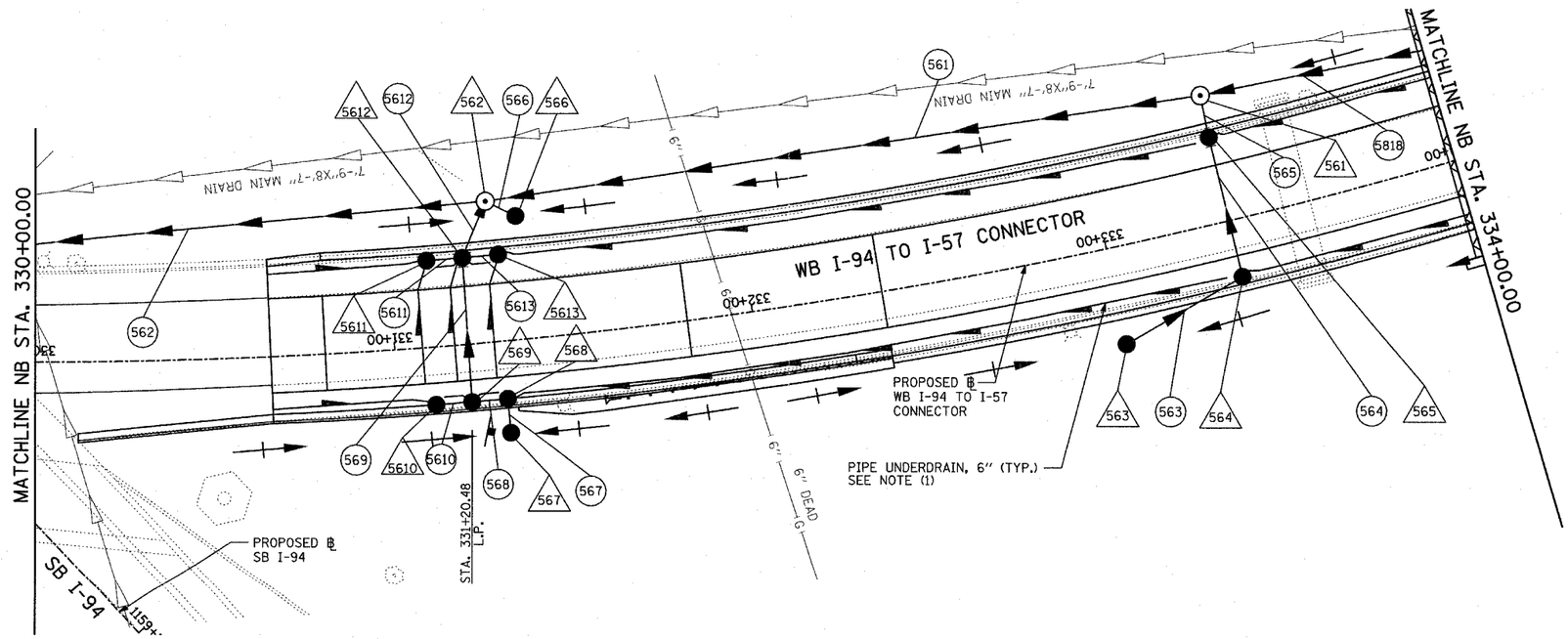
• (1516.I, 1717, & 1818) R-4

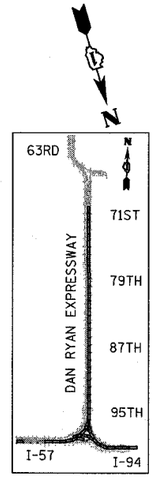
62304



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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."

~~SHEET 56 OF 59~~

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN
WB I-94 TO I-57 CONNECTOR
WB STA. 330+00.00 TO 334+00.00

SCALE: 1"=20' DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

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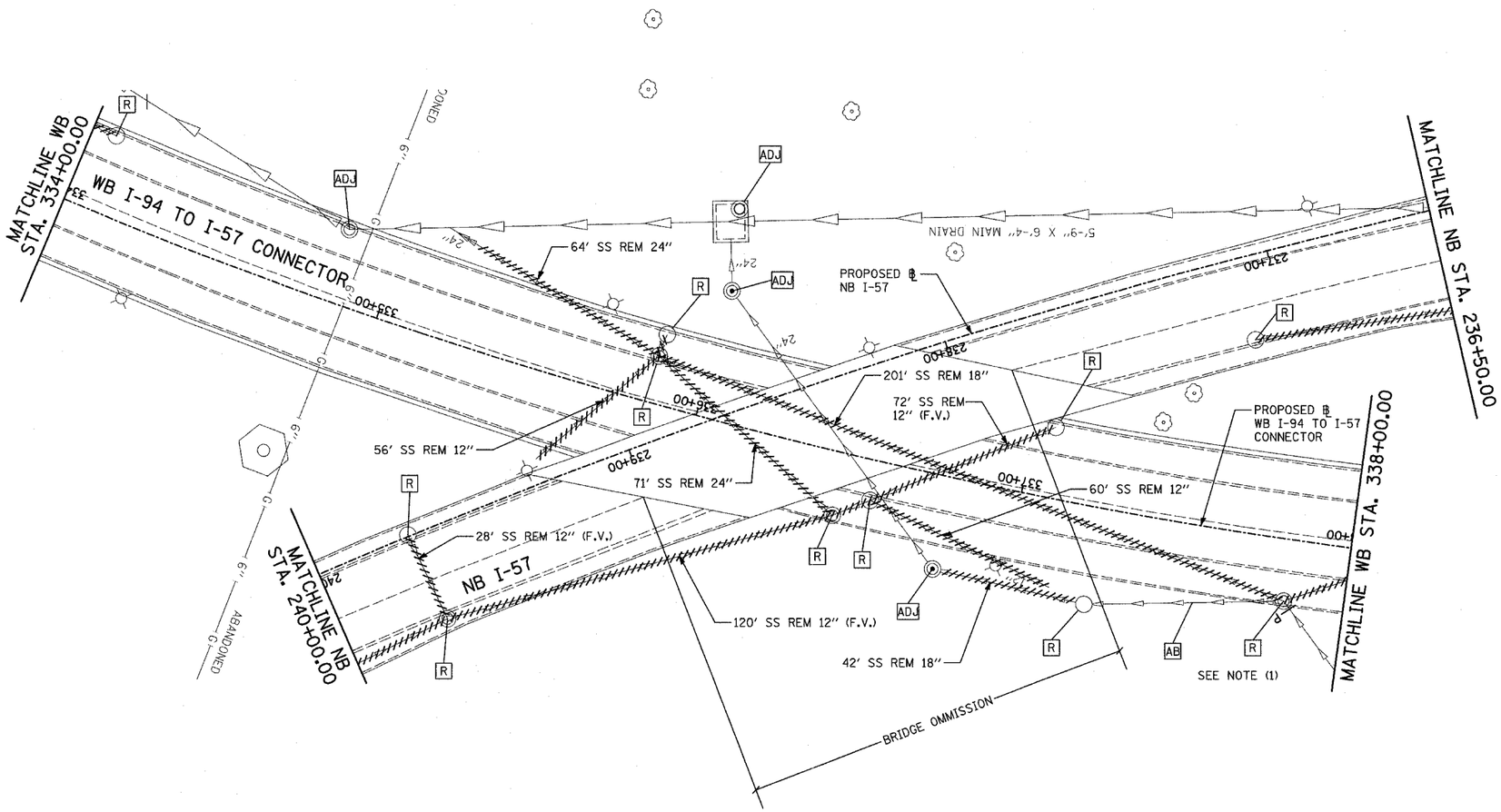
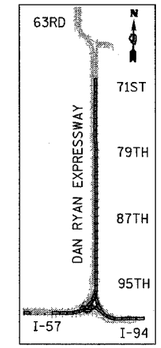
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	358
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. STRUCTURE TO BE ADJUSTED DURING STAGE 1 OF CONSTRUCTION TO MAINTAIN SURFACE DRAINAGE. THIS COST SHALL BE PAID FOR SEPERATELY AND INCLUDED IN THE SOO.

TY·LIN INTERNATIONAL

~~SHEET 57 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY EXISTING PLAN

NB I-57 AND WB I-94 TO I-57 CONNECTOR

NB STA. 236+70.38 TO 240+00.00

WB STA 344+00.00 TO 338+00.00

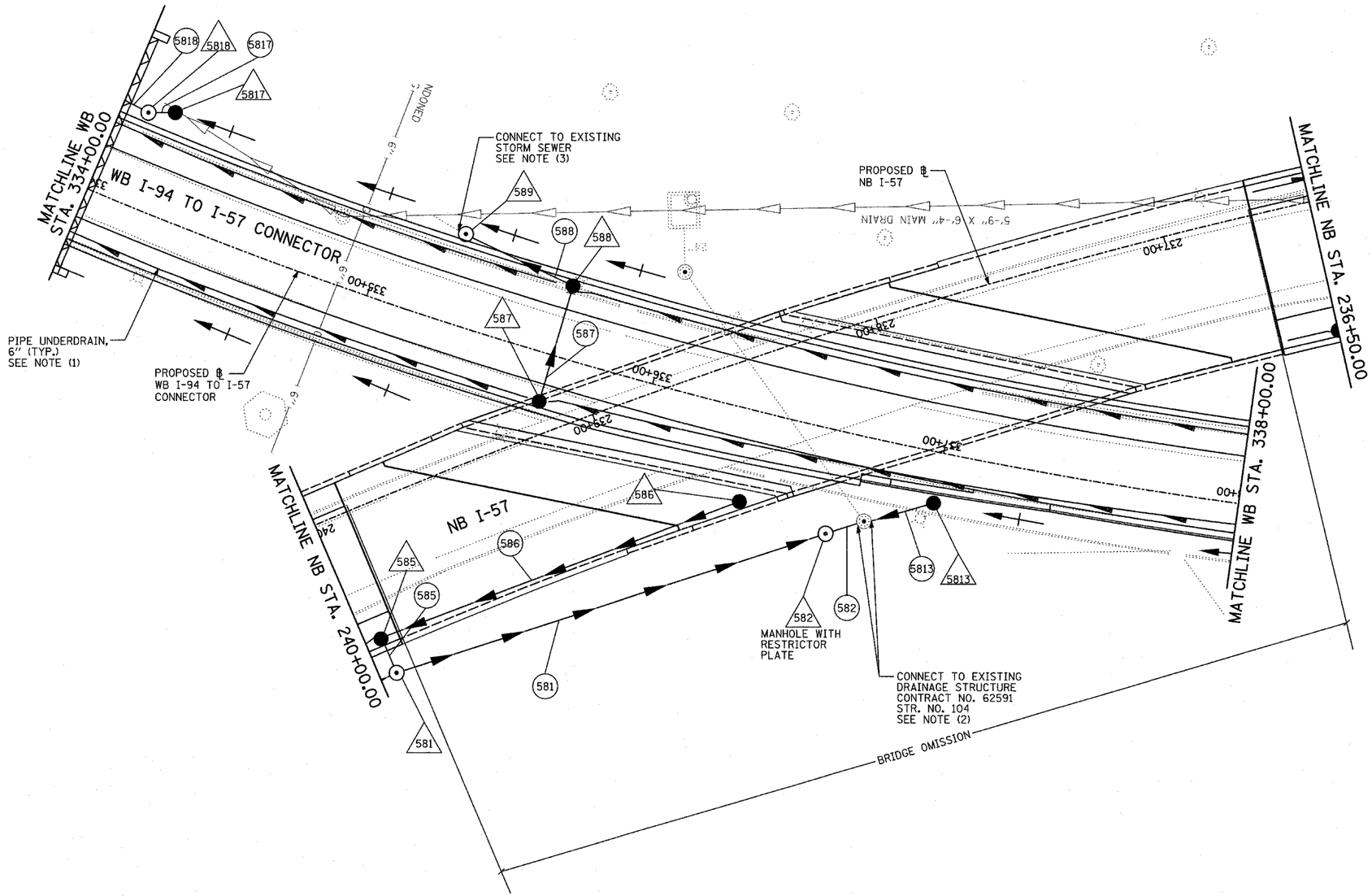
SCALE: 1"=20' DRAWN BY: JPA

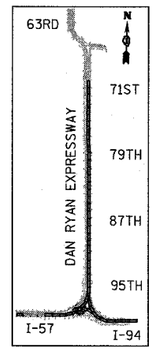
DATE: MARCH 7, 2006 CHECKED BY: MPG

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	359
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 181B) R-4

62304





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.)
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- — P SEWER PLUG
- F.V. FIELD VERIFY
- UTILITY REMOVAL
- PROPOSED CATCH BASIN CONSTRUCTED IN CONCURRENT CONTRACT 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

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.

TYLIN INTERNATIONAL

~~SHEET 58 OF 59~~

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PROPOSED PLAN

NB I-57 AND WB I-94 TO I-57 CONNECTOR

NB STA. 236+70.38 TO 240+00.00

WB STA 334+00.00 TO 338+00.00

SCALE: 1"=20' DRAWN BY: JPA

DATE: MARCH 7, 2006 CHECKED BY: MPG

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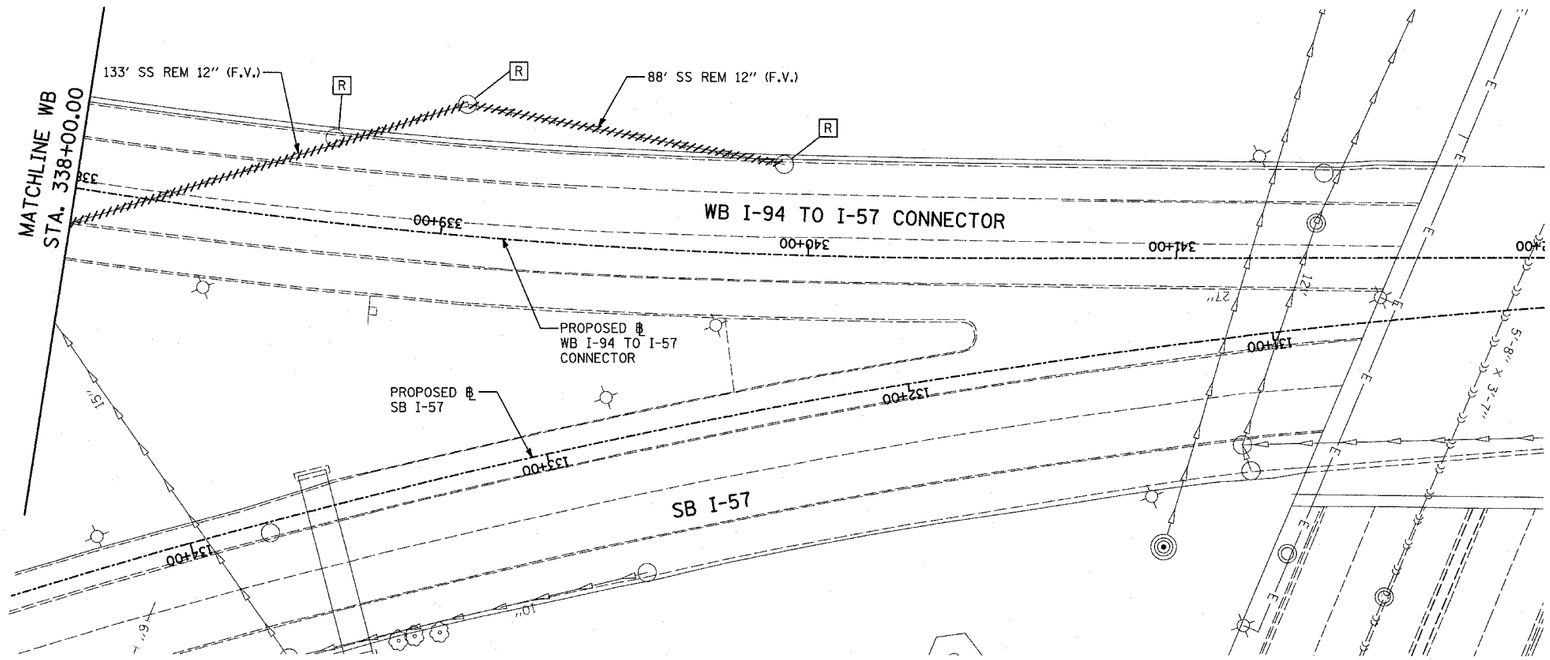
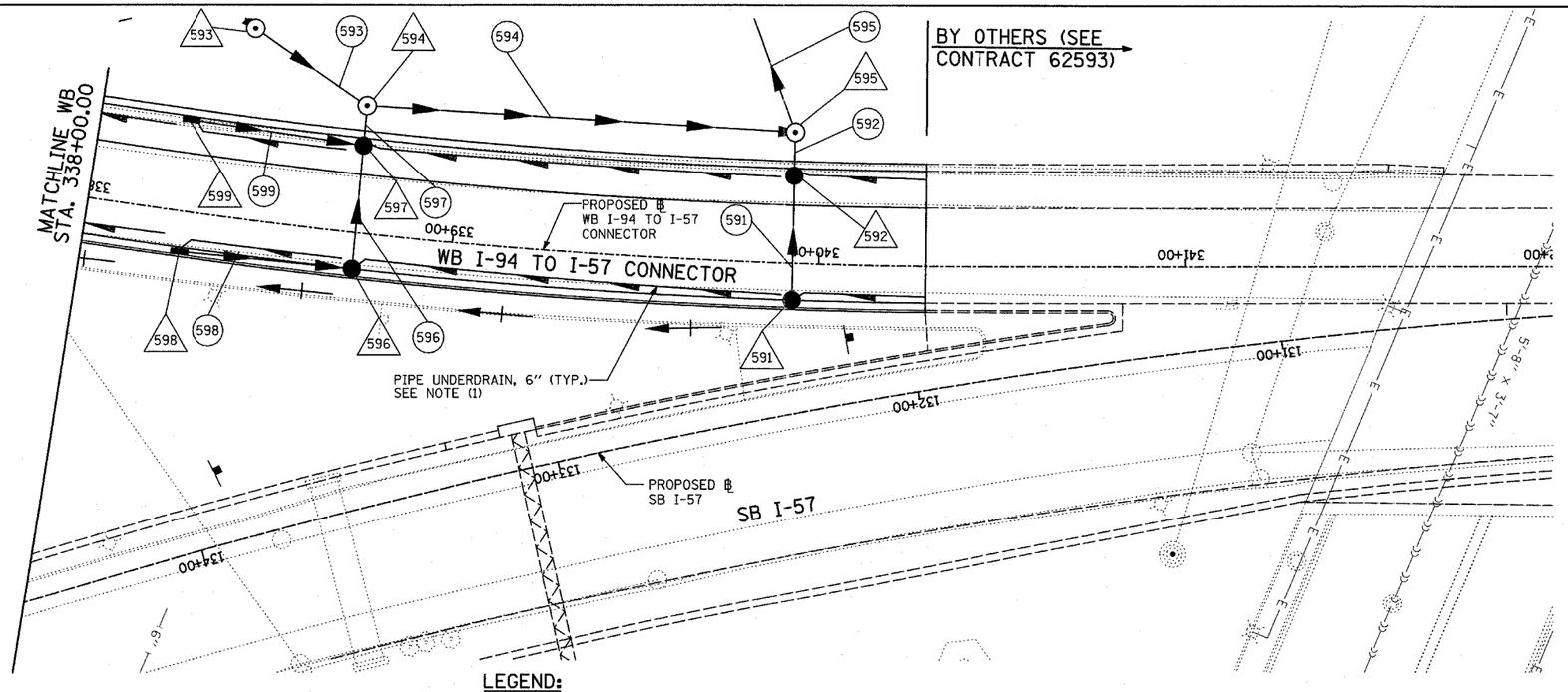
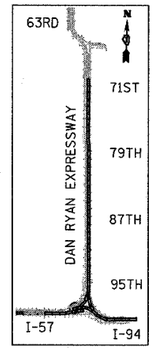
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	360
STA. 1990+48 (NB FORD)	190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4		62304		





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 62593
- PROPOSED STORM SEWER CONSTRUCTED IN CONCURRENT CONTRACT 62593

NOTES:

1. FOR CLARITY, PIPE UNDERDRAINS ARE SHOWN OFFSET FROM THEIR PROPOSED LOCATIONS. FOR DETAILED PLACEMENT, SEE SHEET "PIPE UNDERDRAINS DETAIL."

~~SHEET 59 OF 59~~

REVISIONS NAME	DATE

TY·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE AND UTILITY PLAN
WB I-94 TO I-57 CONNECTOR
WB STA. 338+00.00 TO 340+29.15

SCALE: 1"=20' DRAWN BY: JPA
DATE: MARCH 7, 2006 CHECKED BY: MPG

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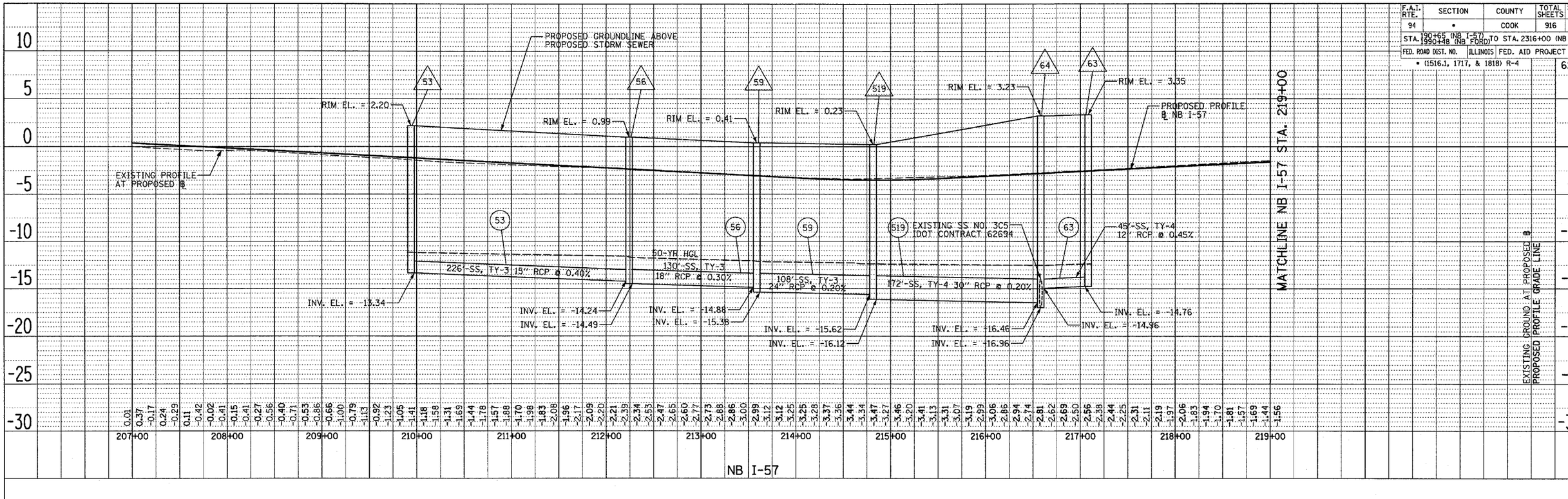
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	361

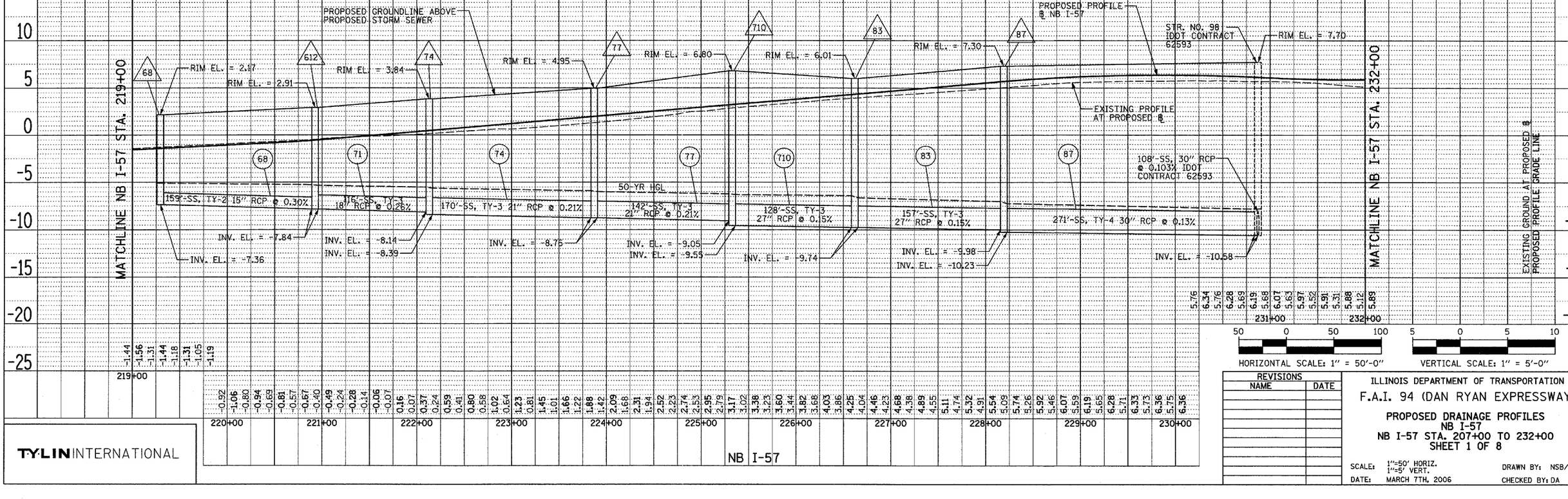
STA. 190+65 (NB I-57)
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4 62304

PLAN
SURVEYED
ALIGNMENT CHECKED
ELEV. OF I.M. CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE





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
NB I-57
NB I-57 STA. 207+00 TO 232+00
SHEET 1 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DRAWN BY: NSB/BK
DATE: MARCH 7TH, 2006
CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	362
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
PROFILE LINE CHECKED
NOTE BOOK
NO.
BY
DATE

MATCHLINE NB I-57 STA. 232+00

PROPOSED GROUNDLINE ABOVE PROPOSED STORM SEWER
RIM EL. = 4.19
STR. NO. 102
CONTRACT 62591
RIM EL. = 4.22
922
RIM EL. = 6.07
921
PROPOSED PROFILE ℄ NB I-57
EXISTING PROFILE AT PROPOSED ℄
8'-SS, TY-3 24" RCP @ 0.25%
52'-SS, TY-3 24" RCP @ 0.31%
50-YR HGL
156'-SS, TY-3 24" RCP @ 0.30%
INV. EL. = -8.18
INV. EL. = -8.20
INV. EL. = -7.70
595
RIM EL. = -4.49
STR. NO. 104
CONTRACT 62591
RIM EL. = -4.22
582
8'-SS, TY-3 18" RCP @ 1.00%
INV. EL. = -16.30
INV. EL. = -16.80
50-YR HGL
147'-SS, TY-3 18" RCP @ 1.00%
INV. EL. = -16.22
581
RIM EL. = 20.54
RIM EL. = 22.71
113
RIM EL. = 24.26
116
RIM EL. = 24.52
118
INV. EL. = 10.00
INV. EL. = -14.75
144'-SS, TY-2 18" RCP @ 1.00%
INV. EL. = 11.44
144'-SS, TY-2 18" RCP @ 1.00%
50-YR HGL
241'-SS, TY-2 15" RCP @ 1.00%
INV. EL. = 15.54
INV. EL. = 13.13
INV. EL. = 12.88
MATCHLINE NB I-57 STA. 246+00
EXISTING GROUND AT PROPOSED ℄
PROPOSED PROFILE GRADE LINE
NB I-57

MATCHLINE NB I-57 STA. 246+00

EXISTING PROFILE AT PROPOSED ℄
STR. NO. 13
CONTRACT 62591
RIM EL. = 16.94
127
RIM EL. = 20.47
PROPOSED GROUNDLINE ABOVE PROPOSED STORM SEWER
126
RIM EL. = 19.14
125
RIM EL. = 14.57
PROPOSED PROFILE ℄ NB I-57
8'-SS, TY-3 24" RCP @ 0.50%
50-YR HGL
125'-SS, TY-3 24" RCP @ 0.50%
65'-SS, TY-3 24" RCP @ 1.00%
INV. EL. = 4.66
INV. EL. = 4.62
INV. EL. = 5.93
INV. EL. = 5.28
END OF NB I-57 PROFILE
NB I-57 STA. 258+32.25
NB I-94 STA. 2203+00
258+00
EXISTING GROUND AT PROPOSED ℄
PROPOSED PROFILE GRADE LINE
NB I-57

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
NB I-57
NB I-57 STA. 232+00 TO 258+32.25
SHEET 2 OF 8

SCALE: 1"=50' HORIZ.
1"=5' VERT.
DATE: MARCH 7TH, 2006

DRAWN BY: NSB/BK
CHECKED BY: DA

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	363
STA. 1990+48 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* (1516.1, 1717, & 1818) R-4				62304

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RE-PLOTTED / CADD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROPOSED GROUNDLINE ABOVE PROPOSED STORM SEWER

EXISTING PROFILE AT PROPOSED ℄

STR. NO. 103 CONTRACT NO. 62951 RIM EL. = 4.93

RIM EL. = 4.96

RIM EL. = 5.58

BEGIN EB I-57 TO SB I-94 CONNECTOR PROFILE STA. 406+20

8'-SS, TY-2 15" RCP @ 0.50%

141'-SS, J.I.P. 21" RCP @ 0.40%

50-YR HGL

165'-SS, TY-2 15" RCP @ 0.50%

INV. EL. = -4.40

INV. EL. = -4.44

INV. EL. = -7.70

INV. EL. = -3.58

PROPOSED PROFILE @ NB I-57 TO SB I-94 CONNECTOR

END EB I-57 TO SB I-94 CONNECTOR PROFILE STA. 416+00

EXISTING GROUND AT PROPOSED ℄ PROPOSED PROFILE GRADE LINE

406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00 414+00 415+00 416+00 417+00 418+00

EB I-57 TO SB I-94 (BISHOP FORD FREEWAY) CONNECTOR RAMP

PROPOSED PROFILE @ NB I-94 (BF)

EXISTING PROFILE AT PROPOSED ℄

STR. NO. 114 CONTRACT NO. 62591 RIM EL. = 12.37

RIM EL. = 12.69

RIM EL. = 12.76

RIM EL. = 11.99

RIM EL. = 10.21

RIM EL. = 6.83

RIM EL. = 4.55

END OF NB FORD PROFILE NB FORD STA. 2045+10 NB I-57 STA. 254+63.79

PROPOSED GROUNDLINE ABOVE PROPOSED STORM SEWER

8'-SS, TY-5 48" RCP @ 0.13%

8'-SS, TY-5 48" RCP @ 0.13%

50-YR HGL

236'-SS, TY-5 48" RCP @ 0.10%

117'-SS, TY-4 48" RCP @ 0.10%

200'-SS, TY-4 48" RCP @ 0.10%

198'-SS, TY-3 48" RCP @ 0.15%

INV. EL. = -11.89

INV. EL. = -11.36

INV. EL. = -11.37

INV. EL. = -11.38

INV. EL. = -11.39

INV. EL. = -11.13

INV. EL. = -11.01

INV. EL. = -10.81

INV. EL. = -10.51

MATCHLINE NB I-94 STA. 2203+00

EXISTING GROUND AT PROPOSED ℄ PROPOSED PROFILE GRADE LINE

2038+00 2039+00 2040+00 2041+00 2042+00 2043+00 2044+00 2045+00 2200+00 2201+00 2202+00 2203+00

NB I-94 (BISHOP FORD FREEWAY)

STATION EQUATION STA. 2045+78.50 = STA. 2200+00

HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED DRAINAGE PROFILES
EB I-57 TO SB I-94 CONNECTOR RAMP
STA. 406+20 TO 416+00
NB I-94 (BISHOP FORD FREEWAY)
STA. 2038+00 TO 2203+00
SHEET 3 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DRAWN BY: NSB/BK
DATE: MARCH 7TH, 2006
CHECKED BY: DA

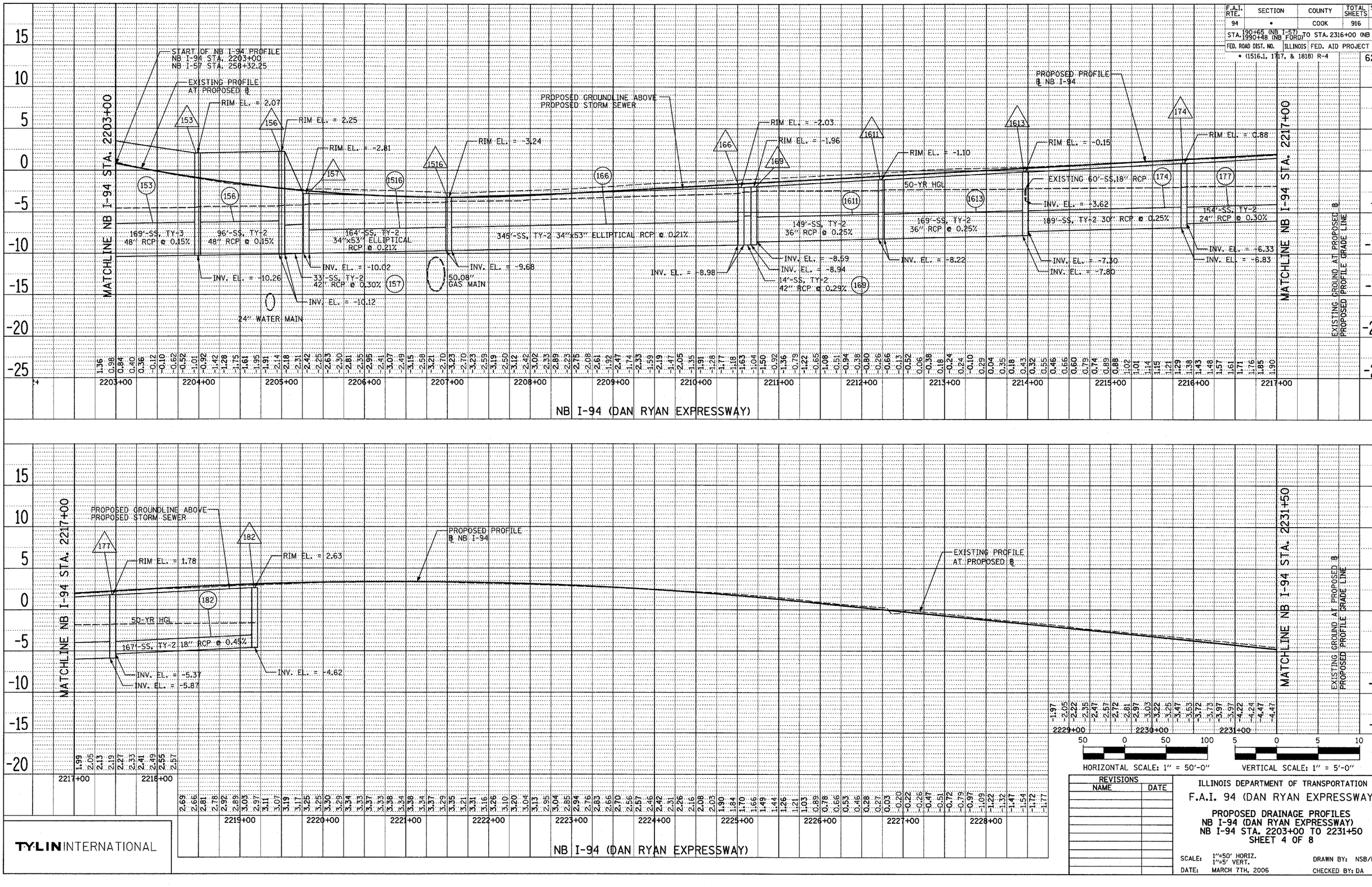
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	364

STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)
STA. 1990+48 (NB FORD)

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

• (1516.1, 1717, & 1818) R-4

62304



PLAN — SURVEYED | BY | DATE
DRAWN | CHECKED
ALIGNMENT CHECKED
R.O.W. CHECKED
NOTE BOOK
NO.
ROAD FILE NAME

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

PROPOSED DRAINAGE PROFILES
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2203+00 TO 2231+50
SHEET 4 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DATE: MARCH 7TH, 2006
DRAWN BY: NSB/BK
CHECKED BY: DA

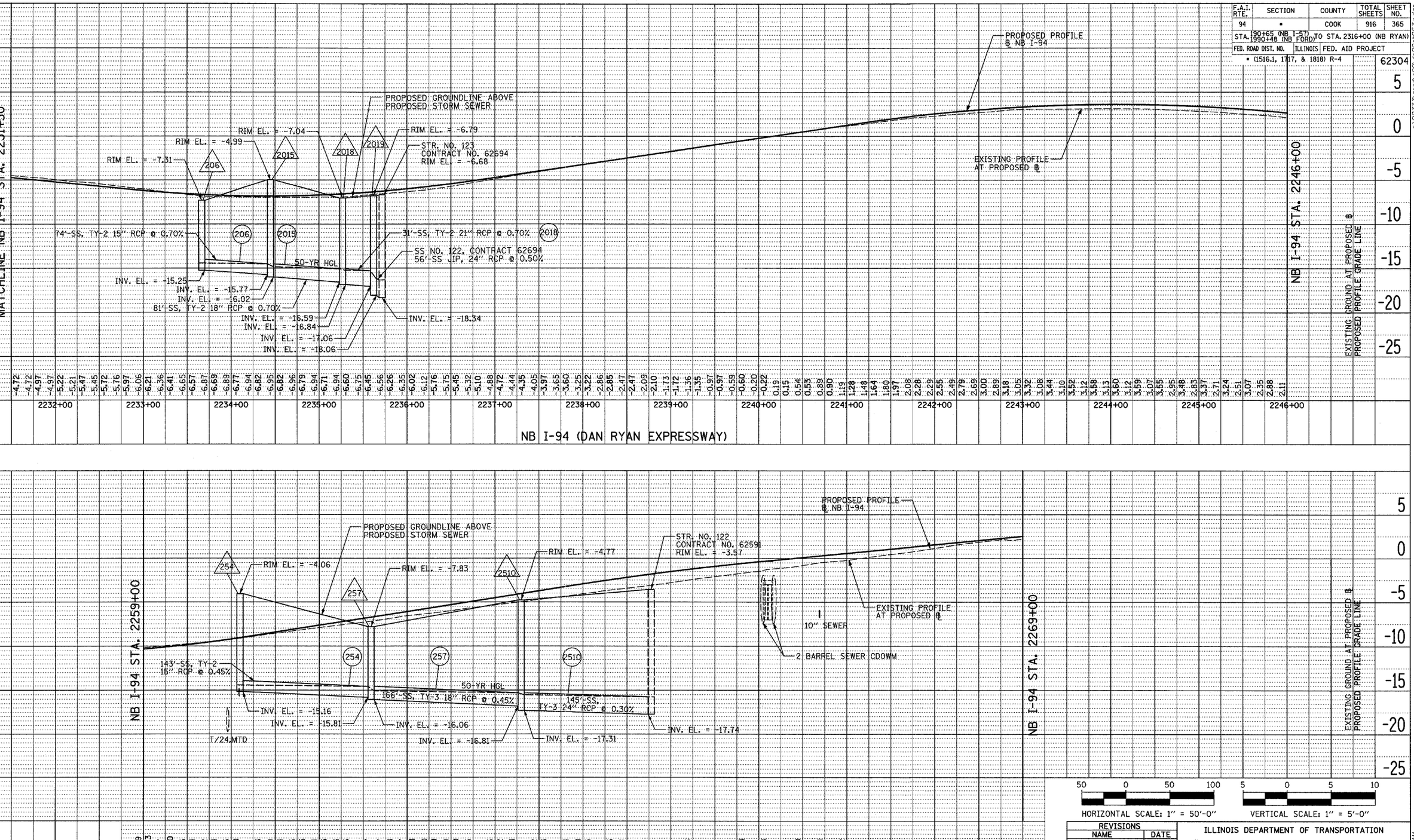
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	365

STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4 — 62304

PLAN — SURVEYED / DRAWN / ALIGNMENT CHECKED / P.I.'s & B.M. CHECKED / COGO FILE NAME / NOTE BOOK / NO. — BY / DATE / REVISED



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

5 0 5 10 — VERTICAL SCALE: 1" = 5'-0"

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

PROPOSED DRAINAGE PROFILES
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2231+50 TO 2246+00
NB I-94 STA. 2259+00 TO 2269+00
SHEET 5 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DRAWN BY: NSB/BK
DATE: MARCH 7TH, 2006
CHECKED BY: DA

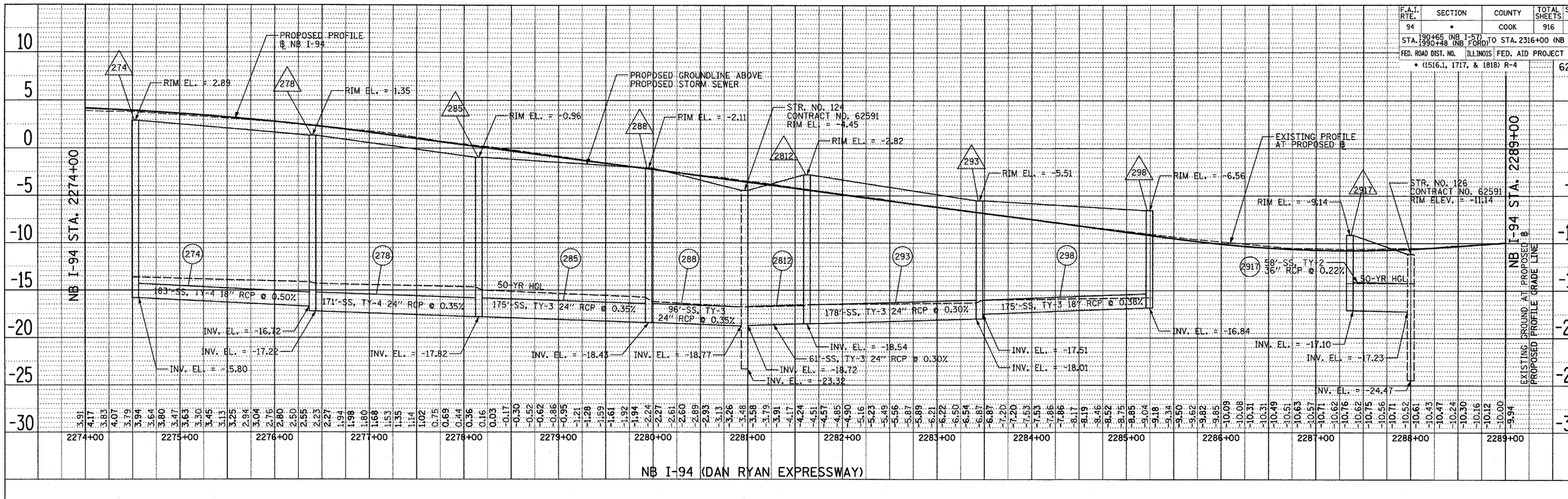
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	366

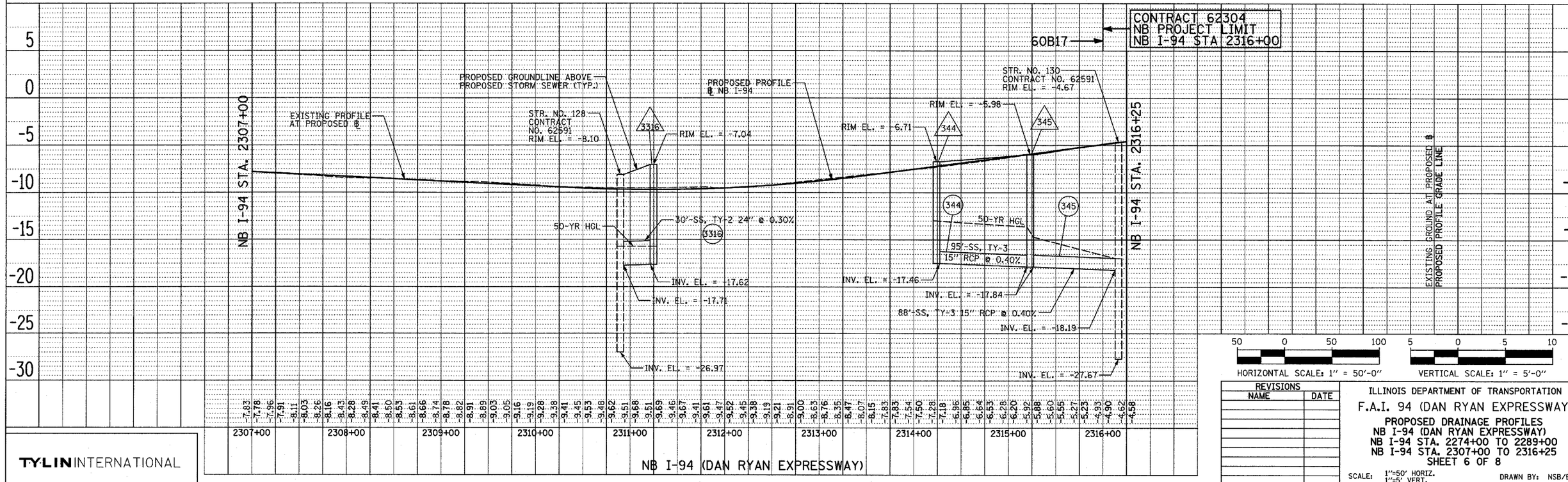
STA. 1990+48 (NB I-57) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4

62304





HORIZONTAL SCALE: 1" = 50'-0"

VERTICAL SCALE: 1" = 5'-0"

REVISIONS NAME	DATE

TY·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

PROPOSED DRAINAGE PROFILES
NB I-94 (DAN RYAN EXPRESSWAY)
NB I-94 STA. 2274+00 TO 2289+00
NB I-94 STA. 2307+00 TO 2316+25
SHEET 6 OF 8

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

DRAWN BY: NSB/BK

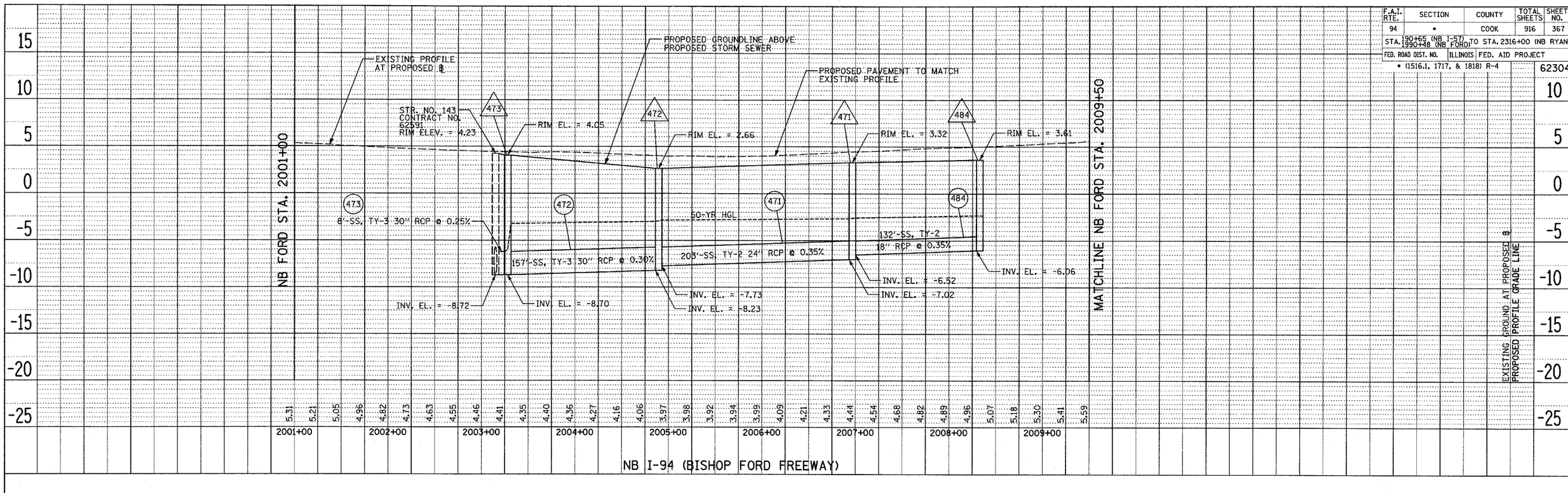
DATE: MARCH 7TH, 2006

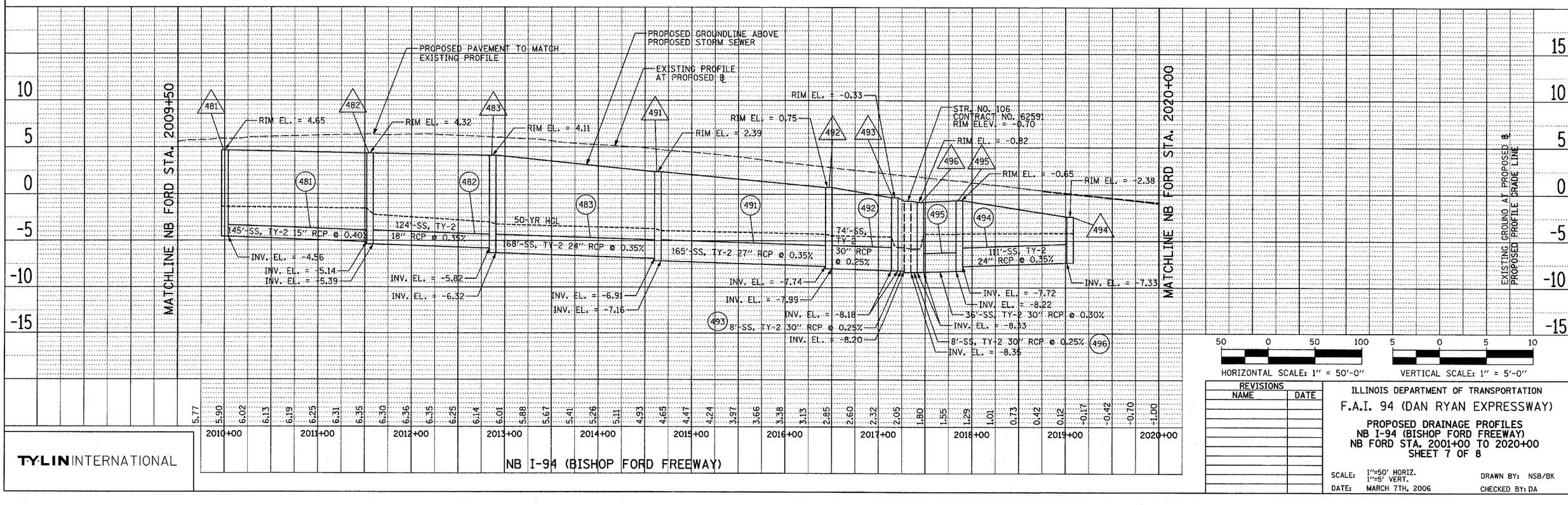
CHECKED BY: DA

PLAN | SURVEYED | PLOTTED | ALIGNMENT CHECKED | NOTE BOOK | NO. | CADD FILE NAME | BY | DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	367
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

PLAN — SURVEYED — DRAWN — ALIGNMENT CHECKED — BY — DATE — NOTE BOOK — NO. — PLOT FILE NAME





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

5 0 5 10 — VERTICAL SCALE: 1" = 5'-0"

REVISIONS NAME	DATE

TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

PROPOSED DRAINAGE PROFILES
NB I-94 (BISHOP FORD FREEWAY)
NB FORD STA. 2001+00 TO 2020+00
SHEET 7 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DATE: MARCH 7TH, 2006
DRAWN BY: NSB/BK
CHECKED BY: DA

03/06/2006 11:51:40 AM

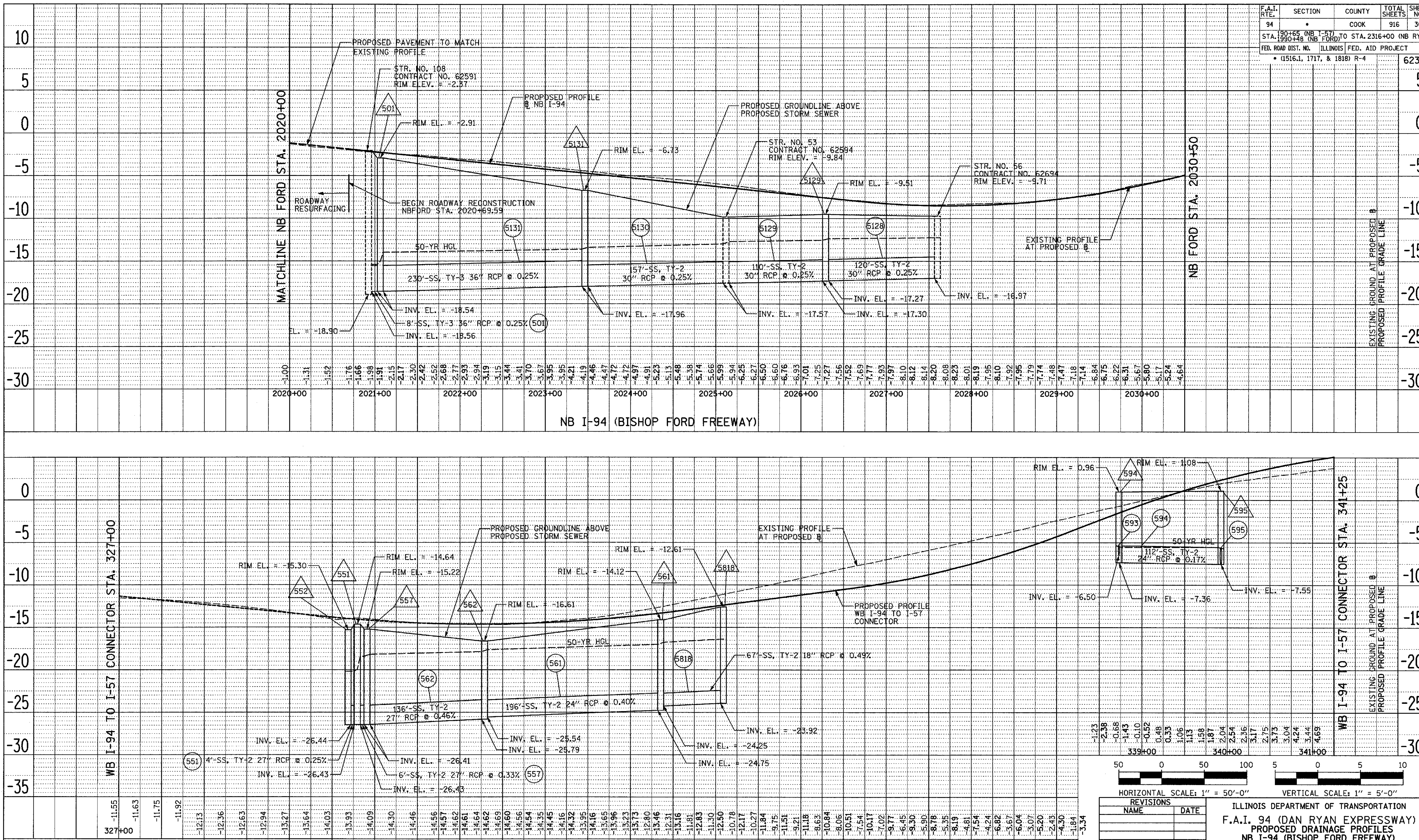
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	368

STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4

62304



TYLIN INTERNATIONAL

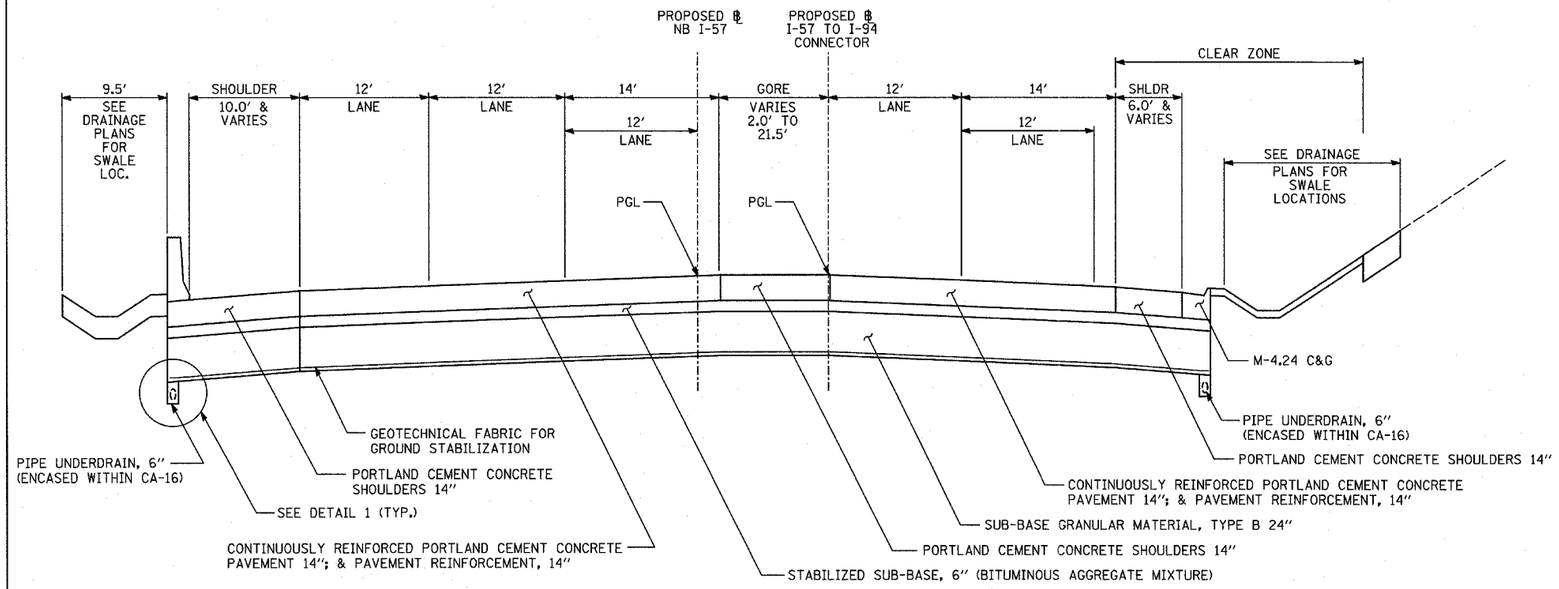
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)
PROPOSED DRAINAGE PROFILES
NB I-94 (BISHOP FORD FREEWAY)
STA. 2020+00 TO 2030+50
WB I-94 TO I-57 CONNECTOR
STA. 327+00 TO 341+25
SHEET 8 OF 8

SCALE: 1"=50' HORIZ. 1"=5' VERT.
DRAWN BY: NSB/BK
DATE: MARCH 7TH, 2006
CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	369
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



PROPOSED NB I-57 MAINLINE PAVEMENT

LOCATIONS VARY BETWEEN C. & W.I. R.R. AND WENTWORTH AVENUE

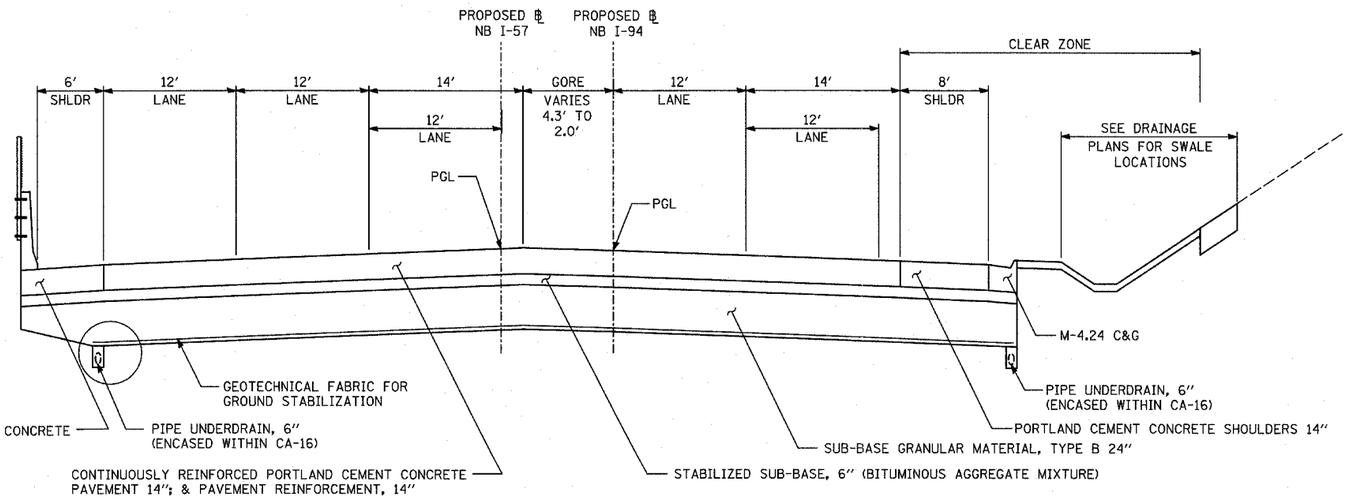
NOTES:

(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

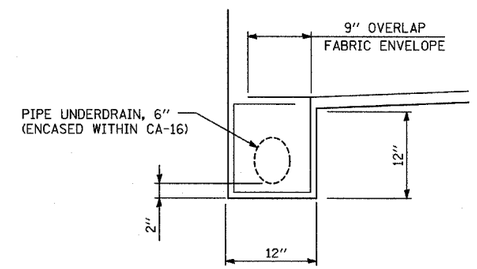
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC

(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS



PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT

AT NB I-94 / I-57 MERGE



DETAIL 1

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

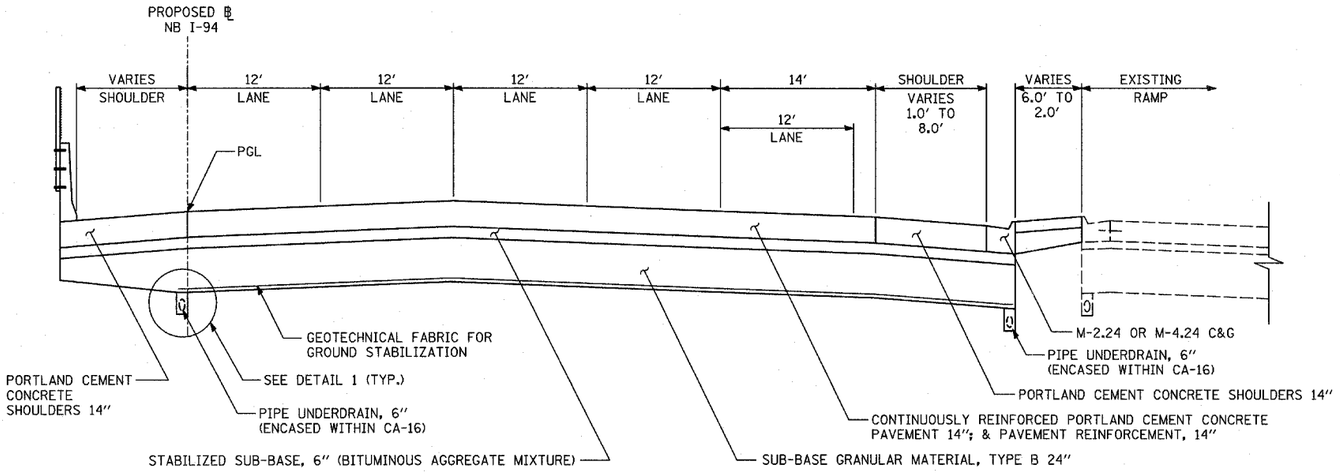
F.A.I. 94 (DAN RYAN EXPRESSWAY)

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

SCALE: NONE DRAWN BY: BK

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	370
STA. 1990+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



PROPOSED NB I-94 MAINLINE PAVEMENT

LOCATIONS VARY (95TH ST, 87TH ST, 83RD ST)

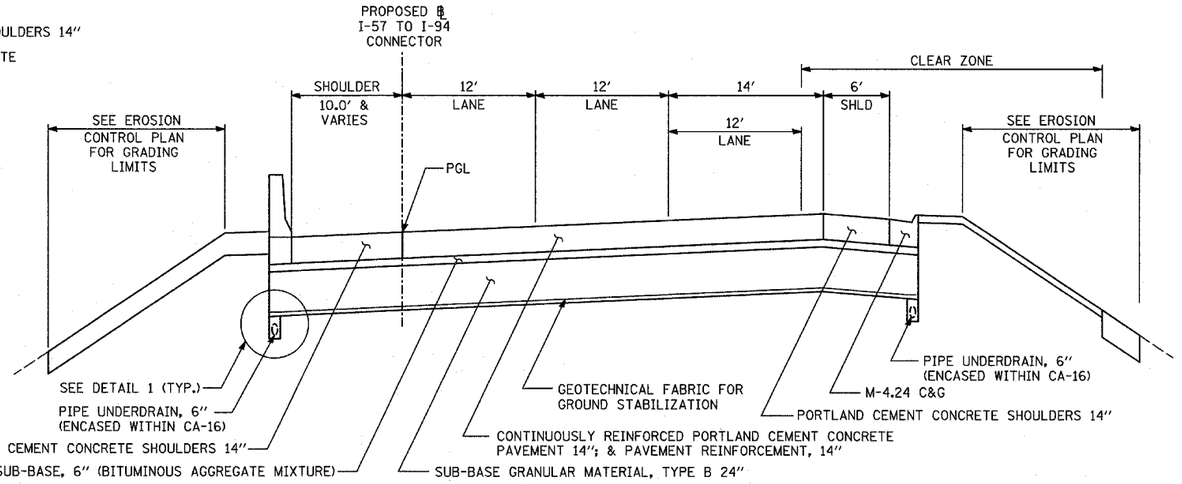
NOTES:

(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

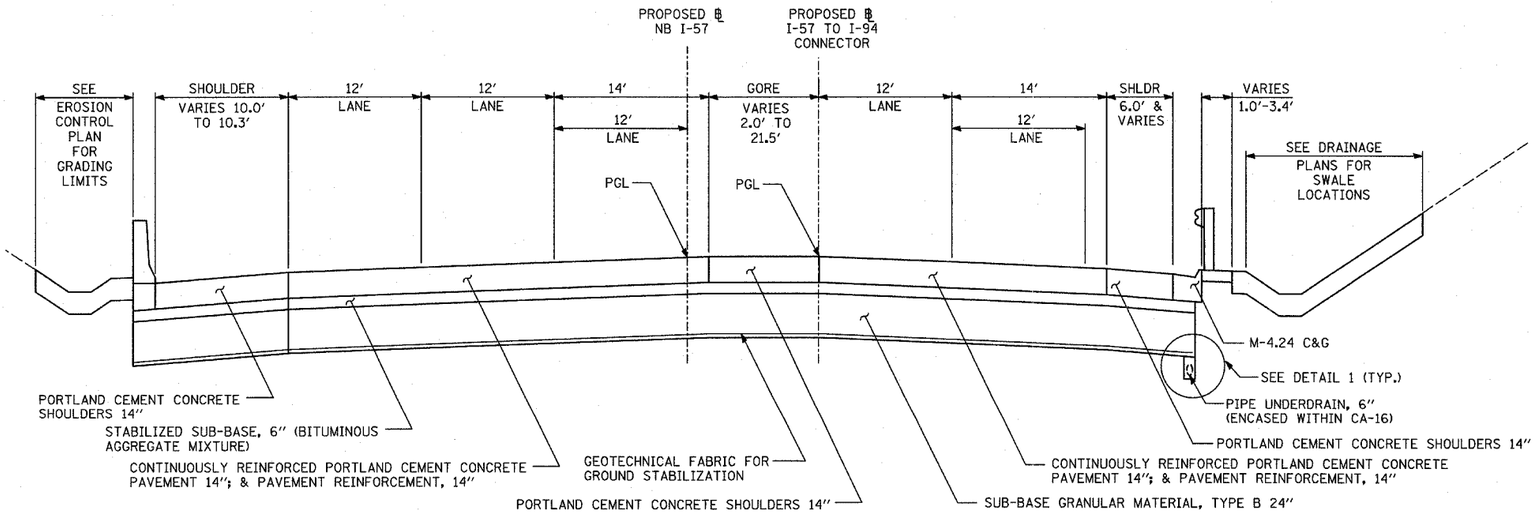
(3) LEFT SHOULDER IN DIRECTION OF TRAFFIC

(4) FABRIC ENVELOPE AND CA-16 ARE INCLUDED IN THE UNIT COST FOR PIPE UNDERDRAINS



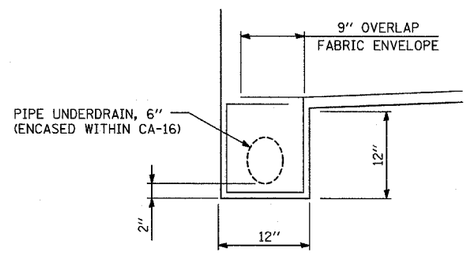
PROPOSED NB I-57 MAINLINE PAVEMENT

BETWEEN WENTWORTH AND NB I-57 STA. 234+50.00



PROPOSED NB I-57 / EB I-57 TO I-94 CONNECTOR PAVEMENT

LOCATIONS VARY BETWEEN C. & W.I. R.R. AND WENTWORTH AVENUE



DETAIL 1

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

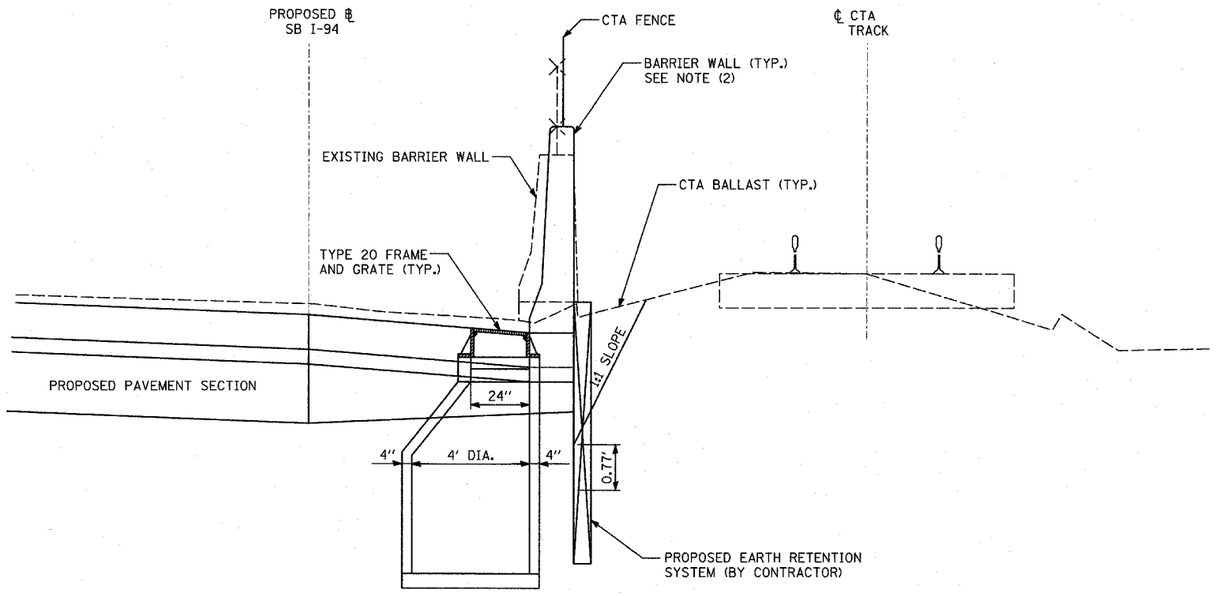
F.A.I. 94 (DAN RYAN EXPRESSWAY)

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

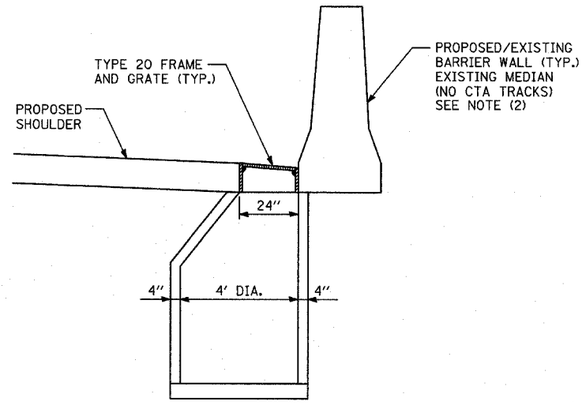
SCALE: NONE DRAWN BY: BK

DATE: MARCH 7, 2006 CHECKED BY: DA

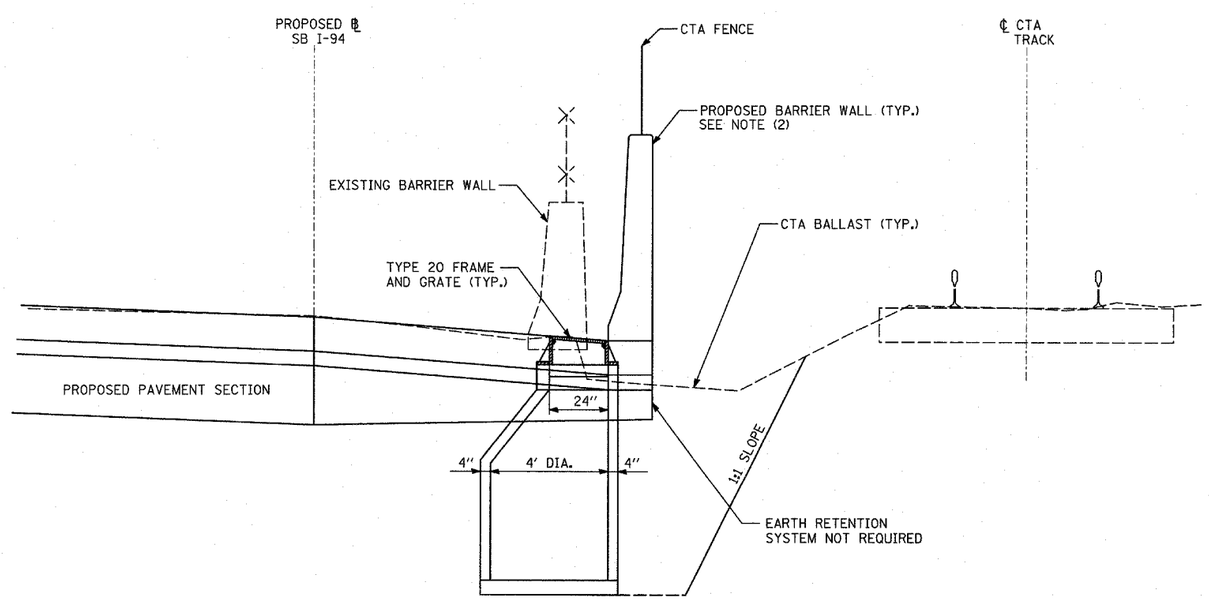
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	371
STA. 190+65 (NB I-57) / STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



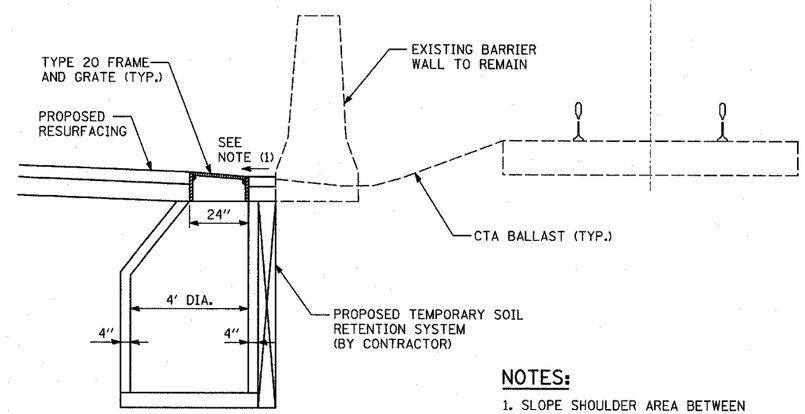
DETAIL 1
PROPOSED CATCH BASIN - TYPE "A"



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

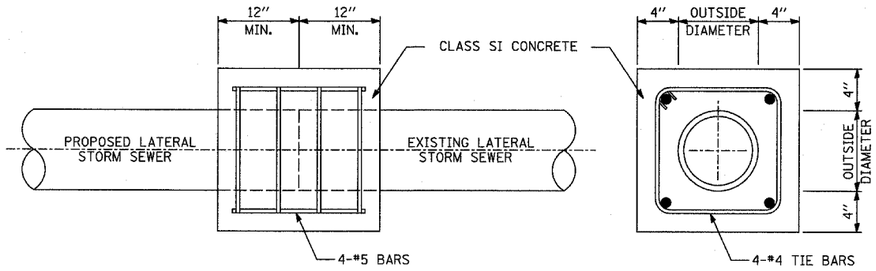
REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
DRAINAGE DETAILS
SHEET 1 OF 3

SCALE: NONE DRAWN BY: BK
DATE: MARCH 7, 2006 CHECKED BY: DA

03/06/2006 11:57:04 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	372
STA. 190+65 (NB I-57) / STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

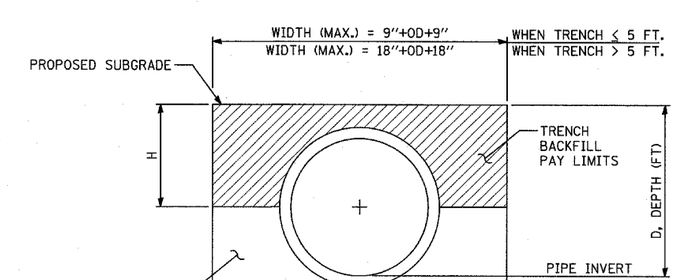


THE PROPOSED CONCRETE COLLAR SHALL OVERLAP EACH STORM SEWER PIPE A MINIMUM OF 1 FOOT.

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: BK
DATE: MARCH 7, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

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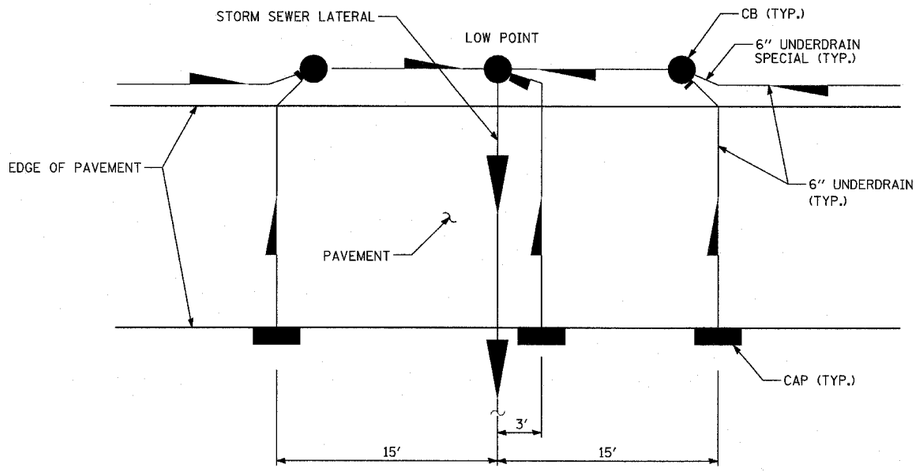
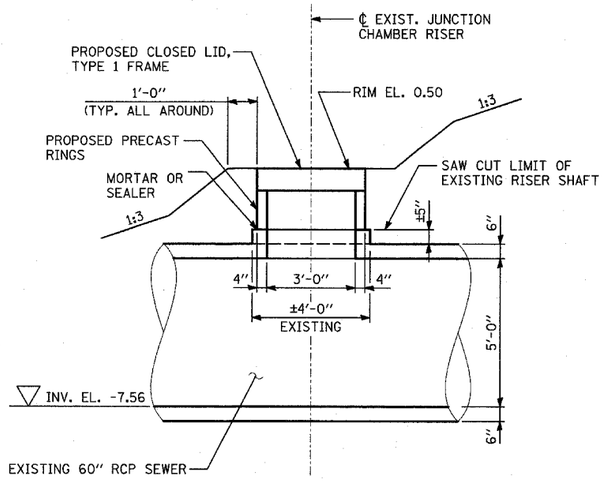
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	373
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



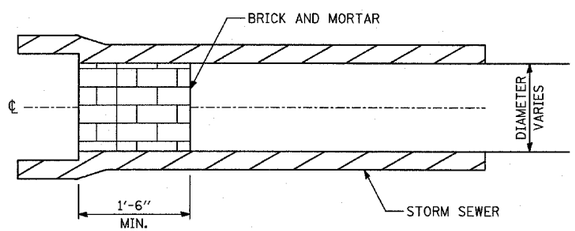
PIPE UNDERDRAIN 6", AT ROADWAY SAGS



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)

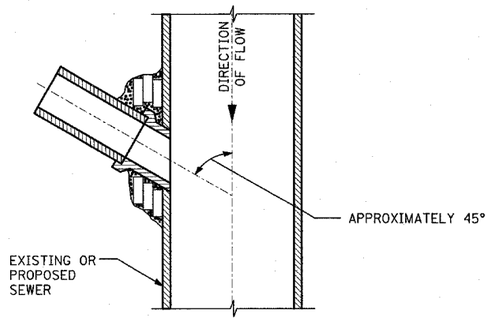
DRAINAGE DETAILS
SHEET 3 OF 3

SCALE: NONE DRAWN BY: BK

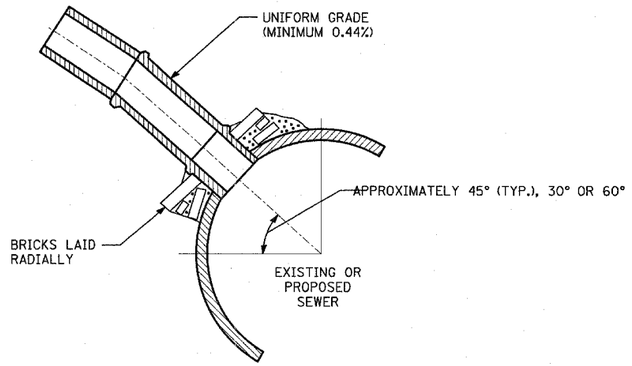
DATE: MARCH 7, 2006 CHECKED BY: DA

03/06/2006 11:53:06 AM

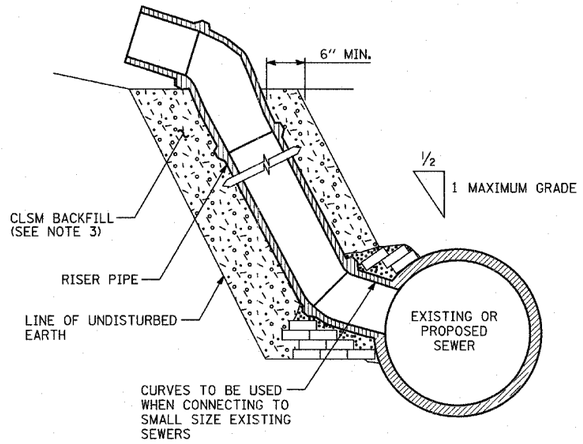
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	374
STA. 1990+48 (NB FORD)		TO STA. 2316+00 (NB RYAN)		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304



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.

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

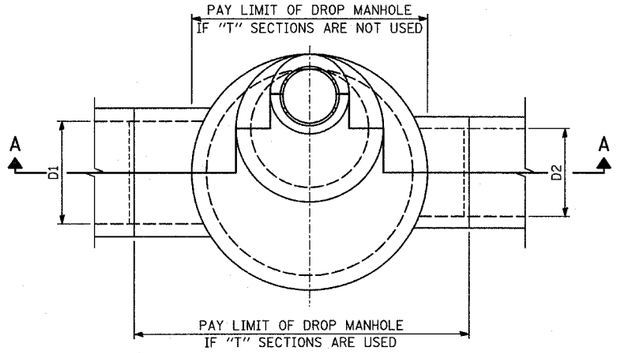
DATE: MARCH 7, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

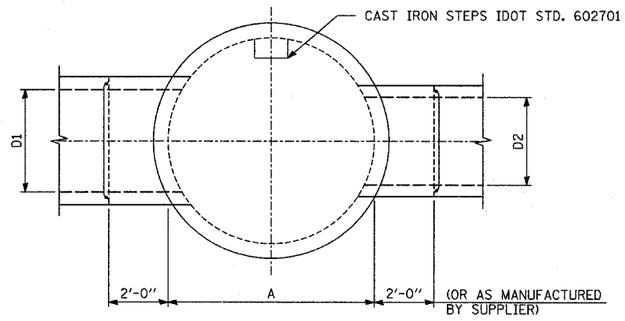
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	375
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

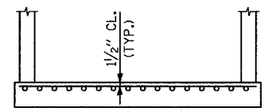
62304



PLAN VIEW

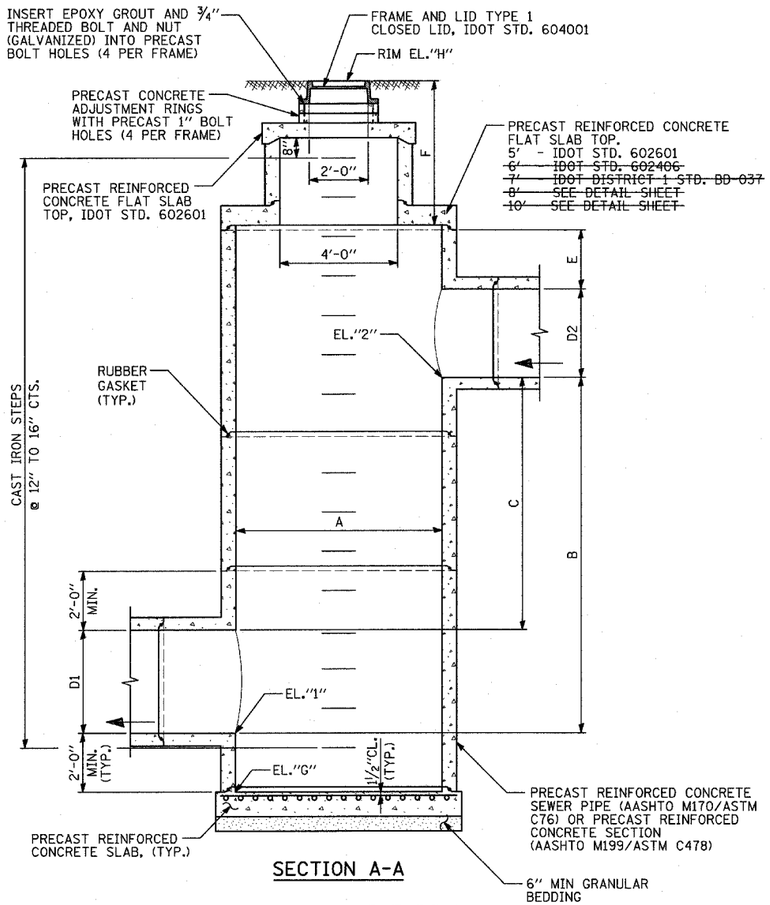


SECTIONAL PLAN



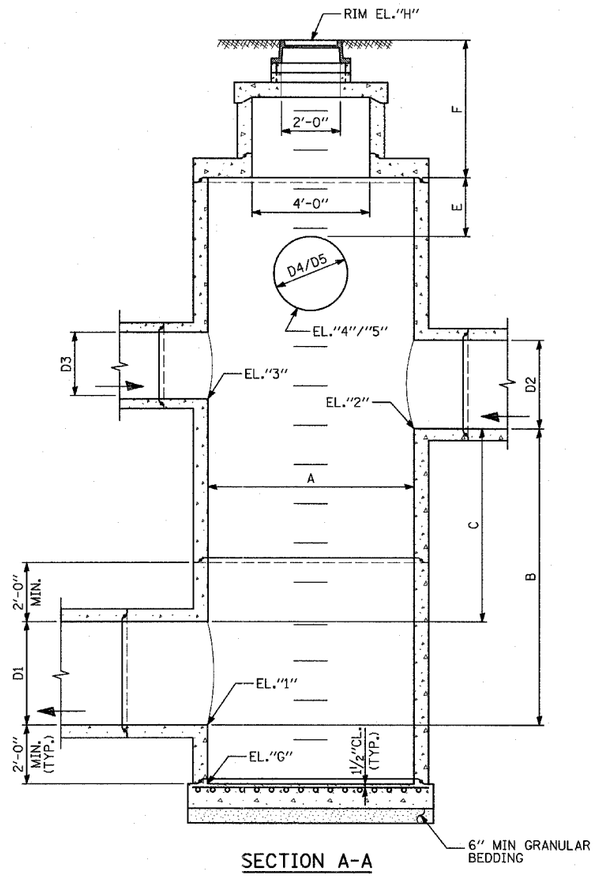
REINFORCED CAST-IN-PLACE CLASS SI CONCRETE

ALTERNATE BOTTOM SLAB



SECTION A-A

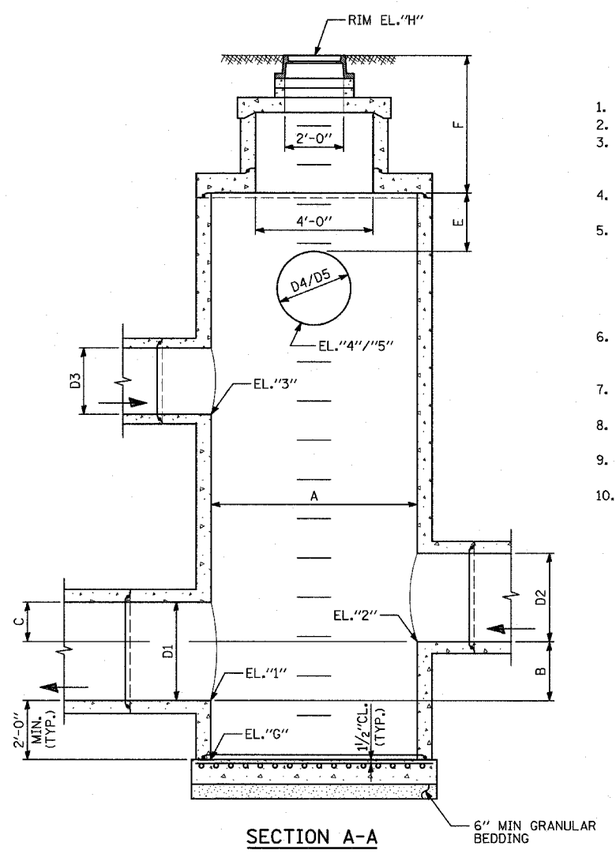
DROP MANHOLE TYPE 1



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
174	3	NB I-94	2215+88.03	65.4 RT	6	0.50	2	30	24	18	15		2	2.90	-6.83	-6.33	-3.62	-5.27		-8.83	0.88
581	2	NB I-57	239+94.13	56.0 LT	6	24.75	23.25	18	18	12			2	13.06	-14.75	10.00	10.48			-16.75	20.54

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE DETAILS
DROP MANHOLE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

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							
21	193+29.56	12.0 RT		A	4′	T20 F&G	2.17		-3.84		
22	194+28.13	12.0 RT		A	4′	T20 F&G	2.44			-3.39	
23	196+22.11	12.0 RT		A	4′	T20 F&G	3.44			-2.39	
24	193+50.04	12.0 RT		A	4′	T20 F&G	2.17		-3.90	-3.90	-3.90
25	193+40.04	12.0 RT		A	4′	T20 F&G	2.17		-3.87		-3.87
26	193+50.00	15.6 RT		C	2′	T1F OL	2.36	-3.88			
31	199+64.09	51.7 LT		A	4′	T20 F&G	3.31			-2.80	
32	199+64.11	12.0 RT		A	4′	T20 F&G	3.66	-3.05	-3.05		-3.05
33	200+57.92	12.0 RT		A	4′	T20 F&G	3.18				-2.65
34	200+99.54	52.1 LT		A	4′	T20 F&G	2.58			-2.61	
35	201+09.83	6.3 RT		A	4′	T1F OL	3.07	-2.85	-2.85		
36	201+50.00	4.8 RT		A	4′	T1F OL	2.91				-2.69
37	202+58.64	50.9 LT		A	4′	T20 F&G	1.82			-3.25	
38	202+53.40	3.1 RT		A	4′	T1F OL	2.54	-3.47			-3.47
39	202+00.00	3.8 RT		A	4′	T1F OL	2.72		-3.25		
41	203+92.02	51.0 LT		A	4′	T20 F&G	1.13			-3.70	
42	204+75.16	23.9 RT		A	4′	T20 F&G	0.99			-4.84	
43	205+58.16	22.2 RT		A	4′	T20 F&G	0.59			-5.24	
44	206+42.02	51.3 LT		A	4′	T20 F&G	-0.17			-5.70	
45	206+42.16	20.6 RT		A	4′	T20 F&G	0.18	-5.98		-5.98	
46	208+33.71	46.8 LT		A	4′	T20 F&G	-0.98			-6.60	-5.60
47	208+10.74	18.0 RT		A	4′	T20 F&G	-0.64	-6.87		-6.87	
48	NOT USED	- -	-	-	-	-	-	-	-	-	-
49	206+22.98	25.5 RT		C	2′	T1F OL	0.45			-3.55	
51	209+93.88	46.0 LT		A	4′	T20 F&G	-1.79			-7.39	
52	209+93.88	24.0 RT		A	4′	T20 F&G	-1.83	-7.66		-7.66	
53	209+93.88	34.0 RT	A		4′	T1F CL	2.20	-7.70	-13.34		
54	212+23.93	46.0 LT		A	4′	T20 F&G	-2.98			-8.58	
55	212+23.97	24.0 RT		A	4′	T20 F&G	-3.02	-8.85		-8.85	
56	212+23.98	34.0 RT	A		4′	T1F CL	0.99	-8.89	-14.49		-14.24
57	213+58.54	46.0 LT		A	4′	T20 F&G	-3.67	-9.27		-9.27	
58	213+58.53	24.0 RT		A	4′	T20 F&G	-3.71	-9.54		-9.54	
59	213+58.53	34.0 RT	A		5′	T1F CL	0.41	-9.58	-15.38		-14.88
510	NOT USED	- -	-	-	-	-	-	-	-	-	-
511	214+71.28	46.0 LT		A	4′	T20 F&G	-4.11		-9.95		-9.95
512	214+91.28	46.0 LT		A	4′	T20 F&G	-4.11				-9.95
513	214+81.28	46.0 LT		A	4′	T20 F&G	-4.11		-9.98	-9.98	-9.98
514	NOT USED	- -	-	-	-	-	-	-	-	-	-
515	NOT USED	- -	-	-	-	-	-	-	-	-	-
516	214+71.28	24.0 RT		A	4′	T20 F&G	-4.15		-10.22	-10.22	
517	214+91.28	24.0 RT		A	4′	T20 F&G	-4.15				-10.22
518	214+81.28	24.0 RT		A	4′	T20 F&G	-4.15	-10.25	-10.25	-10.25	-10.25
519	214+81.28	34.6 RT	A		5′	T1F CL	0.23	-10.29	-16.12		-15.62
520	214+71.28	29.0 RT		C	2′	T1F OL	-2.10	-10.20			
61	217+07.71	46.0 LT		A	4′	T20 F&G	-2.96			-8.76	
62	217+07.93	24.0 RT		A	4′	T20 F&G	-3.20	-9.03		-9.03	
63	217+07.93	41.3 RT	A		4′	T1F CL	3.35	-9.10			-14.76
64	216+57.97	41.3 RT	A		5′	T1F CL	3.23	-16.96	-14.96		-16.46
65	NOT USED	- -	-	-	-	-	-	-	-	-	-
66	219+23.70	46.0 LT		A	4′	T20 F&G	-2.08	-7.05		-7.05	
67	219+29.73	22.6 RT		A	4′	T20 F&G	-2.01	-7.32		-7.32	
68	219+29.47	34.0 RT	A		5′	T1F CL	2.17	-7.36	-7.36		-3.95
69	220+91.71	46.0 LT		A	4′	T20 F&G	-1.20			-6.78	
610	220+92.95	26.7 RT		A	4′	T20 F&G	-1.24	-7.07		-7.07	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
21	193+29.56	193+40.04	2	15	7	0.44	2.3
22	194+28.13	194+28.25	2	12	3	0.44	0.9
23	196+22.11	196+29.24	2	12	6	0.44	1.7
24	193+50.04	194+28.25	2	15	75	0.44	16.1
25	193+40.04	193+50.04	2	15	6	0.44	2.0
26	193+50.00	193+50.04	2	12	4	0.44	1.2
31	199+64.09	199+64.11	2	12	56	0.44	16.2
32	199+64.11	199+57.51	2	12	6	0.44	1.7
33	200+57.92	199+64.11	2	12	90	0.44	26.0
34	200+99.54	201+09.83	2	12	54	0.44	15.6
35	NOT USED	-	-	-	-	-	-
36	201+50.00	201+09.83	2	12	37	0.44	10.7
37	202+58.64	202+53.40	2	12	49	0.44	14.5
38	NOT USED	-	-	-	-	-	-
39	202+00.00	202+53.40	2	12	50	0.44	14.5
41	203+92.02	203+92.15	2	12	61	0.44	17.6
42	204+75.16	204+75.32	2	12	12	0.44	0.9
43	205+58.16	205+58.32	2	12	13	0.44	0.9
44	206+42.02	206+42.16	2	12	64	0.44	18.5
45	206+42.16	206+42.50	2	12	13	0.44	1.7
46	208+33.71	208+10.74	2	12	62	0.44	17.9
47	208+10.74	208+10.42	2	12	9	0.44	1.2
48	208+17.35	208+33.71	2	12	16	0.44	4.6
49	206+22.98	206+22.98	2	12	5	0.44	1.4
51	209+93.88	209+93.88	2	12	62	0.44	17.9
52	209+93.88	209+93.88	2	12	8	0.44	1.2
53	209+93.88	212+23.98	3	15	226	0.40	0
54	212+23.93	212+23.97	2	12	62	0.44	17.9
55	212+23.97	212+23.98	2	12	8	0.44	1.2
56	212+23.98	213+58.53	3	18	130	0.30	0
57	213+58.54	213+58.53	2	12	62	0.44	17.9
58	213+58.53	213+58.53	2	12	8	0.44	1.2
59	213+58.53	214+81.28	3	24	118	0.20	0
510	214+51.39	214+71.28	2	12	20	0.44	5.8
511	214+71.28	214+81.28	2	15	6	0.44	2.0
512	214+91.28	214+81.28	2	15	6	0.44	2.0
513	214+81.28	214+81.28	2	15	62	0.44	20.4
514	213+48.62	213+58.54	2	12	11	0.44	3.2
515	NOT USED	-	-	-	-	-	-
516	214+71.28	214+81.28	2	15	6	0.44	2.0
517	214+91.28	214+81.28	2	15	6	0.44	2.0
518	214+81.28	214+81.28	2	15	9	0.44	1.3
519	214+81.28	216+57.97	4	30	172	0.20	0
520	214+71.28	214+71.28	2	12	4	0.44	1.2
61	217+07.71	217+07.93	2	12	62	0.44	17.9
62	217+07.93	217+07.93	2	12	16	0.44	1.2
63	217+07.93	216+57.97	4	12	45	0.45	0
64	NOT USED	-	-	-	-	-	-
65	219+16.55	219+23.70	2	12	9	0.44	2.6
66	219+23.70	219+29.73	2	12	61	0.44	17.6
67	219+29.73	219+29.47	2	12	10	0.44	1.4
68	219+29.47	220+92.70	2	15	159	0.30	0
69	220+91.71	220+92.95	2	12	65	0.44	18.8
610	220+92.95	220+92.70	2	12	9	0.44	1.2

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″

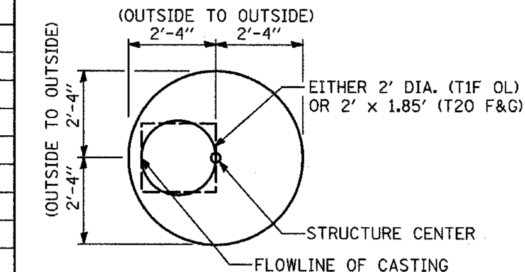
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

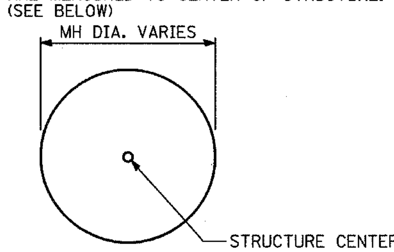
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 1 OF 10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE
DATE: MARCH 7, 2006
DRAWN BY: RD
CHECKED BY: DA

TYLIN INTERNATIONAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	377
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

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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							
611	219+19.79	27.1 RT		C	2′	T1F OL	0.20		-3.91		
612	220+92.70	37.2 RT	A		5′	T1F CL	2.91	-7.11	-7.84		-7.84
71	NOT USED	- -	-	-	-	-	-	-	-	-	-
72	222+13.24	46.0 LT		A	4′	T20 F&G	-0.15	-5.75		-5.75	
73	222+13.24	29.1 RT		A	4′	T20 F&G	-0.22	-6.05		-6.05	
74	222+12.99	39.7 RT	A		5′	T1F CL	3.84	-6.09	-8.39		-8.14
75	223+87.44	46.0 LT		A	4′	T20 F&G	0.65			-5.18	
76	223+87.43	32.6 RT		A	4′	T20 F&G	2.35	-5.49		-5.49	
77	223+87.18	43.1 RT	A		5′	T1F CL	4.95	-5.53	-8.75	-2.43((W)	-8.75
78	225+30.57	46.0 LT		A	4′	T20 F&G	1.05			-4.78	
79	225+33.31	35.5 RT		A	4′	T20 F&G	4.34	-5.11		-5.11	
710	225+32.73	46.6 RT	A		5′	T1F CL	6.80	-5.15	-9.55		-9.05
711	222+26.80	52.1 LT		C	2′	T1F OL	-0.08				-5.69
712	223+80.10	36.9 RT		C	2′	T1F OL	2.45		-2.40		
81	226+60.23	46.0 LT		A	4′	T20 F&G	1.81			-4.02	
82	226+61.80	38.1 RT		A	4′	T20 F&G	5.73	-4.36		-4.36	
83	226+62.05	47.2 RT	A		5′	T1F CL	6.01	-4.39	-9.74		-9.74
84	227+98.09	46.0 LT		A	4′	T20 F&G	2.99			-2.84	
85	227+83.86	46.6 RT		C	2′	T1F OL	6.87		-3.13		
86	227+98.13	40.8 RT		A	4′	T20 F&G	7.05	-3.19	-3.19		-3.19
87	228+19.28	51.7 RT	A		5′	T1F CL	7.30	-3.28	-10.23		-9.98
88	230+76.68	51.7 RT		C	2′	T1F OL	6.65		0.74		
91	231+06.46	47.0 RT		A	4′	T20 F&G	6.97	-2.35			
92	231+06.84	46.0 LT		A	4′	T20 F&G	3.51	-3.22	-2.97	-2.72	
93	231+69.00	46.0 LT		A	4′	T20 F&G	3.32				-2.74
94	231+59.00	46.0 LT		A	4′	T20 F&G	3.31		-2.77		-2.77
95	231+49.00	46.0 LT		A	4′	T20 F&G	3.34		-2.80		-2.80
96	232+76.62	46.2 LT		A	4′	T20 F&G	3.59	-2.24			
97	408+37.32	10.0 LT		A	4′	T20 F&G	5.26			-1.03	-1.03
98	408+27.32	10.0 LT		A	4′	T20 F&G	5.26		-1.00		-1.00
99	408+17.32	10.0 LT		A	4′	T20 F&G	5.27		-0.97		
910	408+27.32	34.0 RT		A	4′	T20 F&G	5.00		-1.16		
911	408+37.32	34.0 RT		A	4′	T20 F&G	4.94	-1.19	-1.19		-1.19
912	408+47.32	34.0 RT		A	4′	T20 F&G	4.88			-1.22	-1.22
913	NOT USED	- -	-	-	-	-	-	-	-	-	-
914	NOT USED	- -	-	-	-	-	-	-	-	-	-
915	NOT USED	- -	-	-	-	-	-	-	-	-	-
916	234+00.00	28.6 RT		C	2′	T1F OL	4.50				-1.06
917	233+77.43	10.0 RT		A	4′	T20 F&G	6.81	-1.18	-1.18		
918	233+77.29	10.0 RT		A	4′	T20 F&G	4.44	-1.39		-1.39	
919	235+34.88	10.0 RT		A	4′	T20 F&G	9.35	1.33			
920	235+35.84	46.0 LT		A	4′	T20 F&G	6.94			1.11	1.11
921	235+07.03	53.7 LT	A		6′	T1F CL	6.07	-7.70	1.00		-7.70
922	233+41.77	62.0 LT	A(2)		6′	T1F CL	4.19		-8.18		-8.18
923	408+76.91	50.2 RT	A(2)		6′	T1F CL	4.96		-4.40		-4.40
924	236+50.00	46.0 LT		A	4′	T20 F&G	9.62				-0.14
101	410+50.27	10.0 LT		A	4′	T20 F&G	6.52			-0.30	
102	410+50.27	34.0 RT		A	4′	T20 F&G	5.37	-0.46		-0.46	
103	410+50.19	41.6 RT	A		4′	T1F CL	5.58	-0.49		-0.49	-3.58
104	414+56.03	34.0 RT		A	4′	T20 F&G	5.32	-0.51			
105	414+56.03	10.0 LT		A	4′	T20 F&G	6.48		-0.67	-0.67	
106	410+50.14	53.2 RT		C	2′	T1F OL	4.20	-0.45			
111	241+45.78	10.0 RT		A	4′	T20 F&G	25.27				17.13
112	241+47.03	46.0 LT		A	4′	T20 F&G	22.74		16.91		16.91

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
611	219+19.79	219+29.47	2	12	9	0.44	0
71	220+92.70	222+12.99	3	18	116	0.26	0
72	222+13.24	222+13.24	2	12	68	0.44	19.7
73	222+13.24	222+12.99	2	12	9	0.44	1.2
74	222+12.99	223+87.18	3	21	170	0.21	0
75	223+87.44	223+87.43	2	12	71	0.44	20.5
76	223+87.43	223+87.18	2	12	9	0.44	0.9
77	223+87.18	225+32.73	3	21	142	0.21	0
78	225+30.57	225+33.31	2	12	74	0.44	21.4
79	225+33.31	225+32.73	2	12	9	0.44	0.9
710	225+32.73	226+62.05	3	27	128	0.15	0
711	222+26.80	222+13.24	2	12	13	0.44	3.8
712	223+80.10	223+87.18	2	12	6	0.44	0
81	226+60.23	226+61.80	2	12	77	0.44	22.3
82	226+61.80	226+62.05	2	12	7	0.44	0.9
83	226+62.05	228+19.28	3	27	157	0.15	0
84	227+98.09	227+98.13	2	12	79	0.44	22.8
85	227+83.86	227+98.13	2	12	14	0.44	2.9
86	227+98.13	228+19.28	2	12	21	0.44	2.9
87	228+19.28	230+87.06	4	30	271	0.13	367.3
88	230+76.68	230+87.06	2	12	9	0.44	2.6
91	231+06.46	231+06.84	2	12	85	0.44	24.6
92	231+06.84	231+06.88	2	18	8	0.44	1.4
93	231+69.00	231+59.00	2	15	6	0.44	2.0
94	231+59.00	231+49.00	2	15	6	0.44	2.0
95	231+49.00	231+06.84	2	15	38	0.44	12.5
96	232+76.62	233+27.83	2	12	49	0.44	5.5
97	408+37.32	408+37.32	2	15	36	0.44	11.8
98	408+27.32	408+37.32	2	15	6	0.44	2.0
99	408+17.32	408+27.32	2	15	6	0.44	2.0
910	408+27.32	408+37.32	2	15	6	0.44	2.0
911	408+37.32	408+47.32	2	15	6	0.44	2.0
912	408+47.32	408+63.91	2	15	21	0.44	2.0
913	NOT USED	-	-	-	-	-	-
914	NOT USED	-	-	-	-	-	-
915	NOT USED	-	-	-	-	-	-
916	234+00.00	233+77.43	2	12	28	0.44	2.9
917	233+77.43	233+77.29	2	12	48	0.44	13.9
918	233+77.29	233+77.24	2	12	16	0.44	1.2
919	235+34.88	235+35.84	2	12	49	0.44	14.2
920	235+35.84	235+07.03	2	12	26	0.44	6.1
921	235+07.03	233+41.77	3	24	156	0.30	0
922	233+41.77	233+27.83	3	24	8	0.25	0
923	408+76.91	408+63.91	2	15	8	0.50	0
924	236+50.00	338+39.34	2	12	12	3.00	1.7
101	410+50.27	410+50.27	2	12	36	0.44	10.4
102	410+50.27	410+50.19	2	12	6	0.44	0.9
103	410+50.19	408+76.91	2	15	165	0.50	0
104	414+56.03	414+56.03	2	12	36	0.44	10.4
105	414+56.03	414+73.12	2	12	18	0.44	2.3
106	410+50.14	410+50.19	2	12	9	0.44	0
111	241+45.78	241+47.03	2	12	49	0.44	14.2
112	241+47.03	241+47.07	2	12	8	0.44	1.2
113	241+47.07	239+94.13	2	18	144	1.00	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″

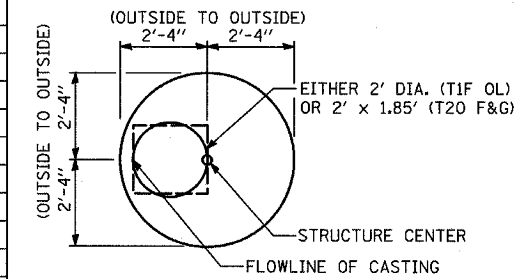
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

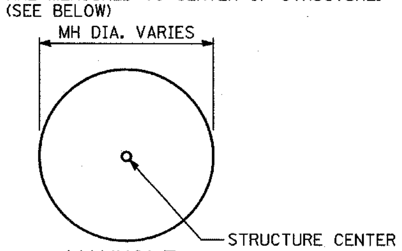
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 2 OF 10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

T·Y·LIN INTERNATIONAL

3:04:34 PM 3/8/2006

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							
113	241+47.07	55.8 LT	A		4′	T1F CL	22.71		11.44	16.87	11.44
114	243+00.00	10.0 RT		A	4′	T20 F&G	27.20				19.14
115	243+00.00	46.0 LT		A	4′	T20 F&G	24.76		18.93		18.93
116	243+00.36	56.5 LT	A		4′	T1F CL	24.26	13.13	18.89	12.88	
117	245+78.48	46.0 LT		A	4′	T20 F&G	25.47				19.64
118	245+52.77	57.9 LT	A		4′	T1F CL	24.52		19.53		15.54
121	248+58.84	42.0 LT		A	4′	T20 F&G	22.52		16.89		
122	248+46.74	8.0 RT		A	4′	T20 F&G	25.01	16.47			16.47
123	249+90.92	42.0 LT		A	4′	T20 F&G	19.67		13.84		
124	249+91.06	8.4 RT		A	4′	T20 F&G	21.93		13.65	13.65	13.65
125	250+96.26	53.2 LT	A		5′	T1F CL	14.57		5.93		
126	250+89.62	16.0 RT	A		5′	T1F CL	19.14			5.28	5.28
127	249+61.25	20.5 RT	A(2)		6′	T1F CL	20.47	4.66		4.66	
128	251+81.80	40.0 LT		A	4′	T20 F&G	14.27		8.08		
131	2039+27.06	10.0 LT		A	4′	T20 F&G	15.91		8.56		
132	2039+27.10	39.6 RT		A	4′	T20 F&G	14.05	8.38			8.38
133	2040+35.06	49.4 RT	A		6′	T1F CL	12.76	-11.36		-11.36	
134	2040+22.06	49.4 RT	A(2)		6′	T1F CL	12.69	-11.38		-11.38	
135	252+30.72	10.0 RT		A	4′	T20 F&G	15.05		7.79		7.79
136	2042+75.22	10.0 LT		A	4′	T20 F&G	14.01		7.76		7.76
137	2042+75.22	36.0 RT		A	4′	T20 F&G	13.42		7.59		7.59
138	2042+75.22	46.7 RT	A		6′	T1F CL	11.99	-11.13		-11.13	7.55
139	253+45.98	42.0 LT		A	4′	T20 F&G	9.72		3.91		
1310	2043+96.86	36.0 RT		A	4′	T20 F&G	10.90		3.55		3.55
1311	2043+96.80	43.9 RT	A		6′	T1F CL	10.21	-11.01	4.71	-11.01	3.53
141	2044+03.05	50.8 RT		C	2′	T1F OL	10.49			4.74	
142	255+54.27	43.6 LT		A(7)	4′	T20 F&G	5.41		-0.32		
143	255+54.27	36.0 RT		A	4′	T20 F&G	6.30		-0.64		-0.64
144	255+54.66	43.9 RT	A		6′	T1F CL	6.83	-10.81		-10.81	-0.66
145	257+77.25	47.9 RT		C	2′	T1F OL	5.36			-1.38	
146	257+65.20	43.5 LT		A(7)	4′	T20 F&G	1.79		-4.01		
147	257+65.20	36.0 RT		A	4′	T20 F&G	1.50		-4.33		-4.33
148	257+57.15	41.6 RT	A		6′	T1F CL	4.55	-10.51	-1.45	-10.51	-4.36
151	2203+98.70	7.0 LT		A(7)	4′	T20 F&G	-1.18		-8.35		
152	2203+98.79	69.6 RT		A	4′	T20 F&G	-1.55	-8.65	-8.65		-8.65
153	2203+98.66	78.1 RT	A		6′	T1F CL	2.07	-10.26		-10.26	-8.68
154	2205+01.85	6.7 LT		A(7)	4′	T20 F&G	-2.47	-8.51	-8.51		
155	2205+01.49	65.6 RT		A	4′	T20 F&G	-2.69		-8.79		-8.79
156	2205+00.02	77.9 RT	A(6)		6′	T1F CL	2.25	-10.12		-10.12	
157	2205+29.57	54.0 RT	J.C.				-2.81	-10.02		-10.02	
158	NOT USED	- -	-	-	-	-	-	-	-	-	-
159	2206+45.60	63.8 RT		A(1)	2′	T20 F&G	-3.59				-5.59
1510	2207+01.50	63.9 RT		A(FS)	5′	T20 F&G	-3.69	-8.01			-9.26
1511	2207+10.00	63.4 RT		C	2′	T20 F&G	-3.69	-5.61		-7.98	
1512	2206+45.56	6.5 LT		A(7)	4′	T20 F&G	-3.40		-8.51		
1513	2207+01.50	5.3 LT		A(7)	4′	T20 F&G	-3.44	-8.15	-8.15		-8.15
1514	2207+16.76	5.1 LT		A(7)	4′	T20 F&G	-3.43			-8.12	
1515	2207+10.00	5.2 LT		A(7)	4′	T20 F&G	-3.44	-8.13		-8.13	
1516	2207+01.50	48.5 RT	J.C.				-3.24	-9.68	-9.29	-9.68	-8.35
1517	2207+17.00	63.9 RT		A(1)	2′	T20 F&G	-3.69			-5.59	
1518	2207+65.83	4.3 LT		A(7)	4′	T20 F&G	-3.32	-8.41			
1519	NOT USED	- -	-	-	-	-					
1520	2207+80.00	64.0 RT		A(1)	2′	T20 F&G	-3.56				-5.59
1521	2204+53.68	67.5 RT		A	4′	T20 F&G	-2.22			-8.43	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
114	243+00.00	243+00.00	2	12	48	0.44	13.9
115	243+00.00	243+00.36	2	12	9	0.44	1.4
116	243+00.36	241+47.07	2	18	144	1.00	0
117	245+78.48	245+52.77	2	12	25	0.44	3.8
118	245+52.77	243+00.36	2	15	241	1.00	0
121	248+58.84	248+46.74	2	12	44	1.00	12.7
122	248+46.74	249+91.06	2	12	141	2.00	40.7
123	249+90.92	249+91.06	2	12	43	0.44	12.4
124	249+91.06	249+91.51	2	12	11	0.44	1.4
125	250+96.26	250+89.62	3	24	65	1.00	122.5
126	250+89.62	249+61.25	3	24	125	0.50	27.4
127	249+61.25	249+47.93	3	24	8	0.50	0
128	251+81.80	252+30.72	2	12	65	0.44	18.8
131	2039+27.06	2039+27.10	2	12	42	0.44	12.1
132	2039+27.10	2040+07.89	2	12	75	0.44	9.2
133	2040+35.06	2040+22.06	5	48	8	0.13	0
134	2040+22.06	2040+07.89	5	48	8	0.13	0
135	252+30.72	2042+75.22	2	12	7	0.44	2.0
136	2042+75.22	2042+75.22	2	12	38	0.44	11.0
137	2042+75.22	2042+75.22	2	12	8	0.44	0.9
138	2042+75.22	2040+35.06	5	48	236	0.10	0
139	253+45.98	2043+96.86	2	12	81	0.44	23.4
1310	2043+96.86	2043+96.80	2	12	5	0.44	0.9
1311	2043+96.80	2042+75.22	4	48	117	0.10	0
141	2044+03.05	2043+96.80	2	12	6	0.44	0
142	255+54.27	255+54.27	2	12	72	0.44	20.8
143	255+54.27	255+54.66	2	12	5	0.44	0.9
144	255+54.66	2043+96.80	4	48	200	0.10	0
145	257+77.25	257+57.15	2	12	17	0.44	0
146	257+65.20	257+65.20	2	12	72	0.44	20.8
147	257+65.20	257+57.15	2	12	7	0.44	2.0
148	257+57.15	255+54.66	3	48	198	0.15	0
151	2203+98.70	2203+98.79	2	12	70	0.44	20.2
152	2203+98.79	2203+98.66	2	12	6	0.44	1.7
153	2203+98.66	257+57.15	3	48	169	0.15	476.6
154	2205+01.85	2205+01.49	2	15	65	0.44	21.4
155	2205+01.49	2205+00.02	2	15	8	0.44	2.6
156	2205+00.02	2203+98.66	2	48	96	0.15	0
157	2205+29.57	2205+00.02	2	42	33	0.13	53.2
158	NOT USED	-	-	-	-	-	-
159	2206+45.60	2206+23.16	2	12	26	0.44	7.5
1510	2207+01.50	2207+01.50	2	30	7	0.44	4.9
1511	2207+10.00	2207+01.50	2	15	6	0.44	2.0
1512	2206+45.56	2206+15.24	2	15	60	0.44	19.7
1513	2207+01.50	2207+01.50	2	18	46	0.44	16.5
1514	2207+16.76	2207+10.00	2	15	3	0.44	1.0
1515	2207+10.00	2207+01.50	2	15	5	0.44	1.6
1516	2207+01.50	2205+29.57	2	34 X 53	164	0.21	228.9
1517	2207+17.00	2207+10.00	2	12	5	0.44	1.4
1518	2207+65.83	2208+15.24	2	15	46	0.44	15.1
1519	NOT USED	-	-	-	-	-	-
1520	2207+80.00	2207+67.40	2	12	18	0.44	5.2
1521	2204+53.68	2203+98.79	2	12	51	0.44	1.4
1522	2205+47.12	2205+47.04	2	12	18	0.44	5.2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	378

STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

* (1516.1, 1717, & 1818) R-4

62304

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″

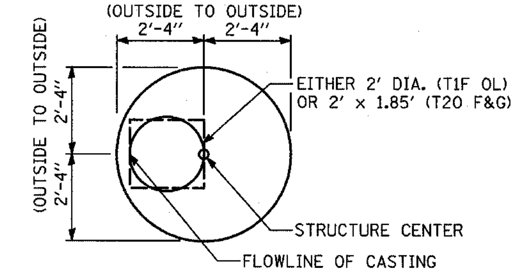
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

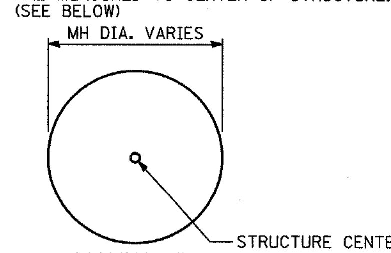
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 3 OF 10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE

DRAWN BY: RD

DATE: MARCH 7, 2006

CHECKED BY: DA

T·Y·LIN INTERNATIONAL

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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							
1522	2205+47.12	67.4 RT		C	2′	T1F OL	-0.79				-9.02
161	2208+15.24	3.7 LT		A(7)	4′	T20 F&G	-3.09		-8.61	-8.61	
162	2208+30.00	64.0 RT		A(1)	2′	T20 F&G	-3.32				-5.59
163	2213+97.46	72.0 RT		A	4′	T20 F&G	-0.46				-6.29
164	2209+43.96	64.0 RT		A(1)	2′	T20 F&G	-2.69				-5.59
165	2210+27.61	65.2 RT		A	4′	T20 F&G	-2.29	-8.09			-8.09
166	2210+54.13	54.6 RT	J.C.				-2.03	-8.98		-8.98	
167	2210+61.85	3.7 LT		A(7)	4′	T20 F&G	-1.76		-7.52		
168	2210+45.55	67.0 RT		A	4′	T20 F&G	-2.25		-8.02	-8.02	
169	2210+69.71	64.0 RT	A(6)		6′	T1F CL	-1.96	-8.59		-8.94	
1610	2212+29.77	4.4 LT		A(7)	4′	T20 F&G	-0.84		-6.94		
1611	2212+23.11	63.9 RT	A(6)		6′	T1F CL	-1.10	-8.22	-7.22	-8.22	-7.22
1612	2212+23.63	72.0 RT		A	4′	T20 F&G	-1.43				-7.21
1613	2213+96.96	64.4 RT	A(6)		5′	T1F CL	-0.15	-7.30	-6.30	-7.80	-6.24
1614	2208+94.02	64.0 RT		A(1)	2′	T20 F&G	-2.96				-5.59
1615	2210+50.00	74.5 RT		C	2′	T1F OL	-2.57				-7.99
171	2214+03.32	5.0 LT		A(7)	4′	T20 F&G	0.14		-5.96		
172	NOT USED	- -	-	-	-	-	-	-	-	-	
173	2215+79.03	5.0 LT		A	4′	T20 F&G	1.12		-4.98		
174	2215+88.03	65.4 RT	DROP		6′	T1F CL	0.88	-6.33	-3.62	-6.83	-5.27
175	2215+78.67	72.0 RT		A	4′	T20 F&G	0.52				-5.31
176	2217+52.81	6.5 LT		A(7)	4′	T20 F&G	2.03		-4.07		
177	2217+46.14	65.1 RT	A(6)		5′	T1F CL	1.78	-5.37		-5.87	-4.36
178	2217+52.92	72.0 RT		A	4′	T20 F&G	1.50				-4.33
181	2219+29.28	6.5 LT		A(7)	4′	T20 F&G	2.87		-3.23		
182	2219+17.38	64.6 RT	A(6)		5′	T1F CL	2.63			-4.62	-3.52
183	2219+08.88	72.0 RT		A	4′	T20 F&G	2.27			-3.56	
184	2222+70.01	6.5 LT		A(7)	4′	T20 F&G	2.80		-3.00		
185	2224+29.79	6.5 LT		A(7)	4′	T20 F&G	1.96		-3.46		
186	2224+29.83	84.7 RT		A	4′	T20 F&G	1.15		-3.83		-3.83
187	2224+83.49	83.6 RT		A	4′	T20 F&G	0.79		-5.04		
191	2225+37.07	82.6 RT		A	4′	T20 F&G	0.37		-5.46		
192	2225+89.81	9.6 LT		A(7)	4′	T20 F&G	0.50		-4.71		
193	2225+84.32	81.6 RT		A	4′	T20 F&G	-0.04		-5.08		-5.08
194	2226+67.21	80.0 RT		A	4′	T20 F&G	-0.82		-6.65		
195	2227+44.18	10.0 LT		A(7)	4′	T20 F&G	-1.06		-8.92		
196	2227+43.58	78.4 RT		A	4′	T20 F&G	-1.54		-9.28		-9.28
197	2228+24.06	78.0 RT		A	4′	T20 F&G	-3.41	-8.18			
198	2229+04.33	10.0 LT		A(7)	4′	T20 F&G	-2.67		-8.25		
199	2229+07.09	75.2 RT		A	4′	T20 F&G	-3.08		-8.59		-8.59
1910	2229+83.98	73.6 RT		A	4′	T20 F&G	-3.80		-9.63		
1911	2230+64.49	10.0 LT		A(7)	4′	T20 F&G	-4.27		-10.12		
1912	2230+64.09	73.0 RT		A	4′	T20 F&G	-4.60		-10.42		-10.42
201	2231+42.00	73.0 RT		A	4′	T20 F&G	-5.39	-11.22			
202	2232+20.04	9.1 LT		A(7)	4′	T20 F&G	-5.78		-10.68		
203	2232+19.59	73.0 RT		A	4′	T20 F&G	-6.18			-11.01	-11.01
204	2233+49.27	10.0 LT		A(7)	4′	T20 F&G	-6.97		-12.84		
205	2233+49.06	73.1 RT		A	4′	T20 F&G	-7.35	-13.18			-13.18
206	2233+66.69	70.1 RT	A		5′	T1F CL	-7.31	-15.25		-13.24	
207	2234+30.04	10.0 LT		A(7)	4′	T20 F&G	-7.22	-13.28			
208	2234+50.04	10.0 LT		A(7)	4′	T20 F&G	-7.22			-13.28	
209	2234+40.04	10.0 LT		A(7)	4′	T20 F&G	-7.22	-13.31	-13.31	-13.31	
2010	NOT USED	- -	-	-	-	-	-	-	-	-	-
2011	NOT USED	- -	-	-	-	-	-	-	-	-	-

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
1523	2207+05.57	2207+01.50	2	15	7	0.44	2.3
1524	2205+09.74	2205+01.85	2	15	7	0.44	2.3
161	2208+15.24	2207+86.28	2	15	56	0.44	18.4
162	2208+30.00	2208+17.31	2	12	18	0.44	5.2
163	2213+97.46	2213+96.96	2	12	2	0.44	0.6
164	2209+43.96	2209+31.24	2	12	18	0.44	5.2
165	2210+27.61	2210+12.97	2	12	19	0.44	5.5
166	2210+54.13	2207+01.50	2	34 X 53	345	0.21	460.6
167	2210+61.85	2210+54.13	2	12	56	0.44	16.2
168	2210+45.55	2210+27.61	2	12	14	0.44	4.0
169	2210+69.71	2210+54.13	2	42	14	0.29	16.1
1610	2212+29.77	2212+23.11	2	15	63	0.44	20.7
1611	2212+23.11	2210+69.71	2	36	149	0.25	169.5
1612	2212+23.63	2212+23.11	2	12	2	0.44	0.6
1613	2213+96.96	2212+23.11	2	36	169	0.25	213.1
1614	2208+94.02	2208+81.32	2	12	18	0.44	5.2
1615	2210+50.00	2210+45.55	2	12	7	0.44	1.2
171	2214+03.32	2213+96.96	2	15	64	0.44	21.1
172	NOT USED	-	-	-	-	-	-
173	2215+79.03	2215+88.03	2	15	65	0.44	21.4
174	2215+88.03	2213+96.96	2	30	189	0.25	237.4
175	2215+78.67	2215+70.69	2	12	8	0.44	2.3
176	2217+52.81	2217+46.14	2	15	66	0.44	21.7
177	2217+46.14	2215+88.03	2	24	154	0.30	189.8
178	2217+52.92	2217+52.75	2	12	3	0.44	0.9
181	2219+29.28	2219+17.38	2	15	66	0.44	21.7
182	2219+17.38	2217+46.14	2	18	167	0.45	187.2
183	2219+08.88	2218+99.62	2	12	9	0.44	2.6
184	2222+70.01	2222+69.56	2	12	69	0.44	19.9
185	2224+29.79	2224+29.83	2	12	84	0.44	24.3
186	NOT USED	-	-	-	-	-	-
187	2224+83.49	2224+83.49	2	12	6	0.44	0.9
191	2225+37.07	2225+37.17	2	12	6	0.44	0.9
192	2225+89.81	2225+84.32	2	12	84	0.44	24.3
193	NOT USED	-	-	-	-	-	-
194	2226+67.21	2226+67.18	2	12	6	0.44	1.7
195	2227+44.18	2227+43.58	2	12	81	0.44	23.4
196	NOT USED	-	-	-	-	-	-
197	2228+24.06	2228+30.46	2	12	7	0.44	1.2
198	2229+04.33	2229+07.09	2	12	81	0.44	23.4
199	2229+07.09	2229+07.22	2	12	4	0.44	1.2
1910	2229+83.98	2229+91.65	2	12	9	0.44	0.9
1911	2230+64.49	2230+64.09	2	12	80	0.44	23.1
1912	2230+64.09	2230+70.77	2	12	8	0.44	-
201	2231+42.00	2231+50.67	2	12	8	0.44	2.3
202	2232+20.04	2232+19.59	2	12	76	0.44	22.0
203	2232+19.59	2231+59.83	2	12	55	0.44	15.9
204	2233+49.27	2233+49.06	2	12	76	0.44	22.0
205	2233+49.06	2233+66.69	2	12	14	0.44	4.0
206	2233+66.69	2234+44.83	2	15	74	0.70	108.4
207	2234+30.04	2234+40.04	2	15	6	0.44	2.0
208	2234+50.04	2234+40.04	2	15	6	0.44	2.0
209	2234+40.04	2234+40.12	2	15	74	0.44	24.3
2010	NOT USED	-	-	-	-	-	-

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″

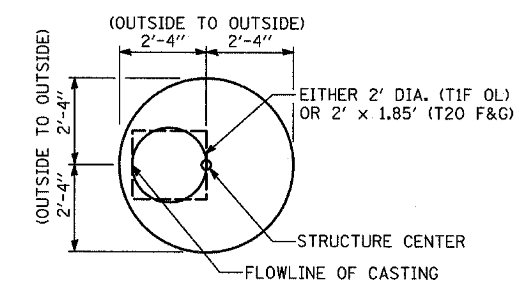
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

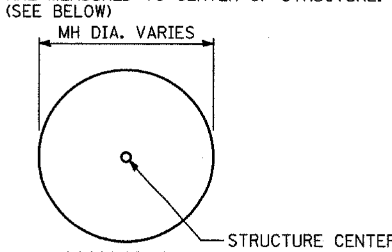
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 4 OF 10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE
DRAWN BY: RD
DATE: MARCH 7, 2006
CHECKED BY: DA

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	380

STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4

62304

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							
2012	2234+30.12	71.7 RT		A	4'	T20 F&G	-7.56	-13.61			
2013	2234+50.12	70.9 RT		A	4'	T20 F&G	-7.53	-13.61		-13.61	
2014	2234+40.12	71.3 RT		A	4'	T20 F&G	-7.54	-13.64	-13.64	-13.64	-13.64
2015	2234+44.83	75.9 RT	A		6'	T1F CL	-4.99	-16.02		-15.77	-13.66
2016	2235+26.76	10.0 LT		A(7)	4'	T20 F&G	-6.99		-12.82		
2017	2234+79.18	67.8 RT		A	4'	T20 F&G	-7.44			-13.50	
2018	2235+26.76	65.0 RT	A		5'	T1F CL	-7.04	-16.84		-16.59	-13.08
2019	2235+60.19	64.0 RT	A		5'	T1F CL	-6.79			-17.06	-18.06
211	2237+42.86	7.5 LT		A(7)	4'	T20 F&G	-4.38	-7.04	-8.79		
212	2237+52.88	7.5 LT		A	4'	T20 F&G	-4.23		-7.02	-7.02	
213	2238+90.06	9.4 LT		A(7)	4'	T20 F&G	-2.25		-7.50		
214	2240+40.36	10.0 LT		A(7)	4'	T20 F&G	-0.02		-7.15		-7.15
215	2238+59.51	64.7 RT		A(1)	2'	T20 F&G	-4.52	-9.77			
216	2237+43.12	63.5 RT		A(1)	2'	T20 F&G	-4.52				-4.76
217	2239+58.79	80.2 RT		C	2'	T1F OL	-1.50				-6.70
221	2242+11.90	10.0 LT		A(7)	4'	T20 F&G	2.27		-3.87		
222	2243+70.40	10.0 LT		A(7)	4'	T20 F&G	3.17		-3.12		
223	2246+22.22	10.0 LT		A(7)	4'	T20 F&G	2.02			-5.08	
224	2245+98.57	10.0 LT		A(7)	4'	T20 F&G	2.26	-5.17	-5.17		
225	2245+98.22	72.0 RT		A	4'	T20 F&G	1.88	-5.50			-5.50
231	NOT USED	- -	-	-	-	-	-	-	-	-	-
232	2247+41.34	10.0 LT		A(7)	4'	T20 F&G	0.37		-6.73		-6.73
233	2247+41.75	72.0 RT		A	4'	T20 F&G	-0.02		-7.06		-7.06
234	2249+18.81	10.0 LT		A(7)	4'	T20 F&G	-3.40		-10.50		
235	2249+29.68	72.0 RT		A	4'	T20 F&G	-4.06		-10.83		-10.83
236	2250+89.10	8.2 LT		A(7)	4'	T20 F&G	-7.07		-14.17		
237	2250+88.89	72.0 RT		A	4'	T20 F&G	-7.53	-14.49			-14.49
238	2252+48.78	6.5 LT		A(7)	4'	T20 F&G	-8.82		-15.92		-15.92
239	2252+50.12	72.0 RT		A	4'	T20 F&G	-9.36		-16.23		-16.23
2310	NOT USED	- -	-	-	-	-	-	-	-	-	-
2311	2252+00.00	80.5 RT		C	2'	T1F OL	-9.30	-13.40			
241	2253+18.82	6.8 LT		A(7)	4'	T20 F&G	-9.19	-16.34			
242	2254+29.24	5.9 LT		A(7)	4'	T20 F&G	-9.71		-16.81	-16.81	
243	2254+18.95	72.0 RT		A	4'	T20 F&G	-10.21		-17.12		-17.12
244	2255+99.39	5.6 LT		A(7)	4'	T20 F&G	-10.54		-17.64		
245	2255+89.12	72.0 RT		A	4'	T20 F&G	-11.06		-17.95		-17.95
246	NOT USED	- -	-	-	-	-	-	-	-	-	-
247	2257+48.33	5.7 LT		A(7)	4'	T20 F&G	-11.14	-18.21			
248	2257+68.33	5.6 LT		A(7)	4'	T20 F&G	-11.13			-18.21	
249	2257+59.60	5.7 LT		A(7)	4'	T20 F&G	-11.14	-18.24	-18.24	-18.24	-18.24
2410	NOT USED	- -	-	-	-	-	-	-	-	-	-
2411	NOT USED	- -	-	-	-	-	-	-	-	-	-
2412	2257+48.41	68.8 RT		A	4'	T20 F&G	-11.53	-18.50			
2413	2257+68.40	68.0 RT		A	4'	T20 F&G	-11.49			-18.50	
2414	2257+59.60	68.4 RT		A	4'	T20 F&G	-11.51	-18.53	-18.53	-18.53	-18.53
2415	2258+36.87	5.8 LT		A(7)	4'	T20 F&G	-10.95		-17.03		
2416	2258+36.92	65.4 RT		A	4'	T20 F&G	-11.22		-17.31		-17.31
2417	2256+77.08	76.6 RT		C	2'	T1F OL	-11.52		-15.02		
251	NOT USED	- -	-	-	-	-	-	-	-	-	-
252	2260+09.82	8.0 LT		A(7)	4'	T20 F&G	-9.38		-14.82		-14.82
253	2260+09.82	65.9 RT		A	4'	T20 F&G	-9.57		-15.11		-15.11
254	2260+09.82	79.1 RT	A		4'	T1F CL	-4.06	-15.16		-12.46	-15.16
255	2261+49.06	6.5 LT		A(7)	4'	T20 F&G	-7.14		-14.60		
256	2161+58.86	72.0 RT		A	4'	T20 F&G	-7.52		-14.92		-14.92

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
2011	NOT USED	-	-	-	-	-	-
2012	2234+30.12	2234+40.12	2	15	6	0.44	2.0
2013	2234+50.12	2234+40.12	2	15	6	0.44	2.0
2014	2234+40.12	2234+44.83	2	15	5	0.44	1.6
2015	2234+44.83	2235+26.76	2	18	81	0.70	131.5
2016	2235+26.76	2235+26.76	2	12	69	0.44	16.8
2017	2234+79.18	2234+50.12	2	12	26	0.44	7.5
2018	2235+26.76	2235+60.19	2	21	31	0.70	49.5
2019	2235+60.19	2235+62.37	2	24	11	0.50	22.7
211	2237+42.86	2237+37.15	2	21	32	0.44	12.8
212	2237+52.88	2237+42.86	2	12	6	0.44	1.7
213	2238+90.06	2239+06.66	2	15	68	0.44	22.4
214	2240+40.36	2240+40.73	2	15	66	0.44	21.7
215	2240+40.18	2240+40.36	2	15	4	0.44	1.3
216	2237+43.12	2237+52.88	2	12	66	0.44	19.1
217	2239+58.79	2239+64.08	2	12	4	0.44	0
221	2242+11.90	2242+15.44	2	15	75	0.44	24.7
222	2243+70.40	2243+68.09	2	15	71	0.44	23.4
223	2246+22.22	2245+98.57	2	15	20	0.44	6.6
224	2245+98.57	2245+98.22	2	15	74	0.44	24.3
225	2245+98.22	2246+45.19	2	15	43	0.44	14.1
231	2247+40.73	2247+41.34	2	15	4	0.44	1.3
232	2247+41.34	2247+41.75	2	15	74	0.44	24.3
233	2247+41.75	2247+45.72	2	15	6	0.65	2.0
234	2249+18.81	2249+29.68	2	15	75	0.44	24.7
235	2249+29.68	2249+29.78	2	15	3	0.44	1.0
236	2250+89.10	2250+88.89	2	15	73	0.44	24.0
237	2250+88.89	2250+98.90	2	15	8	0.44	2.6
238	2252+48.78	2252+50.12	2	15	71	0.44	23.4
239	2252+50.12	2252+50.05	2	15	6	0.44	1.0
2310	2252+50.03	2252+48.78	2	15	8	0.44	1.3
2311	2252+00.00	2252+20.27	2	12	18	0.44	0
241	2253+18.82	2254+29.24	2	15	107	0.44	35.2
242	2254+29.24	2254+18.95	2	15	71	0.44	23.4
243	2254+18.95	2254+21.96	2	15	5	0.44	1.6
244	2255+99.39	2255+89.12	2	15	71	0.44	23.4
245	2255+89.12	2255+92.16	2	15	5	0.44	1.6
246	2257+61.66	2257+59.60	2	15	8	0.44	2.6
247	2257+48.33	2257+59.60	2	15	8	0.44	2.6
248	2257+68.33	2257+59.60	2	15	5	0.44	1.6
249	2257+59.60	2257+59.60	2	15	66	0.44	21.7
2410	NOT USED	-	-	-	-	-	-
2411	NOT USED	-	-	-	-	-	-
2412	2257+48.41	2257+59.60	2	15	8	0.44	2.6
2413	2257+68.40	2257+59.60	2	15	5	0.44	1.6
2414	2257+59.60	2257+84.02	2	15	27	0.44	3.3
2415	2258+36.87	2258+36.92	2	15	64	0.44	21.1
2416	2258+36.92	2258+16.24	2	15	24	0.44	2.6
2417	2256+77.08	2256+73.35	2	12	3	0.44	0.9
251	2260+09.56	2260+09.82	2	15	6	0.44	1.3
252	2260+09.82	2260+09.82	2	15	66	0.44	21.7
253	2260+09.82	2260+09.82	2	15	12	0.44	1.6
254	2260+09.82	2261+58.91	2	15	143	0.45	0
255	2261+49.06	2161+58.86	2	15	72	0.44	23.7

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"

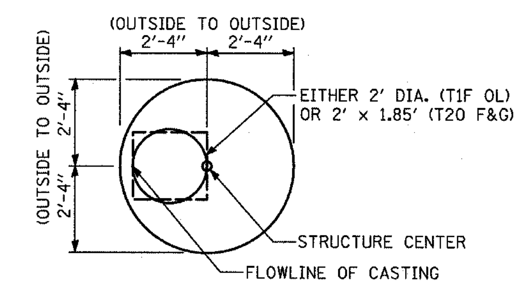
•ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

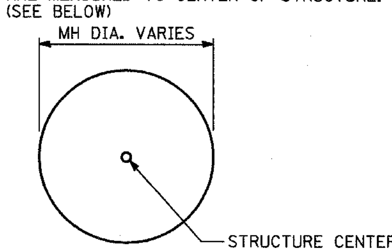
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 5 OF 10

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE | DRAWN BY: RD

DATE: MARCH 7, 2006 | CHECKED BY: DA

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	381
STA. 1990+65 (NB I-57) 1990+48 (NB FORD)	TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

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							
257	2261+58.91	79.2 RT	A		5′	T1F CL	-7.83	-16.06	-13.33	-15.81	-14.94
258	2263+29.67	6.5 LT		A(7)	4′	T20 F&G	-4.31		-12.25		
259	2263+29.67	72.0 RT		A	4′	T20 F&G	-4.84		-12.56		-12.56
2510	2263+29.67	79.2 RT	A		5′	T1F CL	-4.77	-17.31		-16.81	-12.58
2511	2264+97.31	6.5 LT		A(7)	4′	T20 F&G	-2.34		-10.07		
2512	2264+97.31	72.0 RT		A	4′	T20 F&G	-2.34			-10.38	-10.38
2513	2261+50.00	82.2 RT		C	2′	T1F OL	-7.99	-13.30			
2514	2259+84.29	68.4 RT		C	2′	T1F OL	-7.50	-12.35			
261	NOT USED	- -	-	-	-	-	-	-	-	-	-
262	2266+67.96	6.7 LT		A(7)	4′	T20 F&G			-7.86		-7.86
263	2266+67.95	72.0 RT		A	4′	T20 F&G	-0.52		-8.17		-8.17
264	2268+58.97	10.0 LT		A(7)	4′	T20 F&G	1.72		-4.26		
265	2268+58.96	72.0 RT		A	4′	T20 F&G	1.33		-4.59		-4.59
266	2270+59.10	10.0 LT		A(7)	4′	T20 F&G	3.42		-2.54		
271	2273+68.05	84.2 RT		A	4′	T20 F&G	3.23	-2.61			
272	2274+57.97	10.0 LT		A(7)	4′	T20 F&G	3.50		-3.61		
273	2274+57.96	82.4 RT		A	4′	T20 F&G	2.89		-3.98		-3.98
274	2274+53.04	87.7 RT	A		4′	T1F CL	2.89	-15.80		-2.97	-4.00
275	2275+45.92	80.7 RT		A	4′	T20 F&G	2.34		-3.49		
276	2276+33.43	10.0 LT		A(7)	4′	T20 F&G	2.06		-5.04		
277	2276+33.42	78.9 RT		A	4′	T20 F&G	1.56		-5.40		-5.40
278	2276+40.09	84.3 RT	A		5′	T1F CL	1.35	-17.22		-16.72	-5.43
281	2277+20.92	77.2 RT		A	4′	T20 F&G	0.56		-5.27		
282	NOT USED	- -	-	-	-	-	-	-	-	-	-
283	2278+07.69	10.0 LT		A(7)	4′	T20 F&G	-0.14		-7.24		-7.24
284	2278+07.64	75.4 RT		A	4′	T20 F&G	-0.53		-7.58		-7.58
285	2278+15.80	81.4 RT	A		5′	T1F CL	-0.96	-17.82		-17.82	-7.61
286	2279+88.01	10.0 LT		A(7)	4′	T20 F&G	-2.51		-9.61		
287	2279+88.01	72.0 RT		A	4′	T20 F&G	-2.80		-9.94		-9.94
288	2279+95.31	78.5 RT	A		5′	T1F CL	-2.11	-18.43	-8.11	-18.43	-9.97
289	NOT USED	- -	-	-	-	-	-	-	-	-	-
2810	2281+68.01	10.0 LT		A(7)	4′	T20 F&G	-4.88		-11.98		-11.98
2811	2281+68.01	72.0 RT		A	4′	T20 F&G	-5.20		-12.31		-12.31
2812	2281+62.53	77.0 RT	A		5′	T1F CL	-2.82	-18.54		-18.54	-12.33
2813	2279+78.00	83.4 RT		C	2′	T1F OL	-2.92	-8.04			
291	2283+56.94	10.0 LT		A(7)	4′	T20 F&G	-7.36		-14.46		
292	2283+51.01	71.2 RT		A	4′	T20 F&G	-7.61		-14.79		-14.79
293	2283+44.62	77.0 RT	A		5′	T1F CL	-5.51	-17.51		-18.01	-14.82
294	2284+43.92	67.6 RT		A	4′	T20 F&G	-8.68		-14.51		
295	NOT USED	- -	-	-	-	-	-	-	-	-	-
296	2285+33.93	10.0 LT		A(7)	4′	T20 F&G	-9.69		-16.25		-16.25
297	2285+33.92	64.2 RT		A	4′	T20 F&G	-9.72		-16.54		-16.54
298	2285+24.10	73.4 RT	A		5′	T1F CL	-6.56	-16.59		-16.84	-12.56
299	NOT USED	- -	-	-	-	-	-	-	-	-	-
2910	2287+45.99	10.0 LT		A(7)	4′	T20 F&G	-11.16			-16.73	-16.73
2911	2287+25.99	10.0 LT		A(7)	4′	T20 F&G	-11.16	-16.73			
2912	2287+35.99	10.0 LT		A(7)	4′	T20 F&G	-11.16	-16.76	-16.76	-16.76	
2913	NOT USED	- -	-	-	-	-	-	-	-	-	-
2914	NOT USED	- -	-	-	-	-	-	-	-	-	-
2915	2286+73.16	65.0 RT		A	4′	T20 F&G	-11.09	-16.84			
2916	2287+26.09	70.3 RT		A	4′	T20 F&G	-11.44	-17.06			
2917	2287+35.60	76.9 RT	A		6′	T1F CL	-9.14	-17.10		-17.10	-17.10
2918	2287+36.09	71.3 RT		A	4′	T20 F&G	-11.48	-17.09	-17.09	-17.09	-17.09
2919	2287+46.09	72.0 RT		A	4′	T20 F&G	-11.51			-17.06	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
256	2161+58.86	2261+58.91	2	15	5	0.44	1.0
257	2261+58.91	2263+29.67	3	18	166	0.45	0
258	2263+29.67	2263+29.67	2	15	71	0.44	23.4
259	2263+29.67	2263+29.67	2	15	5	0.44	1.0
2510	2263+29.67	2264+77.61	3	24	145	0.30	180.2
2511	2264+97.31	2264+97.31	2	15	71	0.44	23.4
2512	2264+97.31	2264+89.28	2	15	7	0.44	2.3
2513	2261+50.00	2261+58.91	2	12	6	0.44	-
2514	2259+84.29	2260+09.82	2	12	25	0.44	0.3
261	2266+68.42	2266+67.96	2	15	8	0.44	1.0
262	2266+67.96	2266+67.95	2	15	71	0.44	23.4
263	2266+67.95	2266+67.95	2	15	6	0.44	1.0
264	2268+58.97	2268+58.96	2	15	74	0.44	24.3
265	NOT USED	-	-	-	-	-	-
266	2270+59.10	2270+66.00	2	15	73	0.44	24.0
271	2273+68.05	2274+53.04	2	12	82	0.44	20.2
272	2274+57.97	2275+45.92	2	15	85	0.44	28.0
273	2274+57.96	2274+53.04	2	15	5	0.44	1.6
274	2274+53.04	2276+40.09	4	18	183	0.50	0
275	2275+45.92	2275+45.92	2	12	6	0.44	0.9
276	2276+33.43	2276+33.42	2	15	81	0.44	26.6
277	2276+33.42	2276+40.09	2	15	6	0.44	2.0
278	2276+40.09	2278+15.80	4	24	171	0.35	0
281	2277+20.92	2277+20.92	2	12	6	0.44	0.9
282	2278+07.73	2278+07.69	2	15	5	0.44	1.6
283	2278+07.69	2278+07.64	2	15	78	0.44	25.7
284	2278+07.64	2278+15.80	2	15	7	0.44	2.3
285	2278+15.80	2279+95.31	3	24	175	0.35	324.1
286	2279+88.01	2279+88.01	2	15	74	0.44	24.3
287	2279+88.01	2279+95.31	2	15	7	0.44	2.3
288	2279+95.31	2280+96.65	3	24	96	0.35	199.0
289	2281+67.26	2281+68.01	2	15	5	0.44	1.6
2810	2281+68.01	2281+68.01	2	15	74	0.44	24.3
2811	2281+68.01	2281+62.53	2	15	5	0.44	1.6
2812	2281+62.53	2280+96.65	3	24	61	0.30	168.4
2813	2279+78.00	2279+95.31	2	12	15	0.44	0
291	2283+56.94	2283+51.01	2	15	74	0.44	24.3
292	2283+51.01	2283+44.62	2	15	6	0.44	2.0
293	2283+44.62	2281+62.53	3	24	178	0.30	462.4
294	2284+43.92	2284+43.74	2	12	8	0.44	1.2
295	2285+34.13	2285+33.93	2	15	5	0.44	1.6
296	2285+33.93	2285+33.92	2	15	67	0.44	22.0
297	2285+33.92	2285+24.10	2	15	11	0.44	2.6
298	2285+24.10	2283+44.62	3	18	175	0.38	5.5
299	2287+46.51	2287+45.99	2	15	5	0.44	1.6
2910	2287+45.99	2287+35.99	2	15	6	0.44	2.0
2911	2287+25.99	2287+35.99	2	15	6	0.44	2.0
2912	2287+35.99	2287+36.09	2	15	74	0.44	24.3
2913	NOT USED	-	-	-	-	-	-
2914	NOT USED	-	-	-	-	-	-
2915	2286+73.16	2287+35.60	2	12	59	0.44	17.1
2916	2287+26.09	2287+36.09	2	15	7	0.44	2.3
2917	2287+35.60	2287+99.05	2	36	58	0.22	67.6
2918	2287+36.09	2287+35.60	2	15	3	0.44	1.0

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″

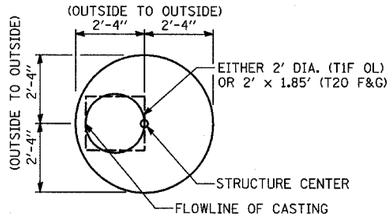
•ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

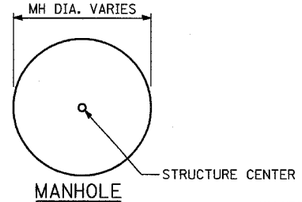
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



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 DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

3/8/2006 3:04:37 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	382
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304

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							
2920	2287+66.15	72.0 RT		A	4′	T20 F&G	-11.52		-17.15		
2921	NOT USED	- -	-	-	-	-	-	-	-	-	-
2922	2288+99.27	10.0 LT		A(7)	4′	T20 F&G	-10.34		-16.66	-16.66	
2923	2288+96.63	72.0 RT		A	4′	T20 F&G	-10.73		-16.99		-16.99
2924	2288+05.72	78.9 RT		C	2′	T1F OL	-11.19				-14.69
2925	2285+15.41	69.7 RT		C	2′	T1F OL	-7.73	-12.53			
301	NOT USED	- -	-	-	-	-	-	-	-	-	-
302	2290+47.60	10.0 LT		A(7)	4′	T20 F&G	-9.28		-14.79		-14.79
303	NOT USED	- -	-	-	-	-	-	-	-	-	-
304	2291+97.95	10.0 LT		A(7)	4′	T20 F&G	-8.19		-13.83		-13.83
305	NOT USED	- -	-	-	-	-	-	-	-	-	-
306	2293+73.92	10.0 LT		A(7)	4′	T20 F&G	-6.93		-13.44	-13.44	
311	NOT USED	- -	-	-	-	-	-	-	-	-	-
312	2295+50.01	10.0 LT		A(7)	4′	T20 F&G	-5.80		-12.70		-12.70
313	NOT USED	- -	-	-	-	-	-	-	-	-	-
314	2297+18.99	10.0 LT		A(7)	4′	T20 F&G	-5.15		-11.74	-11.74	
315	2298+58.58	10.0 LT		A(7)	4′	T20 F&G	-4.94		-10.21		
316	NOT USED	- -	-	-	-	-	-	-	-	-	-
317	2300+42.99	10.0 LT		A(7)	4′	T20 F&G	-5.12	-10.56	-10.56		
321	NOT USED	- -	-	-	-	-	-	-	-	-	-
322	2301+97.93	10.0 LT		A(7)	4′	T20 F&G	-5.67		-11.87		-11.87
323	NOT USED	- -	-	-	-	-	-	-	-	-	-
324	2303+47.92	10.0 LT		A(7)	4′	T20 F&G	-6.42	-12.92	-12.92		
325	NOT USED	- -	-	-	-	-	-	-	-	-	-
326	2304+97.94	8.5 LT		A(7)	4′	T20 F&G	-7.11	-13.21	-13.21		
327	NOT USED	- -	-	-	-	-	-	-	-	-	-
328	2306+47.99	8.0 LT		A(7)	4′	T20 F&G	-7.84		-14.68		-14.68
331	2308+08.98	6.8 LT		A(7)	4′	T20 F&G	-8.60		-15.10		
332	2309+47.71	7.0 LT		A(7)	4′	T20 F&G	-9.30		-15.62		
333	2309+66.08	72.0 RT		A	4′	T20 F&G	-9.85		-15.95	-15.95	-15.95
334	NOT USED	- -	-	-	-	-	-	-	-	-	-
335	2310+53.75	7.1 LT		A(7)	4′	T20 F&G	-9.83		-15.68		
336	2310+44.79	70.2 RT		A	4′	T20 F&G	-10.16		-15.99		-15.99
337	NOT USED	- -	-	-	-	-	-	-	-	-	-
338	2311+13.33	7.2 LT		A(7)	4′	T20 F&G	-9.98	-17.05			
339	2311+33.33	7.2 LT		A(7)	4′	T20 F&G	-9.98			-17.05	
3310	2311+23.33	7.2 LT		A(7)	4′	T20 F&G	-9.98	-17.08	-17.08	-17.08	-17.08
3311	NOT USED	- -	-	-	-	-	-	-	-	-	-
3312	NOT USED	- -	-	-	-	-	-	-	-	-	-
3313	2311+13.41	67.5 RT		A	4′	T20 F&G	-10.26	-17.34			
3314	2311+33.42	66.8 RT		A	4′	T20 F&G	-10.23			-17.34	
3315	2311+23.36	67.2 RT		A	4′	T20 F&G	-10.25	-17.37	-17.37	-17.37	-17.37
3316	2311+24.72	75.5 RT	A		5′	T1F CL	-7.04	-17.39		-17.62	-17.40
3317	2312+18.24	7.4 LT		A(7)	4′	T20 F&G	-9.72		-16.82		
3318	2311+87.05	64.7 RT		A	4′	T20 F&G	-9.91			-17.13	-17.13
3319	NOT USED	- -	-	-	-	-	-	-	-	-	-
3320	2309+50.00	78.5 RT		C	2′	T1F OL	-9.90	-15.88			
341	2313+85.01	7.1 LT		A(7)	4′	T20 F&G	-7.98		-15.08		-15.08
342	2313+85.06	66.6 RT		A	4′	T20 F&G	-8.23	-15.37			-15.37
343	2314+24.24	83.9 RT		C	2′	T1F OL	-7.56				-12.19
344	2314+24.07	77.1 RT	A		4′	T1F CL	-6.71	-17.46	-12.21	-15.53	
345	2315+23.10	77.2 RT	A		4′	T1F CL	-5.98	-17.84		-17.84	-13.77
346	2315+15.14	7.9 LT		A(7)	4′	T20 F&G	-6.32		-13.42		
347	2315+17.14	72.0 RT		A	4′	T20 F&G	-6.77		-13.74		-13.74

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
2919	2287+46.09	2287+36.09	2	15	7	0.44	2.3
2920	2287+66.15	2287+66.20	2	12	4	0.44	1.2
2921	2288+90.25	2288+99.27	2	15	8	0.44	2.6
2922	2288+99.27	2288+96.63	2	15	75	0.44	24.7
2923	2288+96.63	2288+96.11	2	15	6	0.44	1.0
2924	2288+05.72	2287+99.05	2	12	4	0.44	0
2925	2285+15.41	2285+24.10	2	12	6	0.44	0
301	2290+38.03	2290+47.60	2	15	9	0.44	3.0
302	2290+47.60	2290+47.00	2	15	78	0.44	25.7
303	2291+97.03	2291+97.95	2	15	5	0.44	1.6
304	2291+97.95	2291+98.07	2	15	86	0.44	28.3
305	2293+62.67	2293+73.92	2	12	10	0.44	2.9
306	2293+73.92	2293+74.06	2	12	66	0.44	19.1
307	2290+47.00	2290+46.73	2	15	9	0.44	1.0
308	2291+98.07	2291+89.19	2	15	11	0.44	1.6
311	2295+48.54	2295+50.01	2	12	6	0.44	1.2
312	2295+50.01	2295+50.06	2	12	56	0.44	16.2
313	2297+12.39	2297+18.99	2	12	7	0.44	2.0
314	2297+18.99	2297+19.13	2	12	66	0.44	19.1
315	2298+58.58	2298+58.58	2	12	66	0.44	19.1
316	2300+58.82	2300+42.99	2	12	15	0.44	4.3
317	2300+42.99	2300+43.00	2	12	66	0.44	19.1
321	2301+98.85	2301+97.93	2	12	5	0.44	1.4
322	2301+97.93	2301+96.77	2	12	66	0.44	19.1
323	2302+58.13	2303+47.92	2	12	10	0.44	2.9
324	2303+47.92	2303+48.07	2	12	66	0.44	19.1
325	2305+07.48	2304+97.94	2	15	9	0.44	3.0
326	2304+97.94	2304+97.79	2	15	99	0.44	32.6
327	2306+45.99	2306+47.99	2	15	7	0.44	1.3
328	2306+47.99	2306+48.17	2	15	78	0.44	25.7
329	2306+48.17	2306+48.93	2	15	17	0.44	1.0
331	2308+08.98	2308+07.09	2	15	72	0.44	23.7
332	2309+47.71	2309+66.08	2	15	74	0.44	24.3
333	2309+66.08	2309+66.10	2	15	8	0.44	2.0
334	NOT USED	-	-	-	-	-	-
335	2310+53.75	2310+44.79	2	12	70	0.44	20.2
336	2310+44.79	2310+44.72	2	12	7	0.44	1.2
337	2311+25.18	2311+23.33	2	15	6	0.44	2.0
338	2311+13.33	2311+23.33	2	15	6	0.44	2.0
339	2311+33.33	2311+23.33	2	15	6	0.44	2.0
3310	2311+23.33	2311+23.36	2	15	67	0.44	22.0
3311	NOT USED	-	-	-	-	-	-
3312	NOT USED	-	-	-	-	-	-
3313	2311+13.41	2311+23.36	2	15	6	0.44	2.0
3314	2311+33.42	2311+23.36	2	15	7	0.44	2.3
3315	2311+23.36	2311+24.72	2	15	6	0.44	2.0
3316	2311+24.72	2310+89.65	2	24	30	0.30	0
3317	2312+18.24	2311+87.05	2	15	71	0.44	23.4
3318	2311+87.05	2311+24.72	2	15	60	0.44	14.5
3319	2308+07.09	2308+07.73	2	15	14	0.44	1.0
3320	2309+50.00	2309+66.08	2	12	15	0.44	4.3
341	2313+85.01	2313+85.06	2	15	66	0.44	21.7
342	2313+85.06	2314+24.07	2	15	37	0.44	12.2
343	2314+24.24	2314+24.07	2	12	4	0.44	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″

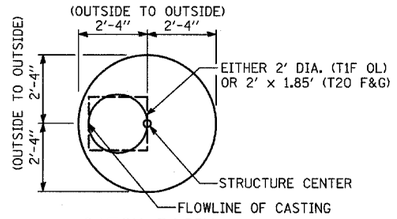
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

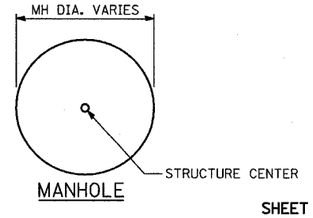
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 7 OF 10

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

TYLIN INTERNATIONAL

3:04:37 PM 3/8/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	383
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

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							
451	1994+49.98	87.2 RT		A	4′	T20 F&G	6.07		0.73		
452	1993+39.92	87.1 RT		A	4′	T20 F&G	5.68		0.26		0.26
453	1992+59.52	85.2 RT		A	4′	T20 F&G	5.37		-0.07		-0.07
454	1992+49.56	83.3 RT		A	4′	T20 F&G	5.35		-0.10		-0.10
455	1991+50.00	51.2 RT		C	2′	T1F OL	4.70			-0.48	
461	1996+75.83	39.2 RT		C	2′	T20 F&G	7.01			3.65	
471	2006+96.52	51.3 RT	A		5′	T1F CL	3.32		-7.02	-2.38	-6.52
472	2004+89.49	50.4 RT	A		5′	T1F CL	2.66		-8.23	-3.18	-7.73
473	2003+27.99	45.3 RT	A(2)		6′	T1F CL	4.05		-8.70		-8.70
474	303+94.22	27.2 LT		A	4′	T20 F&G	4.31			-1.52	
475	302+08.06	24.0 LT		A	4′	T20 F&G	3.85		-2.25		
476	301+98.06	24.0 LT		A	4′	T20 F&G	3.86		-2.28	-2.28	-2.28
477	301+88.05	24.0 LT		A	4′	T20 F&G	3.88				-2.25
478	300+78.86	24.0 LT		A	4′	T20 F&G	3.85			-1.98	
479	2006+96.17	34.2 RT		A	4′	T20 F&G	3.52	-2.31			
4710	2005+10.00	34.2 RT		A	4′	T20 F&G	3.02		-3.08		
4711	2005+00.00	34.2 RT		A	4′	T20 F&G	3.05	-3.11	-3.11		-3.11
4712	2004+90.00	34.2 RT		A	4′	T20 F&G	3.07				-3.08
4713	2005+39.64	45.6 RT		C	2′	T1F OL	1.14	-2.36			
4714	2003+75.31	34.2 RT		A	4′	T20 F&G	3.54	-7.54			
481	2010+00.32	39.9 RT	A		4′	T1F CL	4.65			0.17	-4.56
482	2011+55.57	42.9 RT	A		4′	T1F CL	4.32		-5.14	-0.54	-5.39
483	2012+86.99	40.8 RT	A		5′	T1F CL	4.11		-5.82	-1.91	-6.32
484	2008+32.63	51.3 RT	A		6′	T1F CL	3.61		-6.06	-1.64	-1.64
485	2008+36.38	34.2 RT		A	4′	T20 F&G	4.26	-1.57			
486	2008+48.41	44.2 RT		C	2′	T1F OL	2.29				-1.58
487	2010+04.05	10.9 LT		A	4′	T20 F&G	6.19	0.36			
488	2009+97.69	34.2 RT		A	4′	T20 F&G	4.68	0.19		0.19	
489	310+00.00	31.8 LT		A	4′	T20 F&G	5.04			-0.79	
4810	310+00.00	8.0 RT		A	4′	T20 F&G	4.23	-1.60			
4811	2012+79.92	7.6 LT		A	4′	T20 F&G	6.50	-1.73		-1.73	
4812	2012+79.52	34.2 RT		A	4′	T20 F&G	4.34	-1.88		-1.88	
4813	308+50.00	32.2 LT		A	4′	T20 F&G	5.73	-0.10			
4814	308+50.00	8.0 RT		A	4′	T20 F&G	5.60	-0.25		-0.25	
4815	305+43.99	30.5 LT		A	4′	T20 F&G	5.16			-0.67	
491	2014+63.78	41.4 RT	A		5′	T1F CL	2.39		-6.91	-3.24	-7.16
492	2016+36.71	41.6 RT	A(6)		5′	T1F CL	0.75	-4.31(E)	-7.74	-4.95	-7.99
493	2017+17.21	44.5 RT	A(2)		6′	T1F CL	-0.33		-8.18		-8.18
494	2019+04.85	40.4 RT	A		5′	T1F CL	-2.38	-7.33	-7.33		-7.33
495	2017+86.47	41.2 RT	A		5′	T1F CL	-0.65		-8.22	-6.43	-7.72
496	2017+44.82	43.8 RT	A(2)		6′	T1F CL	-0.82		-8.33		-8.33
497	315+93.98	26.3 LT		A(7)	4′	T20 F&G	0.61	-6.81			
498	316+12.07	7.4 RT		A	4′	T20 F&G	-0.82	-6.95		-6.95	
499	2019+17.16	9.3 LT		A	4′	T20 F&G	0.47	-7.12		-7.12	
4910	2019+18.77	34.3 RT		A	4′	T20 F&G	-1.93		-7.28	-7.28	
4911	2019+04.98	47.0 RT		C	2′	T1F OL	-2.83			-7.31	
4912	315+08.72	26.1 LT		A(7)	4′	T20 F&G	1.12	-5.97			
4913	315+08.78	7.5 RT		A	4′	T20 F&G	-0.18	-6.08		-6.08	
4914	2017+93.26	9.2 LT		A	4′	T20 F&G	1.77	-6.23		-6.23	
4915	2017+94.31	34.2 RT		A	4′	T20 F&G	-0.56		-6.39	-6.39	
4916	313+38.64	27.2 LT		A(7)	4′	T20 F&G	2.54	-4.48			
4917	313+38.62	8.0 RT		A	4′	T20 F&G	1.23	-4.60		-4.60	
4918	2016+28.36	9.2 LT		A	4′	T20 F&G	3.52	-4.75		-4.75	
4919	2016+29.03	34.2 RT		A	4′	T20 F&G	1.30	-4.91		-4.91	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
344	2314+24.07	2315+23.10	3	15	95	0.40	10.7
345	2315+23.10	2316+16.41	3	15	88	0.40	0
346	2315+15.14	2315+17.14	2	15	72	0.44	23.7
347	2315+17.14	2315+23.10	2	15	6	0.44	2.0
348	NOT USED	-	-	-	-	-	-
349	2313+84.68	2313+85.01	2	15	7	0.44	1.3
451	1994+49.98	1993+39.92	2	12	107	0.44	30.9
452	1993+39.92	1992+59.52	2	12	77	0.44	22.3
453	1992+59.52	1992+49.56	2	12	6	0.44	1.7
454	1992+49.56	1991+55.45	2	12	104	0.44	30.1
455	1991+50.00	1991+55.45	2	12	18	0.44	3.5
461	1996+75.83	1996+75.63	2	12	4	0.44	1.2
471	2006+96.52	2004+89.49	2	24	203	0.35	0
472	2004+89.49	2003+27.99	3	30	157	0.30	0
473	2003+27.99	300+23.68	3	30	8	0.25	0
474	303+94.22	303+92.81	2	12	17	0.44	1.4
475	302+08.06	301+98.06	2	15	6	0.44	2.0
476	301+98.06	300+99.11	2	15	30	0.44	2.0
477	301+88.05	301+98.06	2	15	6	0.44	1.3
478	300+78.86	300+68.45	2	12	33	0.44	1.4
479	2006+96.17	2006+96.52	2	12	15	0.44	0.9
4710	2005+10.00	2005+00.00	2	15	6	0.44	2.0
4711	2005+00.00	2004+89.49	2	15	17	0.44	1.6
4712	2004+90.00	2005+00.00	2	15	6	0.44	2.0
4713	2005+39.64	2005+30.82	2	12	10	0.44	-
4714	2003+75.31	300+70.45	2	12	13	0.44	0.9
481	2010+00.32	2011+55.57	2	15	149	0.40	0
482	2011+55.57	2012+86.99	2	18	124	0.35	0
483	2012+86.99	2014+63.78	2	24	168	0.35	0
484	2008+32.63	2006+96.52	2	18	132	0.35	0
485	2008+36.38	2008+32.63	2	12	15	0.44	1.4
486	2008+48.41	2008+32.63	2	12	14	0.44	0
487	2010+04.05	2009+97.69	2	12	38	0.44	11.0
488	2009+97.69	2010+00.32	2	12	5	0.44	1.4
489	310+00.00	309+85.65	2	12	20	0.44	5.8
4810	310+00.00	2012+79.92	2	12	30	0.44	3.5
4811	2012+79.92	2012+79.52	2	12	34	0.44	9.8
4812	2012+79.52	2012+86.99	2	12	7	0.44	2.0
4813	308+50.00	308+50.00	2	12	33	0.44	9.5
4814	308+50.00	2011+55.57	2	12	65	0.44	15.6
4815	305+43.99	305+41.88	2	12	9	0.44	1.4
491	2014+63.78	2016+36.71	2	27	165	0.35	0
492	2016+36.71	2017+17.21	2	30	74	0.25	0
493	2017+17.21	2017+31.03	2	30	8	0.25	0
494	2019+04.85	2017+86.47	2	24	111	0.35	18.0
495	2017+86.47	2017+44.82	2	30	36	0.30	23.3
496	2017+44.82	2017+31.03	2	30	8	0.25	0
497	315+93.98	316+12.07	2	12	31	0.44	9.0
498	316+12.07	2019+17.16	2	12	39	0.44	4.0
499	2019+17.16	2019+18.77	2	12	36	0.44	10.4
4910	2019+18.77	2019+04.85	2	12	12	0.44	3.5
4911	2019+04.98	2019+04.85	2	12	4	0.44	0
4912	315+08.72	315+08.78	2	12	26	0.44	7.5
4913	315+08.78	2017+93.26	2	12	34	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″

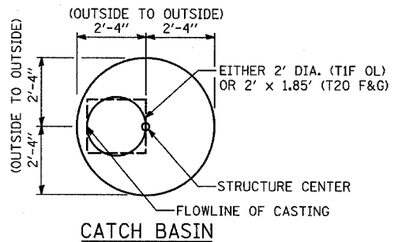
•ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

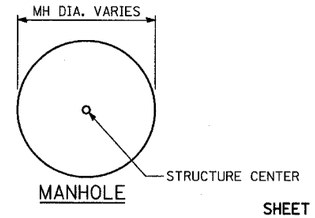
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	384
STA. 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

62304

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							
4920	2016+00.38	46.1 RT		C	2′	T1F OL	-0.66				-4.16
4921	311+61.08	8.0 RT		A	4′	T20 F&G	2.90	-2.93			
4922	2014+55.91	8.2 LT		A	4′	T20 F&G	5.21	-3.06		-3.06	
4923	2014+57.45	34.2 RT		A	4′	T20 F&G	2.99	-3.21		-3.21	
4924	311+61.10	29.7 LT		A	4′	T20 F&G	3.75			-2.08	
501	2021+06.35	46.6 RT	A(2)		6′	T1F CL	-2.91		-18.54		-18.54
502	318+40.59	25.2 LT		A(7)	4′	T20 F&G	-1.15	-9.43			
503	318+43.80	8.0 RT		A	4′	T20 F&G	-2.61			-9.54	-9.54
504	2021+65.10	10.0 RT		A	4′	T20 F&G	-2.83	-9.76	-9.76		
505	2021+65.06	36.0 RT		A	4′	T20 F&G	-4.56	-9.93		-9.93	
5110	322+50.00	24.9 LT		A	4′	T20 F&G	-4.90		-12.79		
5111	322+50.00	8.0 RT		A	4′	T20 F&G	-5.38		-12.90	-12.90	
5112	2024+99.38	10.0 LT		A	4′	T20 F&G	-6.23	-12.98			-12.98
5113	2024+99.31	36.0 RT		A	4′	T20 F&G	-7.97	-13.15		-13.15	
5114	2025+04.31	46.8 RT		C	2′	T1F OL	-8.37				-13.19
5115	2026+39.06	10.0 LT		A	4′	T20 F&G	-7.67	-14.48			
5116	2026+41.23	36.0 RT		A	4′	T20 F&G	-9.42		-14.65	-14.65	
5117	2026+46.19	48.0 RT		C	2′	T1F OL	-9.03			-12.53	
5118	NOT USED	- -	-	-	-	-	-	-	-	-	-
5119	324+77.29	25.8 LT		A	4′	T20 F&G	-9.73	-15.56			
5120	324+77.24	14.1 RT		A	4′	T20 F&G	-8.13	-15.70		-15.70	
5121	2027+62.98	10.0 LT		A	4′	T20 F&G	-8.47				-15.59
5122	2027+72.94	10.0 LT		A	4′	T20 F&G	-8.48	-15.62	-15.62		-15.62
5123	2027+82.91	10.0 LT		A	4′	T20 F&G	-8.47		-15.59		
5124	2027+84.77	36.0 RT		A	4′	T20 F&G	-10.20		-15.76		-15.76
5125	2027+74.58	36.0 RT		A	4′	T20 F&G	-10.20		-15.79	-15.79	-15.79
5126	2027+64.39	36.0 RT		A	4′	T20 F&G	-10.20		-15.82		-15.82
5127	2027+35.89	47.1 RT		C	2′	T1F OL	-10.47				-14.47
5128	NOT USED	- -	-	-	-	-	-	-	-	-	-
5129	2026+28.70	41.9 RT	A(6)		5′	T1F CL	-9.51	-12.59	-17.30	-14.70	-17.27
5130	NOT USED	- -	-	-	-	-	-	-	-	-	-
5131	2023+46.25	44.2 RT	A(6)		5′	T1F CL	-6.73	-11.64	-17.96	-11.64	-17.96
5132	2023+46.52	51.8 RT		C	2′	T1F OL	-6.67			-11.62	
5133	320+78.68	25.0 LT		A(7)	4′	T20 F&G	-3.01		-11.28		
5134	320+78.70	7.9 RT		A	4′	T20 F&G	-4.23		-11.39		-11.39
5135	2023+51.03	10.0 LT		A	4′	T20 F&G	-4.72		-11.44		-11.44
5136	2023+46.00	36.0 RT		A	4′	T20 F&G	-6.41		-11.61		-11.61
521	2028+40.25	36.0 RT		A	4′	T20 F&G	-9.99			-15.54	
522	2030+40.48	10.0 LT		A	4′	T20 F&G	-5.12		-9.19		
523	2030+63.50	34.0 RT		A	4′	T20 F&G	-6.14	-9.38		-9.38	
524	2032+69.09	10.0 LT		A	4′	T20 F&G	1.15		-6.55		
525	2032+06.43	32.2 RT		A	4′	T20 F&G	-1.92		-6.20		
541	2036+34.69	81.3 LT	A		4′	T1F CL	2.01	-5.55		-6.49	-6.49
542	2036+24.12	91.4 LT	A(2)		6′	T1F CL	0.90		-6.53		-6.53
543	2036+56.35	101.6 LT		C	2′	T1F OL	0.07		-5.43		
544	2034+84.50	74.7 LT		C	2′	T1F OL	-2.00	-5.82			
545	2035+02.42	10.0 LT		A	4′	T20 F&G	7.57		-0.04		
546	2037+54.35	10.0 LT		A	4′	T20 F&G	13.81		4.94		
551	329+76.99	34.4 LT	A(2)		6′	T1F CL	-14.64		-26.43		-26.43
552	329+68.57	37.2 LT	A		5′	T1F CL	-15.30			-26.44	-26.44
553	329+00.00	18.0 RT		A(1)	2′	T20 F&G	-12.32			-20.48	
554	329+00.07	28.3 LT		A	4′	T20 F&G	-11.27	-20.66			-20.66
555	326+79.89	26.6 LT		A	4′	T20 F&G	-12.25	-16.38		-16.38	
556	326+88.31	16.5 RT		A	4′	T20 F&G	-10.39			-16.22	

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
4914	2017+93.26	2017+94.31	2	12	36	0.44	10.4
4915	2017+94.31	2017+86.47	2	12	8	0.44	2.3
4916	313+38.64	313+38.62	2	12	28	0.44	8.1
4917	313+38.62	2016+28.36	2	12	33	0.44	2.0
4918	2016+28.36	2016+29.03	2	12	36	0.44	10.4
4919	2016+29.03	2016+36.71	2	12	8	0.44	1.4
4920	2016+00.38	2016+36.71	2	12	33	0.44	0
4921	311+61.08	2014+55.91	2	12	30	0.44	2.0
4922	2014+55.91	2014+57.45	2	12	35	0.44	10.1
4923	2014+57.45	2014+63.78	2	12	7	0.44	1.4
4924	311+61.10	311+41.54	2	12	34	0.44	9.8
501	2021+06.35	2020+92.53	3	36	8	0.25	0
502	318+40.59	318+43.80	2	12	26	0.44	7.5
503	318+43.80	2021+65.10	2	12	50	0.44	7.2
504	2021+65.10	2021+65.06	2	12	38	0.44	11.0
505	2021+65.06	2021+65.01	2	12	13	0.44	0.9
5110	322+50.00	322+50.00	2	12	25	0.44	7.2
5111	322+50.00	2024+99.38	2	12	18	0.44	5.2
5112	2024+99.38	2024+99.31	2	12	38	0.44	11.0
5113	2024+99.31	2025+11.85	2	12	10	0.44	2.9
5114	2025+04.31	2025+11.85	2	12	6	0.44	-
5115	2026+39.06	2026+41.23	2	12	39	0.44	11.3
5116	2026+41.23	2026+28.70	2	12	11	0.44	2.6
5117	2026+46.19	2026+28.70	2	12	15	0.44	0
5118	NOT USED	-	-	-	-	-	-
5119	324+77.29	324+77.24	2	12	32	0.44	9.2
5120	324+77.24	2027+46.97	2	12	68	0.44	17.3
5121	2027+62.98	2027+72.94	2	15	6	0.44	2.0
5122	2027+72.94	2027+74.58	2	15	39	0.44	12.8
5123	2027+82.91	2027+72.94	2	15	6	0.44	2.0
5124	2027+84.77	2027+74.58	2	15	6	0.44	2.0
5125	2027+74.58	2027+64.39	2	15	6	0.44	2.0
5126	2027+64.39	2027+59.87	2	15	4	0.44	1.3
5127	2027+35.89	2027+26.25	2	12	10	0.44	0
5128	2027+59.87	2026+28.70	2	30	120	0.25	155.0
5129	2026+28.70	2025+11.85	2	30	110	0.25	0
5130	2025+11.85	2023+46.25	2	30	157	0.25	0
5131	2023+46.25	2021+06.35	3	36	230	0.25	0
5132	2023+46.52	2023+46.25	2	12	5	0.44	0
5133	320+78.68	320+78.70	2	12	25	0.44	7.2
5134	320+78.70	2023+51.03	2	12	11	0.44	2.6
5135	2023+51.03	2023+46.00	2	12	39	0.44	11.3
5136	2023+46.00	2023+46.25	2	12	6	0.44	0.9
521	2028+40.25	2027+84.77	2	12	51	0.44	14.7
522	2030+40.48	2030+63.50	2	12	43	0.44	12.4
523	2030+63.50	2030+74.53	2	12	14	0.44	4.0
524	2032+69.09	2032+69.79	2	12	35	0.44	10.1
541	2036+34.69	2036+24.12	2	18	10	0.44	0
542	2036+24.12	2036+13.82	2	18	10	0.44	0
543	2036+56.35	2036+34.69	2	12	27	0.44	0
544	2034+84.50	2036+34.69	2	12	153	0.44	0
545	2035+02.42	2035+02.80	2	12	43	0.44	12.4
546	2037+54.35	2037+55.00	2	12	38	0.44	11.0
551	329+76.99	329+68.57	2	27	4	0.25	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″

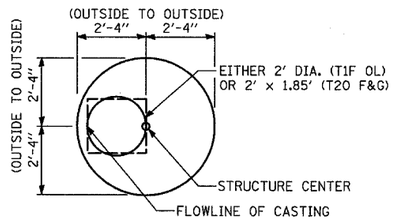
*ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

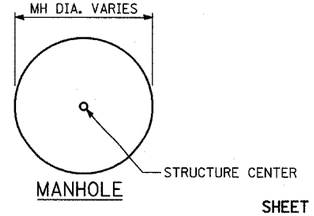
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



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 DRAWN BY: RD

DATE: MARCH 7, 2006 CHECKED BY: DA

TYLIN INTERNATIONAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	384A
STA. 190+65 (NB I-57) 1990+48 (NB FORD)	TO STA. 2316+00 (NB RYAN)			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-4

62304

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							
557	329+86.01	31.2 LT	A		5′	T1F CL	-15.22		-26.41		-26.41
558	329+74.22	24.3 LT		A	4′	T20 F&G	-15.14		-20.97		-20.97
561	333+35.45	35.8 LT	A		5′	T1F CL	-14.12	-19.81	-24.75		-24.25
562	331+28.74	39.1 LT	A		5′	T1F CL	-16.61	-22.28	-25.79	-22.28(W)	-25.54
563	333+00.00	27.0 RT		C	2′	T1F OL	-14.10				-19.47
564	333+35.02	18.0 RT		A	4′	T20 F&G	-13.07		-19.61	-19.61	
565	333+35.00	26.0 LT		A	4′	T20 F&G	-14.65	-19.77		-19.77	
566	331+36.94	34.2 LT		C	2′	T1F OL	-17.05		-22.25		
567	331+30.14	25.6 RT		C	2′	T1F OL	-14.25			-22.00	
568	331+30.14	18.0 RT		A	4′	T20 F&G	-14.40	-22.03	-22.03		
569	331+20.25	18.0 RT		A	4′	T20 F&G	-14.40		-22.06	-22.06	-22.06
5610	331+10.36	18.0 RT		A	4′	T20 F&G	-14.40				-22.03
5611	331+10.66	26.0 LT		A	4′	T20 F&G	-15.95				-22.19
5612	331+20.84	26.0 LT		A	4′	T20 F&G	-15.95	-22.22	-22.22	-22.22	-22.22
5613	331+31.02	26.0 LT		A	4′	T20 F&G	-15.95		-22.19		
581	239+94.13	56.0 LT	DROP		6′	T1F CL	20.54		10.00	10.48	-14.75
582	238+38.68	63.4 LT	A(2)		6′	T1F CL	-4.49		-16.22		-16.22
583	NOT USED	- -	-	-	-	-	-	-	-	-	-
584	NOT USED	- -	-	-	-	-	-	-	-	-	-
585	239+94.16	46.0 LT		A	4′	T20 F&G	20.50	10.52			10.52
586	238+63.18	45.9 LT		A	4′	T20 F&G	15.90		11.07		
587	335+65.24	18.0 RT		A	4′	T20 F&G	-10.00			-17.27	
588	335+65.52	26.0 LT		A	4′	T20 F&G	-11.60	-17.43	-17.43		
589	335+25.17	30.0 LT	A		4′	T1F CL	-10.27				-17.59
5810	NOT USED	- -	-	-	-	-	-	-	-	-	-
5811	NOT USED	- -	-	-	-	-	-	-	-	-	-
5812	NOT USED	- -	-	-	-	-	-	-	-	-	-
5813	337+00.00	17.1 RT		C	2′	T1F OL	-7.01		-13.29		
5814	NOT USED	- -	-	-	-	-	-	-	-	-	-
5815	NOT USED	- -	-	-	-	-	-	-	-	-	-
5816	NOT USED	- -	-	-	-	-	-	-	-	-	-
5817	334+17.51	34.7 LT		C	2′	T1F OL	-12.58		-18.58		
5818	334+09.03	31.3 LT	A		4′	T1F CL	-12.61		-23.92		-18.61
591	339+93.06	12.0 RT		A	4′	T20 F&G	2.72			-4.92	
592	339+92.69	26.0 RT		A	4′	T20 F&G	1.06	-5.05		-5.05	
593	338+39.34	52.0 LT	A		4′	T1F CL	5.50		-0.50		-6.50
594	338+72.93	34.9 LT	A		5′	T1F CL	0.96	-7.36	-6.50		-7.36
595	339+92.58	35.9 LT	A		5′	T1F CL	1.08	-5.09	-7.55	-7.55	
596	338+73.62	12.0 RT		A(FS)	4′	T20 F&G	-1.04		-7.20	-7.20	
597	338+73.13	26.0 LT		A(FS)	4′	T20 F&G	-2.82	-7.33	-7.33	-7.33	
598	338+26.65	12.0 RT		A(1)	2′	T20 F&G	-2.87				-7.00
599	338+25.02	26.0 LT		A(1)	2′	T20 F&G	-4.67				-7.14

STORM SEWER SCHEDULE

PIPE NUMBER	UPSTREAM STATION	DOWNSTREAM STATION	TYPE	DIA. (IN)	LENGTH (FT)	SLOPE %	T.B. (CU.YD)
552	329+68.57	329+71.25	2	27	6	0.44	0
553	329+00.00	329+00.07	2	12	40	0.44	11.6
554	329+00.07	329+74.22	2	12	70	0.44	20.2
555	326+79.89	326+82.52	2	12	5	0.44	1.4
556	326+88.31	326+79.89	2	12	36	0.44	10.4
557	329+86.01	329+76.99	2	27	6	0.33	0
558	329+74.22	329+86.01	2	12	11	0.44	1.4
561	333+35.45	331+28.74	2	24	196	0.40	0
562	331+28.74	329+86.01	2	27	136	0.46	0
563	333+00.00	333+35.02	2	12	31	0.44	6.4
564	333+35.02	333+35.00	2	12	36	0.44	10.4
565	333+35.00	333+35.45	2	12	8	0.44	1.2
566	331+36.94	331+28.74	2	12	6	0.44	0
567	331+30.14	331+30.14	2	12	7	0.44	1.2
568	331+30.14	331+20.25	2	15	6	0.44	2.0
569	331+20.25	331+20.84	2	15	36	0.44	11.8
5610	331+10.36	331+20.25	2	15	6	0.44	2.0
5611	331+10.66	331+20.84	2	15	6	0.44	2.0
5612	331+20.84	331+28.74	2	15	13	0.44	2.0
5613	331+31.02	331+20.84	2	15	6	0.44	2.0
581	239+94.13	238+38.68	7	18	147	1.00	0
582	238+38.68	336+78.82	3	18	8	1.00	0
583	NOT USED	-	-	-	-	-	-
584	NOT USED	-	2	12	49	0.44	14.2
585	239+94.16	239+94.13	2	12	8	0.44	1.2
586	238+63.18	239+94.16	2	12	125	0.44	36.1
587	335+65.24	335+65.52	2	12	36	0.44	10.4
588	335+65.52	335+25.17	2	12	36	0.44	10.4
589	NOT USED	-	-	-	-	-	-
5810	NOT USED	-	-	-	-	-	-
5811	NOT USED	-	-	-	-	-	-
5812	NOT USED	-	-	-	-	-	-
5813	337+00.00	336+78.82	2	12	21	0.44	0
5814	NOT USED	-	-	-	-	-	-
5815	NOT USED	-	-	-	-	-	-
5816	NOT USED	-	-	-	-	-	-
5817	334+17.51	334+09.03	2	12	6	0.44	0
5818	334+09.03	333+35.45	2	18	67	0.49	5.3
591	339+93.06	339+92.69	2	12	30	0.44	8.7
592	339+92.69	339+92.58	2	12	8	0.44	1.2
593	338+39.34	338+72.93	2	12	32	0.50	0
594	338+72.93	339+92.58	2	24	112	0.40	0
595	339+92.58	235+07.03	3	24	52	0.31	0
596	338+73.62	338+73.13	2	12	30	0.44	8.7
597	338+73.13	338+72.93	2	12	7	0.44	1.2
598	338+26.65	338+73.62	2	12	45	0.44	13.0
599	338+25.02	338+73.13	2	12	45	0.44	13.0

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″

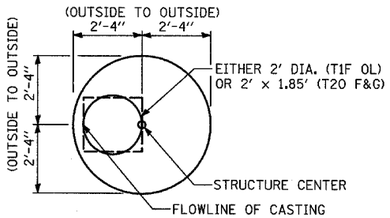
•ALL STEEL CASING SHALL MEET OR EXCEED ASTM A-139, GRADE B.

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)

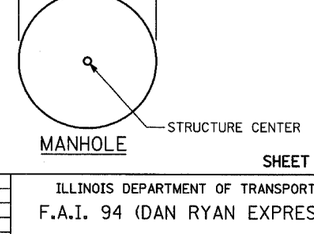
FLOWLINE OF CASTING IS LOCATED AT ℄ OF STRUCTURE FOR CATCH BASINS LOCATED IN SWALE AND GORE AREAS.



CATCH BASIN

(PRECAST REINFORCED CONCRETE SECTION)

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



MANHOLE

SHEET 10 OF 10

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

DRAINAGE STRUCTURE SCHEDULE

SCALE: NONE

DATE: MARCH 7, 2006

DRAWN BY: RD

CHECKED BY: DA

TY·LIN INTERNATIONAL

3/8/2006 3:04:39 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	385
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

UNDERDRAIN SCHEDULE

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
192+14.42 - 193+28.76	36.00 LT - 45.87 LT	114.3	EX	10.0
193+91.61 - 193+28.76	36.00 LT - 45.87 LT	62.9	EX	10.0
196+12.05 - 193+91.61	36.00 LT - 36.94 LT	220.4	EX	2.0
198+14.59 - 196+12.05	36.00 LT - 45.95 LT	202.5	EX	10.0
193+29.65 - 193+29.65	36.00 LT - 12.00 RT	36.0	21	12.0
193+40.04 - 193+40.04	36.00 LT - 12.00 RT	36.0	25	12.0
193+50.04 - 193+50.04	36.00 LT - 12.00 RT	36.0	24	12.0
193+29.65 - 193+40.04	12.00 RT - 12.00 RT	10.4	25	2.0
193+50.04 - 193+40.04	12.00 RT - 12.00 RT	10.0	25	2.0
•192+14.58 - 193+29.56	12.00 RT - 12.00 RT	115.0	21	2.0
194+28.13 - 193+50.04	12.00 RT - 12.00 RT	78.1	24	2.0
196+22.11 - 194+28.13	12.00 RT - 12.00 RT	194.0	22	2.0
198+14.59 - 196+22.11	12.00 RT - 12.00 RT	192.5	23	2.0
198+14.59 - 199+64.09	36.00 LT - 51.71 LT	149.5	31	10.0
199+64.04 - 201+99.54	36.00 LT - 52.14 LT	235.5	34	10.0
201+99.54 - 202+58.64	36.00 LT - 50.89 LT	59.1	37	10.0
202+58.64 - 203+92.02	36.00 LT - 50.95 LT	133.4	41	10.0
198+14.59 - 199+64.11	12.00 RT - 12.00 RT	149.5	32	2.0
199+64.11 - 200+57.93	12.00 RT - 12.00 RT	93.8	33	2.0
203+92.02 - 206+42.02	36.00 LT - 51.30 LT	250.0	44	10.0
206+42.02 - 208+33.70	36.00 LT - 46.77 LT	191.7	46	10.0
208+33.70 - 209+93.88	36.00 LT - 46.00 LT	160.2	51	10.0
203+58.09 - 203+92.17	26.14 RT - 25.55 RT	34.1	EX	2.0
203+92.17 - 204+75.17	25.55 RT - 23.89 RT	83.0	42	2.0
204+75.17 - 205+58.16	23.89 RT - 22.23 RT	83.0	43	2.0
205+58.16 - 206+42.16	22.23 RT - 20.55 RT	84.0	45	2.0
206+42.16 - 208+10.74	20.55 RT - 18.00 RT	168.6	47	2.0
•208+10.74 - 209+93.88	18.00 RT - 24.00 RT	183.1	52	2.0
209+93.88 - 212+23.93	46.00 LT - 46.00 LT	230.0	54	2.0
212+23.93 - 213+58.54	46.00 LT - 46.00 LT	134.6	57	2.0
213+58.54 - 214+71.28	46.00 LT - 46.00 LT	112.7	511	2.0
217+07.71 - 214+91.98	46.00 LT - 46.00 LT	215.7	512	2.0
209+93.88 - 212+23.98	24.00 RT - 24.00 RT	230.1	55	2.0
212+23.98 - 213+58.54	24.00 RT - 24.00 RT	134.6	58	2.0
213+58.54 - 214+71.28	24.00 RT - 24.00 RT	112.7	516	2.0
217+07.93 - 214+91.28	24.00 RT - 24.00 RT	216.7	517	2.0
214+71.28 - 214+81.28	36.00 LT - 46.00 LT	10.0	513	2.0
214+91.28 - 214+81.28	36.00 LT - 46.00 LT	10.0	513	2.0
214+71.28 - 214+71.28	36.00 LT - 24.00 RT	50.0	516	10.0
214+81.28 - 214+81.28	36.00 LT - 24.00 RT	50.0	518	10.0
214+91.28 - 214+91.28	36.00 LT - 24.00 RT	50.0	517	10.0
214+71.28 - 214+81.28	24.00 RT - 24.00 RT	10.0	518	2.0
214+91.28 - 214+81.28	24.00 RT - 24.00 RT	10.0	518	2.0
219+23.70 - 217+07.71	46.00 LT - 46.00 LT	216.0	61	2.0
220+91.70 - 219+23.70	46.00 LT - 46.00 LT	168.0	66	2.0
222+13.24 - 220+91.71	46.00 LT - 46.00 LT	121.5	69	2.0
•219+29.73 - 217+07.93	22.60 RT - 24.00 RT	221.8	62	2.0
220+92.96 - 219+29.73	26.66 RT - 22.60 RT	163.2	67	2.0
222+13.24 - 220+92.96	29.07 RT - 26.66 RT	120.3	610	2.0
223+87.44 - 222+13.24	46.00 LT - 46.00 LT	174.2	72	2.0
225+30.57 - 223+87.44	46.00 LT - 46.00 LT	143.1	75	2.0
226+60.23 - 225+30.57	46.00 LT - 46.00 LT	129.7	78	2.0
223+87.44 - 222+13.24	32.55 RT - 29.07 RT	174.2	73	2.0
225+33.30 - 223+87.44	35.48 RT - 32.55 RT	145.9	76	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
226+61.84 - 225+33.30	38.05 RT - 35.48 RT	128.5	79	2.0
227+98.09 - 226+60.23	46.00 LT - 46.00 LT	137.9	81	2.0
229+87.90 - 227+98.09	46.00 LT - 46.00 LT	189.8	84	2.0
229+87.90 - 231+06.84	46.00 LT - 46.00 LT	118.9	92	2.0
227+98.17 - 226+61.84	40.75 RT - 38.06 RT	136.3	82	2.0
229+87.90 - 227+98.17	44.39 RT - 40.75 RT	189.7	86	2.0
229+87.90 - 231+06.53	44.39 RT - 46.99 RT	118.6	91	2.0
231+06.84 - 231+49.00	46.00 LT - 46.00 LT	42.2	95	2.0
231+49.00 - 231+49.00	2.00 RT - 46.00 LT	38.0	95	10.0
231+59.00 - 231+59.00	2.00 RT - 46.00 LT	38.0	94	10.0
231+69.00 - 231+69.00	2.00 RT - 46.01 LT	38.0	93	10.0
231+49.00 - 231+59.00	46.00 LT - 46.00 LT	10.0	94	2.0
231+69.00 - 231+59.00	46.01 LT - 46.00 LT	10.0	94	2.0
232+76.57 - 231+69.00	46.17 LT - 46.01 LT	107.6	93	2.0
233+15.10 - 232+76.57	46.00 LT - 46.17 LT	38.5	96	2.0
233+30.36 - 233+77.29	46.00 LT - 46.00 LT	46.9	918	2.0
235+35.84 - 233+77.29	46.00 LT - 46.00 LT	158.5	918	2.0
236+50.00 - 235+35.84	46.00 LT - 46.00 LT	114.2	920	2.0
235+67.42 - 236+50.00	46.00 LT 46.00 LT	82.6	924	2.0
232+48.10 - 233+77.43	10.00 RT - 10.00 RT	129.3	917	2.0
235+34.88 - 233+77.43	10.00 RT - 10.00 RT	157.5	917	2.0
236+67.50 - 235+34.88	10.00 RT - 10.00 RT	132.6	919	2.0
407+90.93 - 408+17.32	10.00 LT - 10.00 LT	26.4	99	2.0
410+50.27 - 408+37.32	10.00 LT - 10.00 LT	212.9	97	2.0
408+17.32 - 408+27.32	10.00 LT - 10.00 LT	10.0	98	2.0
408+27.32 - 408+37.32	10.00 LT - 10.00 LT	10.0	97	2.0
408+27.32 - 408+27.32	0.00 LT - 34.00 RT	0.0	910	8.0
408+37.32 - 408+37.32	0.00 LT - 34.00 RT	0.0	911	8.0
408+47.32 - 408+47.32	0.00 LT - 34.00 RT	0.0	912	8.0
408+27.32 - 408+37.32	34.00 RT - 34.00 RT	10.0	911	2.0
408+47.32 - 408+37.32	34.00 RT - 34.00 RT	10.0	911	2.0
•406+49.77 - 408+28.32	34.00 RT - 34.00 RT	178.6	910	2.0
410+50.27 - 408+47.32	34.00 RT - 34.00 RT	202.9	912	2.0
412+51.05 - 410+50.27	10.00 LT - 10.00 LT	200.8	101	2.0
412+51.05 - 414+56.03	10.00 LT - 10.00 LT	205.0	105	2.0
415+00.00 - 414+56.03	10.00 LT - 10.00 LT	44.0	105	2.0
412+51.05 - 410+50.27	34.00 RT - 34.00 RT	200.8	102	2.0
412+51.05 - 414+56.03	34.00 RT - 34.00 RT	205.0	104	2.0
415+00.00 - 414+56.03	34.00 RT - 34.00 RT	44.0	104	2.0
241+47.03 - 239+94.16	46.00 LT - 46.00 LT	152.9	585	2.0
243+00.00 - 241+47.03	46.00 LT - 46.00 LT	153.0	112	2.0
244+90.47 - 243+00.00	46.00 LT - 46.00 LT	190.5	115	2.0
244+90.47 - 245+78.48	46.00 LT - 46.00 LT	88.0	117	2.0
246+22.66 - 245+78.48	46.00 LT - 46.00 LT	44.2	117	2.0
240+12.96 - 245+45.78	10.49 RT - 10.00 RT	532.8	111	2.0
243+00.00 - 241+45.78	10.00 RT - 10.00 RT	154.2	111	2.0
244+28.10 - 243+00.00	10.00 RT - 10.00 RT	128.1	114	2.0
245+47.39 - 248+46.74	10.00 RT - 8.00 RT	299.4	122	2.0
248+36.99 - 248+58.84	42.00 LT - 42.00 LT	21.8	121	2.0
248+58.84 - 249+90.92	42.00 LT - 42.00 LT	132.1	123	2.0
249+90.92 - 251+81.80	42.00 LT - 42.00 LT	190.9	128	2.0
251+81.80 - 253+45.98	42.00 LT - 42.02 LT	164.2	139	2.0
248+46.74 - 249+91.10	8.00 RT - 8.43 RT	144.4	124	2.0
249+91.10 - 252+30.72	8.43 RT - 10.00 RT	239.6	135	2.0

LEGEND:

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

SHEET 1 OF 3

TYLIN INTERNATIONAL

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

UNDERDRAIN SCHEDULE

SCALE: NONE DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	386
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN) STA. 1990+48 (NB FORD)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
253+45.98 - 255+54.27	42.02 LT - 43.59 LT	208.3	142	2.0
2039+27.06 - 2037+54.35	10.00 LT - 10.00 LT	172.7	546	2.0
2040+25.08 - 2039+27.06	10.00 LT - 10.00 LT	98.0	131	2.0
2040+25.08 - 2042+75.22	10.00 LT - 10.00 LT	250.1	136	2.0
2038+44.71 - 2037+55.18	41.18 RT - 42.98 RT	89.5	EX	2.0
2039+27.06 - 2038+44.71	39.58 RT - 41.18 RT	82.4	EX	2.0
2040+25.08 - 2039+27.06	37.73 RT - 39.58 RT	98.0	132	2.0
2040+25.08 - 2042+75.22	37.73 RT - 36.00 RT	250.1	137	2.0
2042+75.22 - 2043+96.86	36.00 RT - 36.00 RT	121.6	1310	2.0
253+45.96 255+54.27	36.00 LT 44.72 LT	208.3	142	2.0
253+54.72 - 255+54.27	46.28 RT - 36.00 RT	199.5	143	2.0
255+54.27 - 257+65.20	43.59 LT - 43.46 LT	210.9	146	2.0
2202+32.94 - 2203+98.70	0.00 LT - 6.99 LT	165.8	151	2.0
255+54.27 - 257+65.20	36.00 RT - 36.00 RT	210.9	147	2.0
2202+32.94 - 2203+98.71	72.00 RT - 69.56 RT	165.8	152	2.0
2203+98.70 - 2205+01.85	0.00 LT - 6.67 LT	103.1	154	2.0
2205+01.85 - 2206+45.56	0.00 LT - 6.53 LT	143.7	1512	2.0
2203+98.71 - 2204+53.60	69.56 RT - 67.46 RT	54.9	1521	2.0
2204+53.60 - 2205+08.49	67.46 RT - 65.34 RT	54.9	155	2.0
2205+31.62 - 2205+08.49	63.51 RT - 65.34 RT	23.1	155	2.0
•2205+51.36 - 2206+45.60	60.00 RT - 63.33 RT	94.2	159	2.0
•2206+45.60 - 2207+01.50	60.00 RT - 63.38 RT	55.9	1510	2.0
2206+45.56 - 2207+01.50	0.00 LT - 5.34 LT	55.9	1513	2.0
2207+01.50 - 2207+10.00	0.00 LT - 5.21 LT	8.5	1515	2.0
2207+16.76 - 2207+10.00	0.00 LT - 5.21 LT	6.8	1515	2.0
2207+65.83 - 2207+16.76	0.00 LT - 5.10 LT	49.1	1514	2.0
2208+15.24 - 2207+65.83	0.00 LT - 4.30 LT	49.4	1518	2.0
2210+68.97 - 2208+15.24	0.00 LT - 3.65 LT	253.7	161	2.0
• 2210+27.61 - 2207+01.50	65.21 RT - 63.38 RT	326.1	1510	2.0
2210+45.55 - 2210+27.61	67.01 RT - 65.21 RT	17.9	165	2.0
2212+29.77 - 2210+68.97	0.00 LT - 3.75 LT	160.8	167	2.0
2214+03.32 - 2212+29.77	0.00 LT - 4.35 LT	173.6	1610	2.0
2210+58.22 - 2210+69.71	64.26 RT - 64.08 RT	11.5	169	2.0
2212+29.06 - 2210+69.71	72.00 RT - 64.08 RT	159.4	169	2.0
2214+02.94 - 2212+29.06	72.00 RT - 72.00 RT	173.9	1612	2.0
2215+79.03 - 2214+03.32	0.00 LT - 5.00 LT	175.7	171	2.0
2217+52.81 - 2215+79.03	0.00 LT - 5.00 LT	173.8	173	2.0
2219+29.28 - 2217+52.81	0.00 LT - 6.50 LT	176.5	176	2.0
2215+78.67 - 2214+02.94	72.00 RT - 72.00 RT	175.7	172	2.0
2217+52.92 - 2215+78.67	72.00 RT - 72.00 RT	174.3	175	2.0
2219+08.88 - 2217+52.92	72.00 RT - 72.00 RT	156.0	178	2.0
2220+89.23 - 2219+29.28	0.00 LT - 6.50 LT	160.0	181	2.0
2220+89.23 - 2222+70.01	0.00 LT - 6.50 LT	180.8	184	2.0
2222+70.01 - 2224+29.79	0.00 LT - 6.50 LT	159.8	185	2.0
2224+29.79 - 2225+89.85	0.00 LT - 9.60 LT	160.1	192	2.0
2223+53.78 - 2224+29.79	86.33 RT - 84.71 RT	76.0	186	2.0
2224+29.79 - 2224+83.45	84.71 RT - 83.64 RT	53.7	187	2.0
2224+83.45 - 2225+37.03	83.64 RT - 82.56 RT	53.6	191	2.0
2225+89.85 - 2227+44.18	0.00 LT - 10.00 LT	154.3	195	2.0
2227+44.18 - 2229+04.33	0.00 LT - 10.00 LT	160.1	198	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
2229+04.33 - 2230+64.49	0.00 LT - 10.00 LT	160.2	1911	2.0
2230+64.49 - 2232+19.97	0.00 LT - 9.12 LT	155.5	202	2.0
2225+37.03 - 2225+84.27	82.56 RT - 81.62 RT	47.2	193	2.0
2225+84.27 - 2226+67.17	81.62 RT - 79.96 RT	82.9	194	2.0
2226+67.17 - 2227+43.54	79.96 RT - 78.43 RT	76.4	196	2.0
2227+43.54 - 2228+24.06	78.43 RT - 78.00 RT	80.5	197	2.0
2228+24.06 - 2229+07.09	78.00 RT - 75.16 RT	83.0	199	2.0
2229+07.09 - 2229+83.98	75.16 RT - 73.63 RT	76.9	1910	2.0
2229+83.98 - 2230+64.09	73.63 RT - 72.96 RT	80.1	1912	2.0
2230+64.09 - 2231+42.00	72.96 RT - 72.96 RT	77.9	201	2.0
2230+69.49 - 2232+19.97	0.00 LT - 9.12 LT	150.5	202	2.0
2232+19.97 - 2233+49.27	0.00 LT - 10.00 LT	129.3	204	2.0
2233+49.27 - 2234+30.04	0.00 LT - 10.00 LT	80.8	207	2.0
2235+26.76 - 2234+50.04	0.00 LT - 10.00 LT	76.7	208	2.0
2234+30.04 - 2234+40.04	0.00 LT - 10.00 LT	10.0	209	2.0
2234+50.04 - 2234+40.04	0.00 LT - 10.00 LT	10.0	209	2.0
2234+30.04 - 2234+30.04	0.00 LT - 71.69 RT	62.0	2012	9.0
2234+40.04 - 2234+40.04	0.00 LT - 71.31 RT	62.0	2014	9.0
2234+50.04 - 2234+50.04	0.00 LT - 70.92 RT	62.0	2013	9.0
2234+30.04 - 2234+40.04	71.69 RT - 71.31 RT	10.0	2014	2.0
2234+50.04 - 2234+40.04	70.92 RT - 71.31 RT	10.0	2014	2.0
2237+42.88 - 2235+26.76	0.00 LT - 10.00 LT	216.1	2016	2.0
2231+42.01 - 2232+19.59	72.96 RT - 72.96 RT	77.6	203	2.0
• 2232+19.59 - 2233+49.06	72.96 RT - 73.05 RT	129.5	205	2.0
2233+49.06 - 2234+30.04	73.05 RT - 71.69 RT	81.0	2012	2.0
2234+79.18 - 2234+50.04	69.80 RT - 70.93 RT	29.1	2013	2.0
2235+26.76 - 2234+79.18	67.97 RT - 69.80 RT	47.6	2017	2.0
2235+60.19 - 2235+26.76	65.96 RT - 66.99 RT	33.4	2018	2.0
• 2238+53.24 - 2235+60.19	60.00 RT - 65.96 RT	293.0	2019	2.0
2237+52.88 - 2237+42.88	0.00 LT - 7.47 LT	10.0	211	2.0
2238+90.26 - 2237+52.88	0.00 LT - 7.54 LT	137.4	212	2.0
2240+40.36 - 2238+90.26	0.00 LT - 9.40 LT	150.1	213	2.0
2242+11.90 - 2240+40.36	0.00 LT - 10.00 LT	171.5	214	2.0
2239+78.10 - 2238+59.71	72.00 RT - 64.72 RT	118.4	215	2.0
2238+53.24 - 2237+43.12	60.00 RT - 63.45 RT	110.1	216	2.0
2239+95.79 - 2240+40.79	72.00 RT - 72.00 RT	45.0	EX	2.0
2242+45.90 - 2240+40.79	80.92 RT - 72.00 RT	205.1	EX	2.0
2243+70.40 - 2242+11.90	0.00 LT - 10.00 LT	158.5	221	2.0
2244+05.00 - 2243+70.40	0.00 LT - 10.00 LT	34.6	222	2.0
2244+05.00 - 2245+98.57	0.00 LT - 10.00 LT	193.6	224	2.0
2245+98.57 - 2246+22.22	0.00 LT - 10.00 LT	23.6	223	2.0
2245+22.22 - 2247+41.34	10.00 LT - 10.00 LT	219.1	232	2.0
2242+46.00 - 2242+16.90	82.76 RT - 80.92 RT	29.1	EX	2.0
2244+92.09 - 2245+98.22	72.00 RT - 72.00 RT	106.1	225	2.0
2245+98.22 - 2247+41.75	72.00 RT - 72.00 RT	143.5	233	2.0
2246+22.22 2247+41.34	0.00 LT 10.00 LT	119.1	232	2.0
2247+41.34 - 2249+18.81	0.00 LT - 10.00 LT	177.5	234	2.0
2249+18.81 - 2250+89.08	0.00 LT - 8.21 LT	170.3	236	2.0
2250+89.08 - 2252+48.78	0.00 LT - 6.50 LT	159.7	238	2.0
2252+48.78 - 2253+18.86	0.00 LT - 6.76 LT	70.1	241	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
2247+41.75 - 2248+29.68	72.00 RT - 72.00 RT	87.9	235	2.0
2248+29.68 - 2250+88.89	72.00 RT - 72.00 RT	259.2	237	2.0
2250+88.89 - 2252+50.12	72.00 RT - 72.00 RT	161.2	239	2.0
2252+50.12 - 2254+18.95	72.00 RT - 72.00 RT	168.8	243	2.0
2253+18.86 - 2254+29.24	0.00 LT - 5.88 LT	110.4	242	2.0
2254+29.24 - 2255+99.39	0.00 LT - 5.62 LT	170.2	244	2.0
2255+99.39 - 2257+48.33	0.00 LT - 5.68 LT	148.9	247	2.0
2258+36.87 - 2257+68.33	0.00 LT - 5.64 LT	68.5	248	2.0
2257+48.33 - 2257+59.60	0.00 LT - 5.65 LT	11.3	249	2.0
2257+68.33 - 2257+59.60	0.00 LT - 5.65 LT	8.7	249	2.0
2257+48.33 - 2257+48.34	0.00 LT - 68.78 RT	62.0	2412	7.0
2257+59.60 - 2257+59.60	0.00 LT - 68.35 RT	62.0	2414	7.0
2257+68.33 - 2257+68.32	0.00 LT - 68.01 RT	62.0	2413	7.0
2257+48.34 - 2257+59.60	68.78 RT - 68.35 RT	11.3	2414	2.0
2257+68.32 - 2257+59.60	68.01 RT - 68.35 RT	8.7	2414	2.0
2260+09.82 - 2258+36.87	0.00 LT - 5.83 LT	173.0	2415	2.0
2254+18.95 - 2255+89.12	72.00 RT - 72.00 RT	170.2	245	2.0
2255+89.12 - 2257+48.34	72.00 RT - 68.78 RT	159.2	2412	2.0
2258+36.84 - 2257+68.32	65.38 RT - 68.01 RT	68.5	2413	2.0
•2259+89.26 - 2258+36.84	63.87 RT - 65.38 RT	152.4	2416	2.0
2261+49.06 - 2260+09.82	0.00 LT - 7.96 LT	139.2	252	2.0
2263+29.67 - 2261+49.06	0.00 LT - 6.50 LT	180.6	255	2.0
2264+97.31 - 2263+29.67	0.00 LT - 6.50 LT	167.6	258	2.0
2266+67.96 - 2264+97.31	0.00 LT - 6.50 LT	170.6	2511	2.0
•2259+97.25 2260+09.82	64.64 RT 65.93 RT	12.6	253	2.0
2261+58.86 - 2260+09.82	72.00 RT - 65.93 RT	149.0	253	2.0
2263+29.67 - 2261+58.86	72.00 RT - 72.00 RT	170.8	256	2.0
2264+97.31 - 2263+29.67	72.00 RT - 72.00 RT	167.6	259	2.0
2266+67.96 - 2264+97.31	72.00 RT - 72.00 RT	170.6	2512	2.0
2268+58.96 - 2266+67.96	0.00 LT - 6.73 LT	191.0	262	2.0
2270+59.10 - 2268+58.96	0.00 LT - 10.00 LT	200.1	264	2.0
2272+65.02 - 2270+59.10	0.00 LT - 10.00 LT	205.9	266	2.0
2268+58.96 - 2266+67.96	72.00 RT - 72.00 RT	191.0	263	2.0
2269+51.76 - 2268+58.96	72.00 RT - 72.00 RT	92.8	265	2.0
2272+65.02 - 2274+57.97	0.00 LT - 10.00 LT	193.0	272	2.0
2274+57.97 - 2276+33.42	0.00 LT - 10.00 LT	175.5	276	2.0
2276+33.42 - 2278+07.69	0.00 LT - 10.00 LT	174.3	283	2.0
2272+66.97 - 2273+68.05	86.33 RT - 84.21 RT	101.1	271	2.0
2273+68.05 - 2274+57.97	84.21 RT - 82.41 RT	89.9	273	2.0
2274+57.97 - 2275+45.92	82.41 RT - 80.65 RT	88.0	275	2.0
2275+45.92 - 2276+33.42	80.65 RT - 78.90 RT	87.5	277	2.0
2276+33.42 - 2277+20.92	78.90 RT - 77.15 RT	87.5	281	2.0
2278+07.69 - 2278+88.01	0.00 LT - 10.00 LT	80.3	286	2.0
2278+88.01 - 2281+68.01	0.00 LT - 10.00 LT	280.0	2810	2.0
2281+68.01 - 2283+56.93	0.00 LT - 10.00 LT	188.9	291	2.0
2277+20.92 - 2278+07.64	77.15 RT - 75.42 RT	86.7	284	2.0
2278+07.64 - 2279+88.01	75.42 RT - 72.00 RT	180.4	287	2.0
2279+88.01 - 2281+68.01	72.00 RT - 72.00 RT	180.0	2811	2.0
2281+68.01 - 2283+51.01	72.00 RT - 71.15 RT	183.0	292	2.0
2283+56.93 - 2285+33.93	0.00 LT - 9.97 LT	177.0	296	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 7, 2006 CHECKED BY: DA

TY·LIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	387

STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4 62304

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
2285+33.93 - 2287+26.04	0.00 LT - 10.00 LT	192.1	2911	2.0
2287+26.04 - 2287+36.04	0.00 LT - 10.00 LT	10.0	2912	2.0
2288+99.27 - 2287+46.04	0.00 LT - 10.00 LT	153.2	2910	2.0
2287+46.04 - 2287+36.04	0.00 LT - 10.00 LT	10.0	2912	2.0
2287+26.04 - 2287+26.04	0.00 LT - 70.31 RT	62.0	2916	10.0
2287+36.04 - 2287+36.04	0.00 LT - 71.31 RT	62.0	2918	10.0
2287+46.04 - 2287+46.04	0.00 LT - 72.00 RT	62.0	2919	10.0
2287+26.04 - 2287+36.04	70.31 RT - 71.31 RT	10.0	2918	2.0
2287+46.04 - 2287+36.04	72.00 RT - 71.31 RT	10.0	2918	2.0
2283+51.01 - 2284+43.93	71.15 RT - 67.61 RT	92.9	294	2.0
2284+43.93 - 2285+33.93	67.61 RT - 64.18 RT	90.0	297	2.0
• 2285+33.93 - 2286+73.16	64.18 RT - 65.00 RT	139.2	2915	2.0
2286+73.16 - 2287+26.04	65.00 RT - 70.31 RT	52.9	2916	2.0
2287+66.15 - 2287+46.04	72.00 RT - 72.00 RT	20.1	2919	2.0
2288+96.64 - 2287+66.15	72.00 RT - 72.00 RT	130.5	2920	2.0
2290+47.00 - 2288+96.64	75.76 RT - 72.00 RT	150.4	2923	2.0
2290+47.60 - 2288+99.27	0.00 LT - 10.00 LT	148.3	2922	2.0
2291+97.95 - 2290+47.60	0.00 LT - 10.00 LT	150.4	302	2.0
2293+73.92 - 2291+97.95	0.00 LT - 10.00 LT	176.0	304	2.0
2295+50.01 - 2293+73.92	0.00 LT - 10.00 LT	176.1	306	2.0
2291+98.07 - 2290+47.00	84.00 RT - 75.76 RT	151.1	EX	2.0
2297+18.99 - 2295+50.01	0.00 LT - 10.00 LT	169.0	312	2.0
2298+58.58 - 2297+18.99	0.00 LT - 10.00 LT	139.6	314	2.0
2298+86.88 - 2298+58.58	0.00 LT - 10.00 LT	28.3	315	2.0
2298+86.88 - 2300+42.99	0.00 LT - 10.00 LT	156.1	317	2.0
2300+42.99 - 2301+97.93	0.00 LT - 10.00 LT	154.9	322	2.0
2301+97.93 - 2303+47.92	0.00 LT - 10.00 LT	150.0	324	2.0
2303+47.92 - 2304+97.92	0.00 LT - 10.00 LT	150.0	326	2.0
2304+97.92 - 2306+47.99	0.00 LT - 8.00 LT	150.1	328	2.0
2306+47.99 - 2308+08.98	0.00 LT - 6.78 LT	161.0	331	2.0
2303+70.61 - 2304+48.00	86.12 RT - 82.54 RT	77.4	EX	2.0
2304+48.00 - 2305+48.00	82.54 RT - 78.98 RT	100.0	EX	2.0
2305+48.00 - 2306+49.17	78.98 RT - 77.05 RT	101.2	EX	2.0
2306+49.17 - 2308+07.09	77.05 RT - 71.07 RT	157.9	EX	2.0
2308+08.98 - 2309+47.71	0.00 LT - 6.98 LT	138.7	332	2.0
2309+47.71 - 2310+53.75	0.00 LT - 7.08 LT	106.0	335	2.0
2310+53.75 - 2311+13.33	0.00 LT - 7.17 LT	59.6	338	2.0
2311+13.33 - 2311+23.33	0.00 LT - 7.20 LT	10.0	3310	2.0
2311+33.33 - 2311+23.33	0.00 LT - 7.20 LT	10.0	3310	2.0
2311+13.33 - 2311+13.41	0.00 LT - 67.55 RT	62.0	3313	6.0
2311+23.33 - 2311+23.36	0.00 LT - 67.16 RT	62.0	3315	6.0
2311+33.33 - 2311+33.42	0.00 LT - 66.78 RT	62.0	3314	6.0
2311+13.41 - 2311+23.36	67.55 RT - 67.16 RT	9.9	3315	2.0
2311+33.42 - 2311+23.36	66.78 RT - 67.16 RT	10.1	3315	2.0
2312+18.24 - 2311+33.33	0.00 LT - 7.22 LT	84.9	339	2.0
2313+85.01 - 2312+18.24	0.00 LT - 7.36 LT	166.8	3317	2.0
2308+07.09 - 2309+66.08	71.07 RT - 72.00 RT	159.0	333	2.0
2309+66.08 - 2310+44.74	72.00 RT - 70.19 RT	78.7	336	2.0
2310+44.74 - 2311+13.41	70.19 RT - 67.55 RT	68.7	3313	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
2311+87.00 - 2311+33.42	64.72 RT - 66.78 RT	53.6	3314	2.0
• 2313+85.01 - 2311+87.00	66.60 RT - 64.72 RT	198.0	3318	2.0
2315+15.14 - 2313+85.01	0.00 LT - 7.07 LT	130.1	341	2.0
2316+00.00 - 2315+15.14	0.00 LT - 7.86 LT	84.9	346	2.0
2315+17.14 - 2313+85.01	72.00 RT - 66.60 RT	132.1	342	2.0
2316+00.00 - 2315+17.14	72.00 RT - 72.00 RT	82.9	347	2.0
1990+48.74 - 1992+50.00	34.12 RT - 83.14 RT	201.3	454	2.0
1993+39.92 - 1992+59.83	87.07 RT - 85.21 RT	80.1	453	2.0
1994+50.00 - 1993+39.92	87.13 RT - 87.07 RT	110.1	452	2.0
1995+62.00 - 1994+50.00	43.20 RT - 87.16 RT	112.0	451	2.0
1995+62.00 - 1996+75.76	43.20 RT - 39.21 RT	113.8	461	2.0
1996+75.75 - 1998+34.97	39.21 RT - 33.66 RT	159.2	EX	2.0
2021+00.00 - 2021+65.10	8.93 LT - 10.00 LT	65.1	504	2.0
2021+65.10 - 2023+51.03	10.00 LT - 10.00 LT	185.9	5135	2.0
2021+00.00 - 2021+65.06	34.24 RT - 36.00 RT	65.1	505	2.0
2021+65.06 - 2023+46.00	36.00 RT - 36.00 RT	180.9	5136	2.0
2023+51.03 - 2024+99.38	10.00 LT - 10.00 LT	148.4	5112	2.0
2024+99.08 - 2026+39.06	10.00 LT - 10.00 LT	140.0	5115	2.0
2026+39.06 - 2027+62.98	10.00 LT - 10.00 LT	123.9	5121	2.0
2030+40.48 - 2027+82.91	10.00 LT - 10.00 LT	257.6	5123	2.0
2023+46.00 - 2024+99.31	36.00 RT - 36.00 RT	153.3	5113	2.0
2024+99.31 - 2026+41.23	36.00 RT - 36.00 RT	141.9	5116	2.0
2026+41.23 - 2027+64.39	36.00 RT - 36.00 RT	123.2	5126	2.0
2028+40.25 - 2027+84.77	36.00 RT - 36.00 RT	55.5	5124	2.0
2027+62.98 - 2027+72.94	10.00 LT - 10.00 LT	10.0	5122	2.0
2027+82.91 - 2027+72.94	10.00 LT - 10.00 LT	10.0	5122	2.0
2027+62.98 - 2027+64.39	0.00 LT - 36.00 RT	26.0	5126	10.0
2027+72.94 - 2027+74.58	0.00 LT - 36.00 RT	26.0	5125	10.0
2027+82.94 - 2027+84.77	0.00 LT - 36.00 RT	26.0	5124	10.0
2032+69.09 - 2030+40.48	10.00 LT - 10.00 LT	228.6	522	2.0
2035+02.42 - 2032+69.09	10.00 LT - 10.00 LT	233.3	524	2.0
• 2030+63.50 - 2028+40.25	34.00 RT - 36.00 RT	223.3	521	2.0
2031+92.67 - 2030+63.50	34.00 RT - 34.00 RT	129.2	523	2.0
2037+54.35 - 2035+02.42	10.00 LT - 10.00 LT	251.9	545	2.0
2034+18.75 - 2035+02.88	50.21 RT - 48.34 RT	84.1	EX	2.0
2036+35.46 - 2035+02.88	45.47 RT - 48.34 RT	132.6	EX	2.0
2037+55.18 - 2036+35.46	42.98 RT - 45.49 RT	119.7	EX	2.0
330+65.46 - 331+10.66	24.99 LT - 26.00 LT	45.2	5611	2.0
331+10.36 - 331+10.66	10.00 RT - 26.00 LT	26.0	5611	10.0
331+20.25 - 331+20.84	10.00 RT - 26.00 LT	26.0	5612	10.0
331+30.14 - 331+31.02	10.00 RT - 26.00 LT	26.0	5613	10.0
331+10.66 - 331+20.84	26.00 LT - 26.00 LT	10.2	5612	2.0
331+31.02 - 331+20.84	26.00 LT - 26.00 LT	10.2	5612	2.0
331+10.36 - 331+20.25	10.00 RT - 10.00 RT	9.9	569	2.0
331+30.14 - 331+20.25	10.00 RT - 10.00 RT	9.9	569	2.0
333+35.00 - 331+31.02	26.00 LT - 26.00 LT	204.0	5613	2.0
335+65.24 - 333+35.00	26.00 LT - 26.00 LT	230.2	565	2.0
333+65.46 - 331+10.36	18.00 RT - 18.00 RT	255.1	5610	2.0
333+35.00 - 331+30.14	18.00 RT - 18.00 RT	204.9	568	2.0

UNDERDRAIN SCHEDULE (CONT.)

UNDERDRAIN PIPE LIMITS	OFFSET (FT)	PIPE UNDERDRAIN 6" (FT)	CONNECTING STRUCTURE NUMBER	PIPE UNDERDRAIN 6" (SPECIAL) (FT)
335+65.24 - 333+35.00	18.00 RT - 18.00 RT	230.2	564	2.0
338+25.02 - 335+65.24	26.00 LT - 26.00 LT	259.8	588	2.0
338+73.13 - 338+25.02	26.00 LT - 26.00 LT	48.1	599	2.0
339+92.69 - 338+73.13	26.00 LT - 26.00 LT	119.6	597	2.0
338+26.65 - 335+65.24	12.00 RT - 18.00 RT	261.4	587	2.0
338+73.62 - 338+26.65	12.00 RT - 12.00 RT	47.0	598	2.0
339+93.06 - 338+73.62	12.00 RT 12.00 RT	119.4	596	2.0
340+29.15 - 339+92.69	26.00 LT - 26.00 LT	36.5	592	2.0
340+29.15 - 339+93.06	12.00 RT - 12.00 RT	36.1	591	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
3C2	62694	216+57.96	30.8 RT	MH TY A-5'	1.86	-0.67
3C3	62694	216+48.30	30.8 RT	MH TY A-6'(R)	1.82	-0.72
3C4	62694	216+38.39	30.8 RT	DROP MH-7'	1.86	-0.76
64	62591	233+20.21	46.0 LT	JC	5.66	3.98
113	62591	249+47.93	21.6 RT	DROP MH-6'	17.19	20.35
68	62591	249+49.00	37.3 RT	JC	14.18	17.07
146	62872	2017+19.51	42.8 LT	DROP MH-6'	0.94	F.V.
116	62591	2231+59.83	75.5 RT	DROP MH-6'	-1.28	-3.50
EX		2245+80.00	70.3 RT	F.V.	2.40	2.18

SHEET 3 OF 3

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 7, 2006 CHECKED BY: DA

TYLIN INTERNATIONAL

3/8/2006 3:04:33 PM

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	388

STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

• (1516.1, 1717, & 1818) R-4

62304

EXISTING ABANDONED STORM SEWER SCHEDULE (REQUIRE CLSM)

UPSTREAM STATION	OFFSET		DIA. (IN)	LENGTH (FT)	CLSM (CY)
199+64.32	43.11	LT	15	15	0.7
199+79.66	44.06	LT	15	77	3.5
200+96.38	43.38	LT	18	38	2.5
202+64.41	43.33	LT	15	123	5.6
203+97.18	43.51	LT	15	26	1.2
204+23.48	44.00	LT	15	20	0.9
204+21.43	52.37	LT	12	21	0.6
204+42.62	43.62	LT	18	104	6.8
205+46.37	42.03	LT	12	26	0.8
205+72.76	38.59	LT	12	7	0.2
205+46.63	54.06	LT	12	13	0.4
206+36.95	41.95	LT	18	65	4.3
206+69.96	44.57	LT	18	23	1.5
206+76.50	37.30	LT	10	7	0.1
206+71.26	53.81	LT	12	10	0.3
206+77.9	43.78	LT	18	7	0.5
208+02.18	43.58	LT	18	126	8.2
208+17.35	51.55	LT	12	18	0.5
208+16.88	44.04	LT	12	8	0.2
2203+71.46	7.18	LT	15	9	0.4
2203+83.02	6.17	LT	15	127	5.8
2206+76.54	5.11	LT	15	30	1.4
2207+05.75	1.04	RT	15	60	2.7
2208+07.77	1.45	LT	0	0.00	0.00
2209+16.99	0.55	LT	12	90	2.6
2210+61.70	1.18	LT	12	145	4.2
2238+77.15	6.62	LT	15	13	0.6
2240+29.39	4.85	LT	36	140	36.7
2240+40.18	13.80	LT	15	14	0.6
2242+11.12	5.57	LT	36	182.00	47.65
2243+70.07	5.91	LT	15	159	7.2
2245+86.18	5.43	LT	15	40	1.8
2246+25.74	3.68	LT	15	93	4.2
2247+49.16	3.46	LT	15	170	7.7
2249+19.50	3.36	LT	18	170	11.1
2252+48.38	5.60	LT	15	21	1.0
2252+60.85	4.54	LT	15	168	7.6
2254+29.24	4.22	LT	15	171	7.8
2255+99.87	3.85	LT	15	78	3.5
2256+78.32	5.57	LT	18	75	4.9
2260+10.34	4.26	LT	18	11	0.7
2261+49.10	4.03	LT	18	139	9.1
2263+18.64	3.99	LT	15	170	7.7
2263+29.67	5.95	LT	15	11	0.5
2264+97.31	5.73	LT	12	50	1.5
2266+54.07	3.98	LT	18	107	7.0
2268+58.61	4.04	LT	18	205	13.4
2270+58.38	4.00	LT	18	200	13.1

EXISTING ABANDONED STORM SEWER SCHEDULE (REQUIRE CLSM)

UPSTREAM STATION	OFFSET		DIA. (IN)	LENGTH (FT)	CLSM (CY)
2274+47.30	5.99	LT	15	12	0.5
2274+58.67	3.92	LT	15	175	8.0
2276+33.42	4.82	LT	15	184	8.4
2278+07.59	0.58	RT	12	11	0.3
2278+17.92	4.41	LT	18	176	11.5
2279+94.25	3.42	RT	24	88	10.2
2281+66.49	5.93	LT	15	11	0.5
2281+77.30	3.88	LT	15	180	8.2
2283+57.45	4.29	LT	15	186	8.5
2285+34.36	14.63	LT	12	14	0.4
2285+33.80	0.52	RT	12	11	0.3
2285+43.77	4.27	LT	18	156	10.2
2287+46.37	14.12	LT	15	12	0.5
2288+87.79	3.88	LT	15	149	6.8
2290+38.03	4.09	LT	15	148	6.7
2291+96.89	14.85	LT	12	13	0.4
2293+48.69	6.36	LT	12	14	0.4
2295+39.63	4.52	LT	18	177	11.6
2297+12.39	3.28	LT	15	173	7.9
2300+46.02	6.39	LT	15	13	0.6
2300+58.82	3.73	LT	15	135	6.1
2301+95.54	0.10	RT	15	13	0.6
2301+96.29	6.11	LT	15	12	0.5
2301+98.14	15.62	LT	15	15	0.7
2302+07.75	4.39	LT	18	150	9.8
2303+58.13	3.74	LT	24	149	17.3
2305+07.48	3.35	LT	24	132	15.4
2306+45.30	14.63	LT	15	11	0.5
2306+48.37	6.18	LT	15	9	0.4
2308+09.35	6.22	LT	15	148	6.7
2309+56.76	4.26	LT	18	177	11.6
2315+14.58	4.78	LT	15	130	5.9
2003+75.31	30.11	RT	10	48	1.0
2005+39.64	45.55	RT	10	75	1.5
2006+96.35	33.18	RT	10	73	1.5
2008+48.41	44.24	RT	12	89	2.6
308+07.08	12.68	LT	12	43	1.3
308+52.37	36.31	LT	12	12	0.3
309+84.63	1.40	RT	12	34	1.0
2012+98.64	34.24	RT	10	144	2.9
311+54.10	3.23	RT	12	31	0.9
2014+66.13	33.19	RT	10	130	2.6
2015+98.35	33.97	RT	12	23	0.7
2016+38.12	34.80	RT	12	144	4.2
2018+01.99	34.47	RT	12	94	2.7
2019+00.19	30.12	RT	15	59	2.7
2018+87.03	34.73	LT	15	60	2.7
2018+81.38	44.36	LT	12	17	0.5
2027+34.21	64.71	LT	12	8	0.2
2027+40.54	20.07	LT	18	43	2.8

SHEET 1 OF 2

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING ABANDONED STORM SEWER SCHEDULE

SCALE: NONE DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

SHEET OF 47

TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	388A
STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717, & 1818) R-4				62304

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

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
194+28.27	10.79 LT	12	48	12.3
196+22.42	11.62 LT	12	48	13.3
199+14.50	11.49 RT	12	50	7.6
199+63.05	5.26 RT	12	11	1.5
199+79.25	12.58 RT	10	9	1.2
201+13.81	1.21 RT	12	45	6.8
201+24.34	13.38 RT	10	16	2.2
2003+92.08	15.08 RT	10	58	11.3
205+43.46	21.34 RT	12	61	10.6
208+11.43	18.64 RT	12	56	10.9
210+72.13	46.45 LT	12	12	2.8
210+72.23	34.49 LT	12	43	8.7
212+10.91	1.59 LT	12	144	43.1
212+16.65	46.22 LT	12	45	8.1
212+18.30	9 RT	12	14	2.7
213+65.18	44.13 LT	15	52	8.0
213+69.24	7.83 RT	15	93	15.5
214+51.39	51.76 LT	15	16	2.3
214+66.26	48.1 LT	15	50	6.6
214+61.77	1.59 RT	15	203	47.9
216+52.33	48.07 LT	12	58	12.5
219+23.84	43.99 LT	12	15	2.3
219+37.10	43.23 RT	12	28	10.1
220+83.74	44.13 LT	24	112	5.5
220+84.40	48.2 LT	15	5	0.6
222+92.12	44.16 LT	15	202	35.8
224+22.95	44.12 LT	10	6	0.9
225+55.13	44.2 RT	10	4	0.5
231+58.31	38.29 LT	10	125	25.5
232+54.74	58.18 RT	10	42	8.1
232+61.24	16.86 RT	10	70	16.4
232+89.57	48.15 LT	12	9	1.5
323+85.39	39.74 LT	24	8	1.7
232+93.53	37.1 LT	24	19	2.3
233+42.72	72.92 RT	15	171	42.2
232+83.95	73.09 RT	15	61	12.2
235+35.69	35.79 LT	24	238	76.9
235+34.84	128.47 RT	10	210	42.5
414+56.02	33.16 RT	10	49	9.5
241+25.27	32.57 LT	12	153	145.8
243+02.41	33.13 LT	10	175	108.9
245+79.05	33.24 LT	10	15	5.0
248+28.67	34.35 LT	12	168	57.3
249+90.94	35.53 LT	10	9	5.9
250+00.12	35.63 LT	12	103	78.3
250+95.27	36.36 LT	24	42	27.0
250+96.41	55.73 LT	24	19	5.8
251+81.83	37.38 LT	12	85	29.0
2041+93.41	23.27 RT	12	11	7.0
2042+04.23	22.42 RT	12	201	127.0
2043+95.49	23.96 RT	12	13	3.3
253+61.59	32.01 RT	12	201	68.5
255+47.98	35.16 RT	12	11	2.1
255+49.41	24.11 RT	12	10	1.3
255+47.98	35.16 RT	12	19	5.3
255+59.51	22.53 RT	15	129	29.1
256+88.99	20.84 RT	15	68	9.7
257+24.66	23.92 RT	12	36	5.0

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

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
2203+58.95	0.88 RT	12	25	8.5
2205+32.40	0.96 RT	12	24	5.4
2205+32.38	58.27 RT	12	57	8.3
2208+27.09	5.05 LT	10	3	0.4
2208+38.78	52.66 RT	10	55	8.5
2212+05.80	1.73 LT	12	24	3.2
2219+19.45	73.16 RT	10	30	4.1
2220+23.09	67.86 RT	12	122	21.9
2234+52.11	1.79 RT	12	17	5.1
2235+33.79	4.58 RT	12	17	6.2
2238+61.98	51.63 RT	15	60	8.6
2238+91.62	9.38 LT	36	56	9.4
2240+40.55	0.92 RT	10	13	3.3
2240+23.92	1.07 RT	12	14	3.9
2242+22.36	68.19 RT	12	67	12.2
2243+91.45	81.22 RT	12	90	18.6
2245+85.93	62.2 RT	12	68	16.0
2246+07.58	76.37 RT	10	26	3.0
2247+40.09	0.91 RT	10	11	3.2
2247+40.73	13.63 LT	12	14	9.3
2249+09.49	51.79 RT	12	51	8.2
2249+10.16	0.82 RT	12	10	2.4
2250+80.06	0.9 RT	12	10	2.6
2255+86.94	5.77 LT	12	13	3.1
2255+88.61	1.57 RT	12	12	3.8
2258+52.77	66.76 RT	12	89	11.7
2259+98.11	3.33 LT	18	251	61.4
2260+09.33	0.77 RT	10	12	3.0
2261+58.54	0.85 RT	10	11	3.2
2266+68.42	13.87 LT	12	17	12.9
2266+68.82	0.81 RT	10	15	5.0
2266+44.80	70.92 RT	10	31	4.2
2268+59.73	10.38 LT	12	6	1.9
2268+56.55	57.11 RT	10	10	1.4
2268+89.62	57.99 RT	10	23	3.1
2270+59.59	10.45 LT	12	7	2.2
2269+49.96	77.52 RT	10	11	1.7
2269+68.32	56.36 RT	10	28	3.8
2269+37.77	78.82 RT	10	24	3.7
2276+22.09	5.52 LT	10	11	2.8
2276+22.38	0.6 RT	10	12	3.0
2278+06.73	6.04 LT	12	11	3.1
2278+09.45	12.73 LT	12	12	3.8
2279+87.54	10.46 LT	12	11	2.4
2280+00.79	5.8 LT	12	11	2.8
2281+67.26	14.57 LT	15	10	2.1
2286+88.47	55.01 RT	18	18	28.7
2287+39.49	3.96 LT	18	78	27.9
2287+48.66	73.79 RT	24	51	5.9
2287+31.85	6.18 LT	15	8	1.9
2288+99.06	0.45 RT	10	12	3.0
2288+97.11	60 RT	12	4	0.6
2288+99.44	6.06 LT	10	12	3.0
2290+45.07	6.09 LT	12	7	1.9
2291+87.29	6.22 LT	15	70	13.3
2292+07.23	60.7 RT	24	40	4.6
2293+62.67	3.91 LT	18	168	44.6
2293+72.74	0.3 LT	10	11	2.8
2295+49.21	0.08 RT	12	11	3.1

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

UPSTREAM STATION	OFFSET	DIA. (IN)	LENGTH (FT)	T.B. (CY)
2295+48.57	6.32 LT	15	9	1.9
2297+44.94	63.79 RT	10	74	13.7
2302+21.70	69.45 RT	10	74	10.1
2303+47.16	0.08 RT	12	12	3.1
2304+97.83	0.05 RT	10	10	2.5
2306+39.16	4.56 LT	24	85	0.0
2308+22.47	70.05 RT	12	26	4.0
2307+97.71	61.34 RT	10	61	15.4
2307+96.26	0.1 RT	10	14	4.6
2309+47.92	7.29 LT	12	10	2.4
2309+47.66	0.04 RT	10	11	3.0
2309+47.39	63.3 RT	10	63	15.9
2311+34.88	5.14 LT	12	106	16.1
2312+18.28	8.5 LT	12	64	10.5
2312+21.06	55.74 RT	24	13	1.5
2313+85.11	5.96 LT	18	175	48.0
2315+24.24	0.5 LT	10	11	3.4
2009+97.07	33.46 RT	10	8	2.5
308+44.58	32.1 LT	12	9	5.7
2014+44.65	33.22 RT	10	21	15.6
2016+20.81	34.67 RT	12	17	5.4
2017+85.37	34.06 RT	12	16	5.1
2019+08.20	33.24 RT	12	17	10.7
2021+99.02	32.84 RT	12	161	21.3
2023+51.52	32.51 RT	12	16	2.4
2023+57.01	48.1 RT	12	16	2.1
2023+58.79	31.57 RT	12	148	27.4
2025+09.35	30.96 RT	18	87	9.1
2026+41.08	31.32 RT	12	10	1.4
2026+95.62	38.83 RT	18	63	6.6
2027+59.01	30.15 RT	18	55	12.7
2027+67.84	39.29 RT	12	16	2.8
2027+67.88	30.82 RT	12	16	2.8
2030+67.63	50.17 RT	18	65	8.5
2031+99.40	20.63 RT	12	18	3.1
2035+03.76	39.56 RT	12	89	13.5
2036+35.45	38.58 RT	15	52	7.5
2036+44.80	49.68 RT	15	14	2.3
2039+00.52	31.4 RT	12	260	55.9
331+10.16	25.19 RT	12	66	17.0
333+09.65	26.29 RT	12	55	12.3
334+07.29	23.23 LT	10	98	13.3
239+70.95	0.48 RT	12	28	9.0
237+10.03	25 LT	24	172	42.5
339+04.08	35.68 LT	15	108	13.1

TY·LIN INTERNATIONAL

SHEET 2 OF 2

SHEET OF 47

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING STORM SEWER REMOVAL SCHEDULE

SCALE: NONE DRAWN BY: MB

DATE: MARCH 7, 2006 CHECKED BY: DA

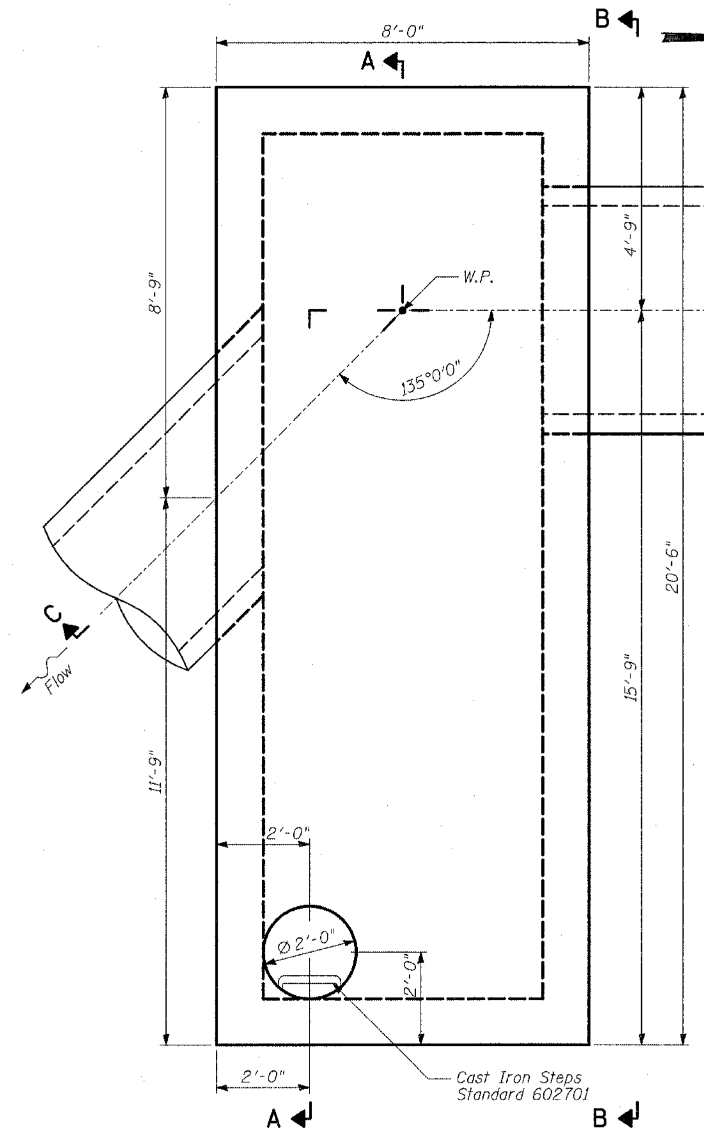
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	389

STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

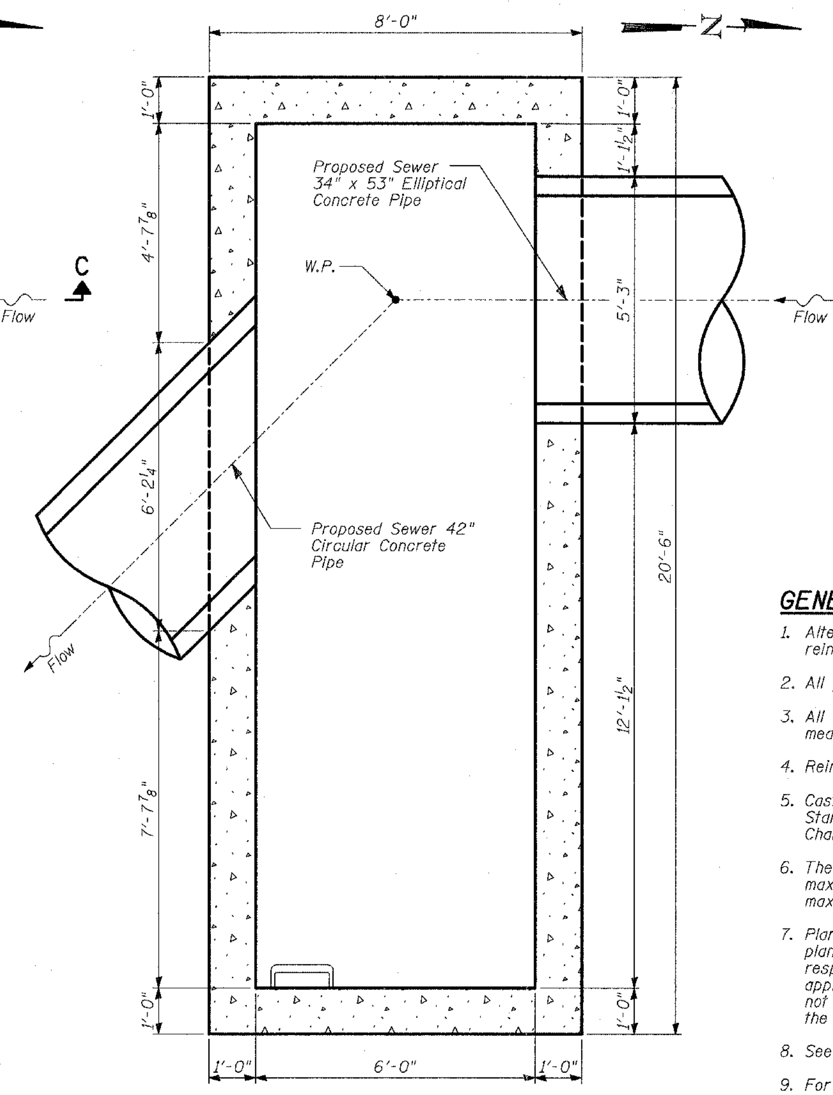
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

* (1516.1, 1717, & 1818) R-4

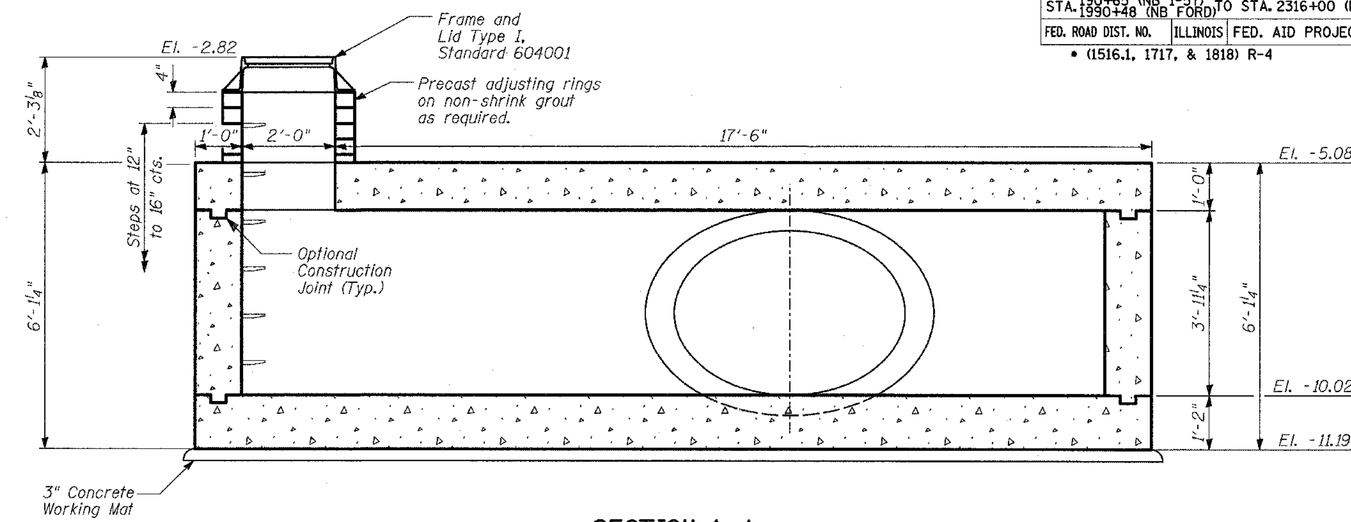
62304



PLAN



SECTIONAL PLAN



SECTION A-A

GENERAL NOTES:

1. Alternate materials for the junction chamber top slab may be cast-in-place concrete or precast reinforced concrete.
2. All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
3. 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)
4. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
5. Cast iron steps shall be gray iron conforming to the requirements of Article 1006.14 of the Standard Specifications. All hardware and cast iron steps are included with the "Junction Chamber No. 157".
6. 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.
7. 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.
8. See Standard 602701 for details of cast iron steps.
9. For additional information, see Standard Specifications.
10. For reinforcement details, see Sheets 2 and 3 of 3.
11. For additional details, see Drainage Schedules.

BILL OF MATERIAL

ITEM	UNIT	UNIT
Porous Granular Embankment	CU YD	71
Structure Excavation	CU YD	86
Junction Chamber No. 157	EACH	1

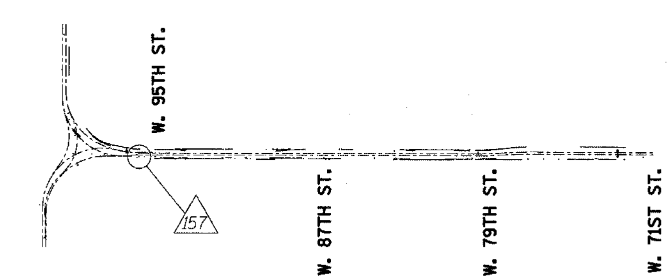
STATE OF ILLINOIS · PHILLIP D. FREY · 081-004826 · CHICAGO, ILLINOIS · LICENSED STRUCTURAL ENGINEER

Signed Phillip D. Frey

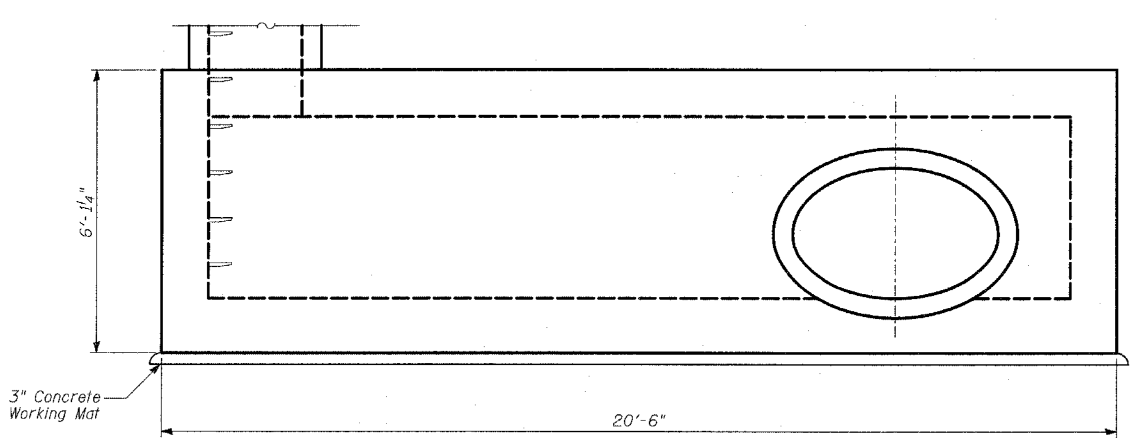
Phillip D. Frey S.E. Il. Lic. No. 081-004826 Expires 11-30-2006

Date 3/7/06

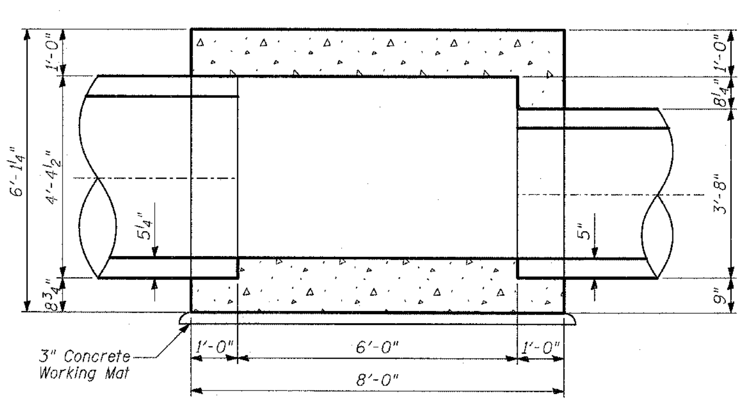
For drawings 1 thru 3 of 3



LOCATION SKETCH



ELEVATION VIEW B-B



SECTION C-C

SHEET 1 OF 3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

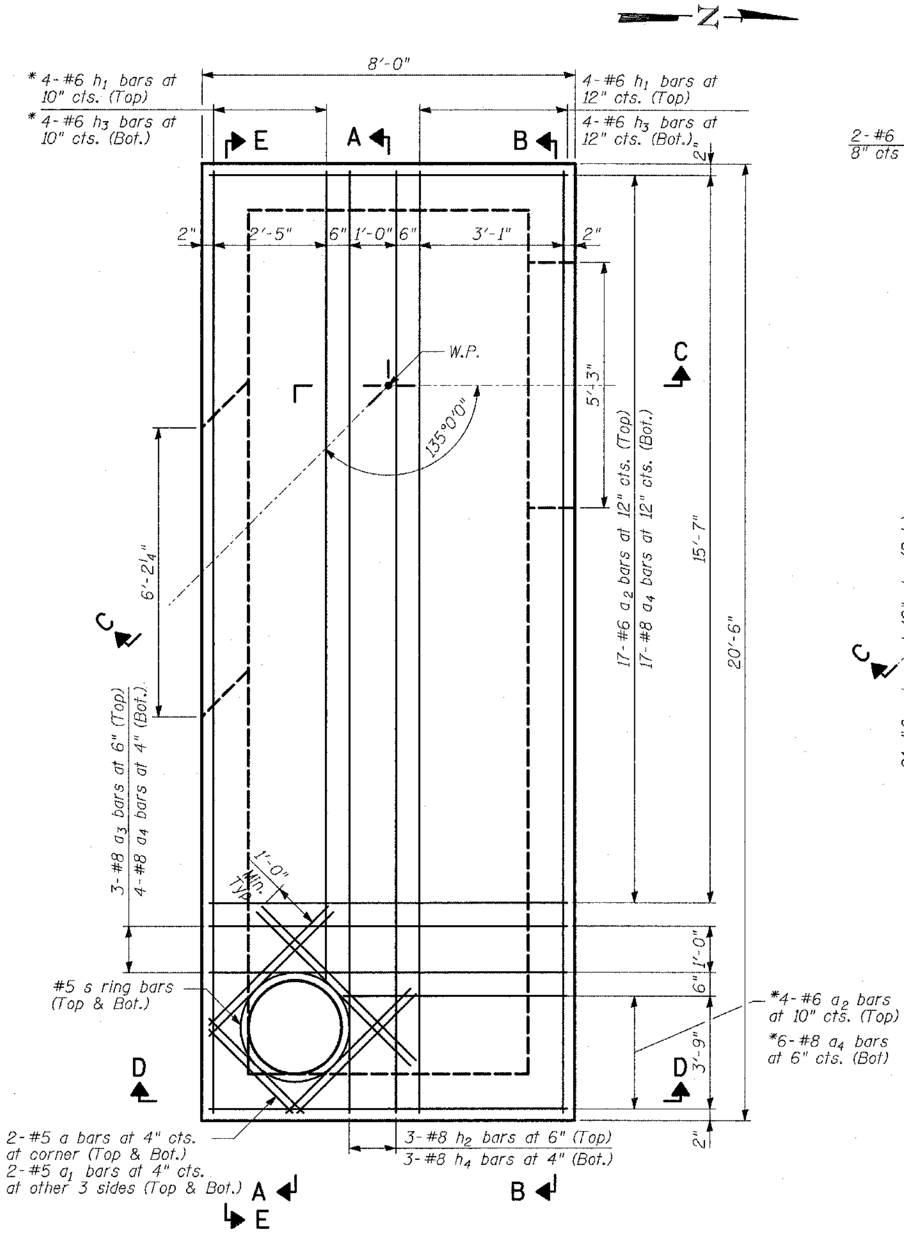
JUNCTION CHAMBER 157
GENERAL PLAN AND ELEVATION
STA. 2205+29.57 OFFSET 54.00 RT.

S.N. | DESIGNED BY: MAF
SCALE: N.T.S. | DRAWN BY: MAF, PL
DATE: MARCH 7, 2006 | CHECKED BY: MI

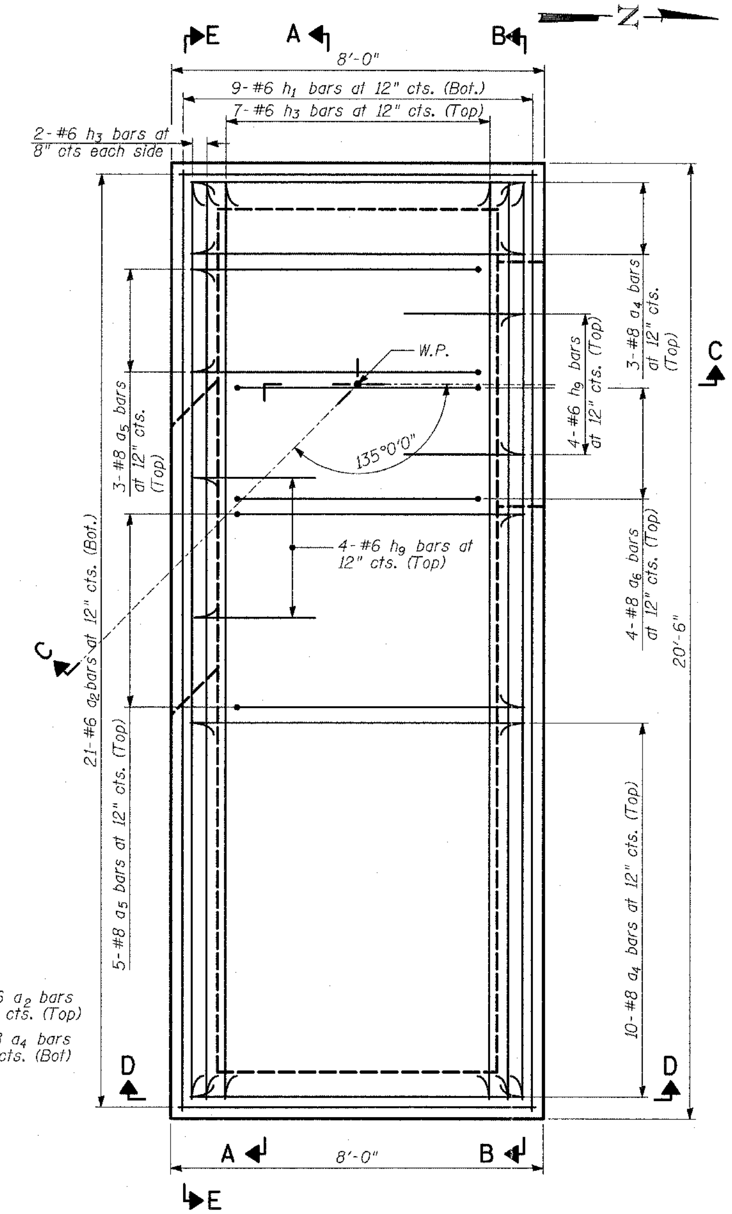
TYLIN INTERNATIONAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	390
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

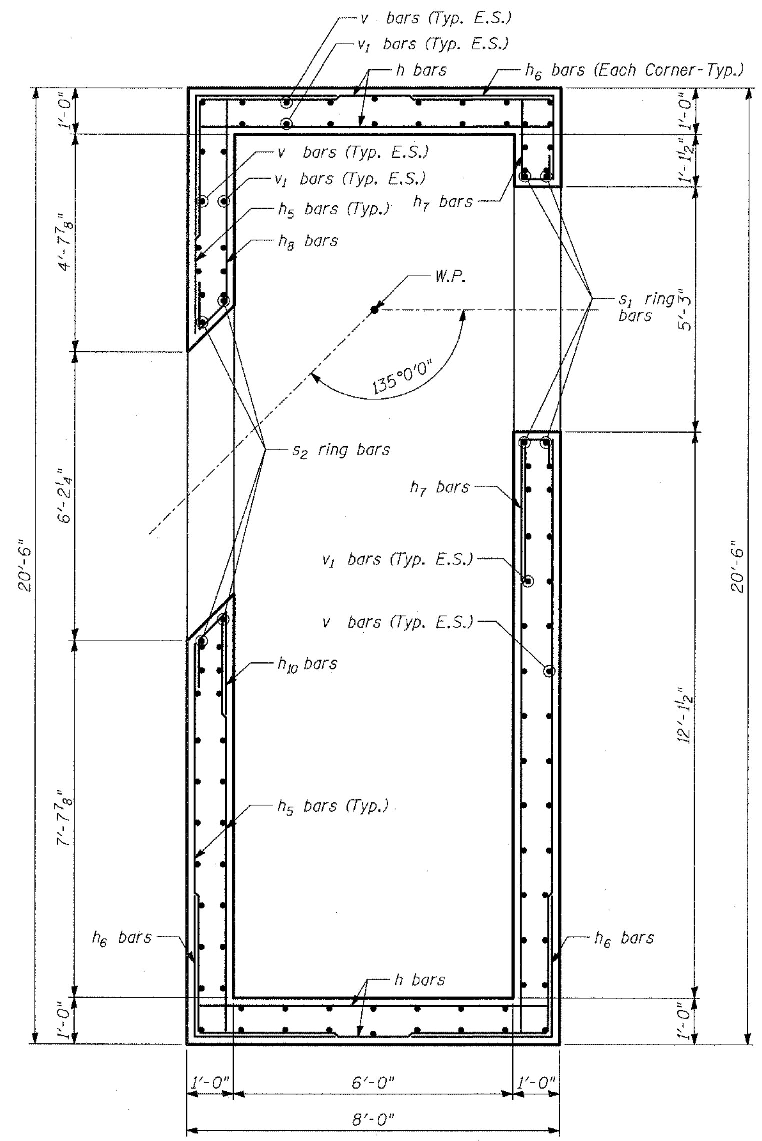
• (1516.1, 1717, & 1818) R-4 62304



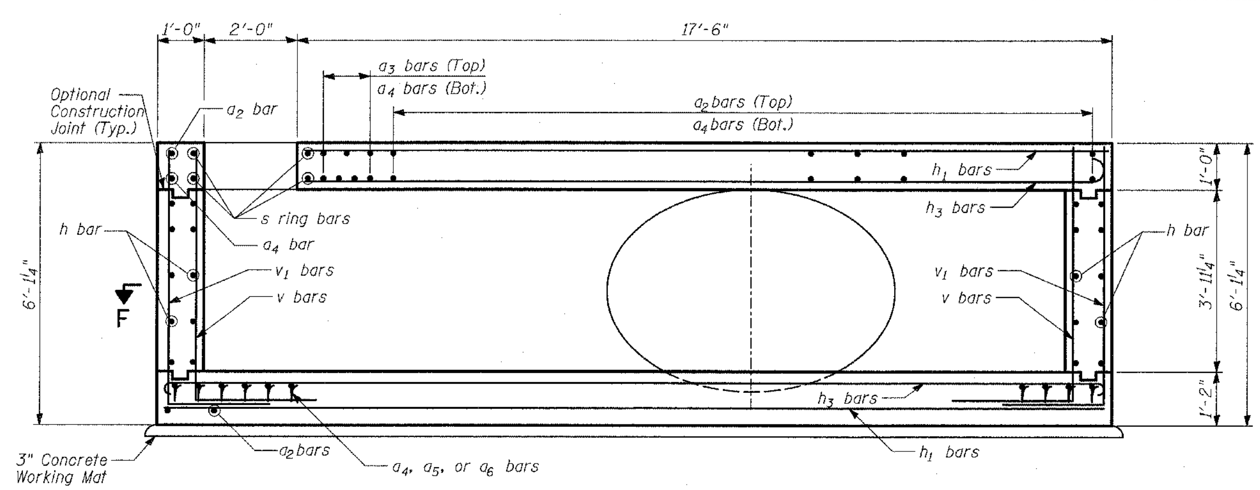
ROOF SLAB PLAN



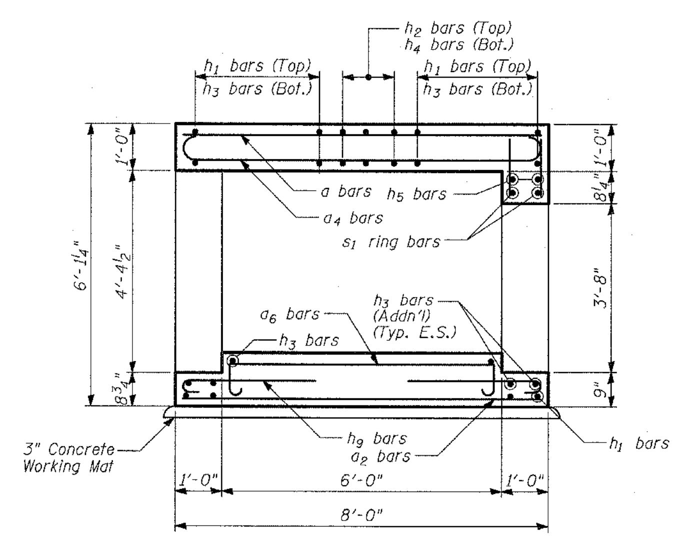
BOTTOM SLAB PLAN



SECTIONAL PLAN F-F



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 f'c = 3,500 psi.
8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 3 of 3.

SHEET 2 OF 3

LEGEND:

- * 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

REVISIONS	
NAME	DATE

TY·LIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

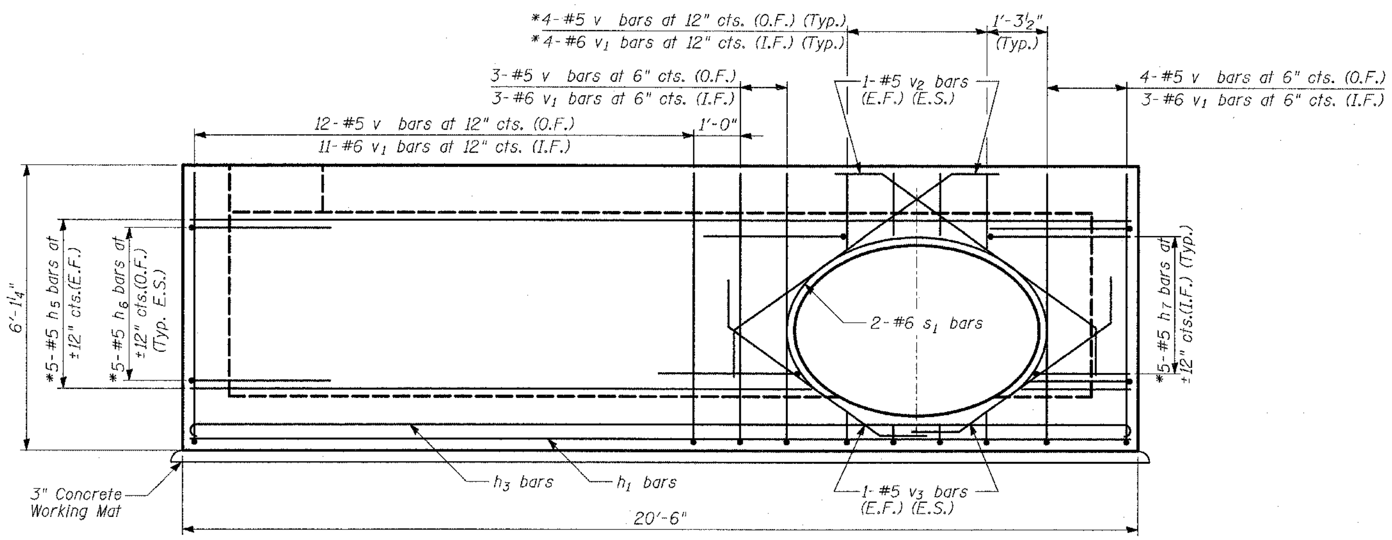
JUNCTION CHAMBER 157
DETAILS 1

S.N.
SCALE: N.T.S.
DATE: MARCH 7, 2006

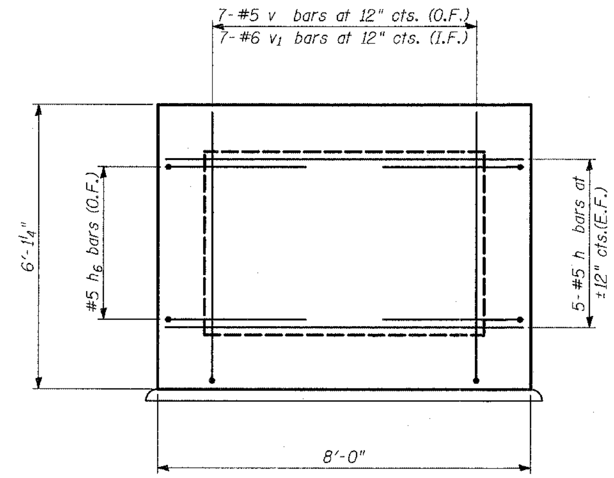
DESIGNED BY: MAF, PL
DRAWN BY: MAF, PL
CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	391
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4 62304

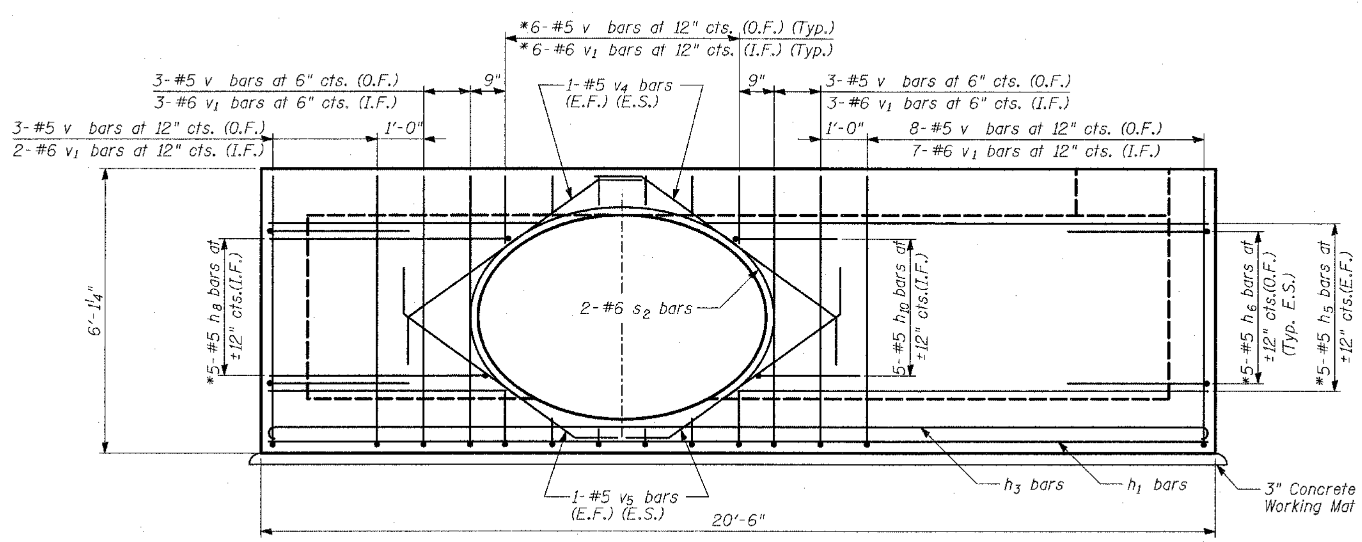


SECTION B-B

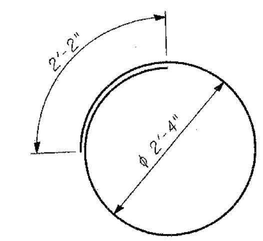


SECTION D-D

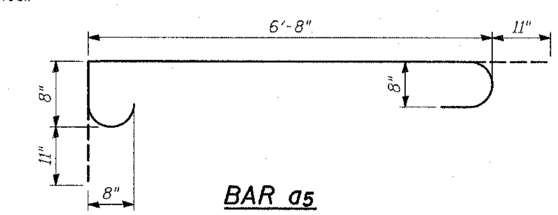
(Opposite Wall Typical)



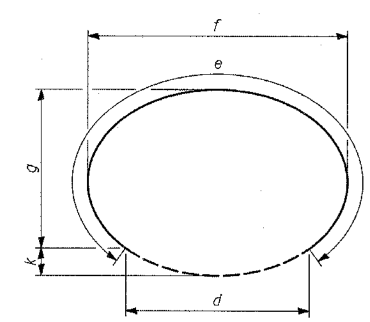
SECTION E-E



BARS s

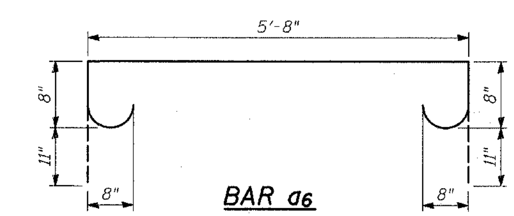


BAR a5

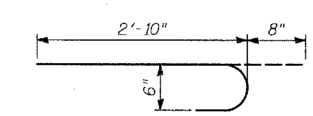


BARS s_1 & s_2

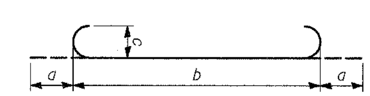
Bar	d	e	f	g	k
s_1	3'-11¼"	11'-0"	5'-7"	3'-5"	7"
s_2	4'-4⅜"	13'-2"	6'-6¼"	4'-1¼"	7¼"



BAR a6

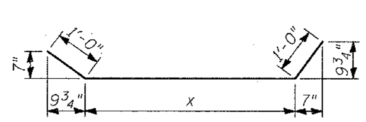


BAR h9



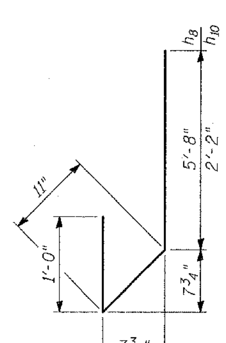
BARS a_4, h_3 & h_4

Bar	a	b	c
a_4	11"	7'-8"	8"
h_3	8"	20'-2"	6"
h_4	11"	20'-2"	8"

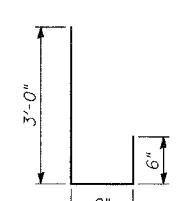


BARS v_2, v_3, v_4 & v_5

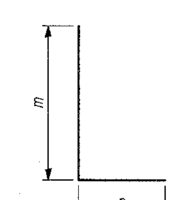
Bar	x
v_2	5'-9"
v_3	4'-0"
v_4	5'-2"
v_5	4'-6"



BAR h_8 & h_{10}



BAR h_7



BARS h_6, v & v_1

Bar	m	n
h_6	3'-0"	3'-0"
v	5'-8"	2'-11"
v_1	5'-8"	1'-0"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	4	#5	2'-2"	
a_1	12	#5	4'-8"	
a_2	42	#6	7'-8"	
a_3	3	#8	7'-8"	
a_4	40	#8	9'-6"	
a_5	8	#8	9'-2"	
a_6	4	#8	8'-10"	
h	20	#5	7'-8"	
h_1	17	#6	20'-2"	
h_2	3	#8	20'-2"	
h_3	19	#6	21'-6"	
h_4	3	#8	22'-0"	
h_5	20	#5	20'-2"	
h_6	20	#5	6'-0"	L
h_7	10	#5	4'-2"	
h_8	5	#5	7'-7"	
h_9	8	#5	3'-6"	
h_{10}	5	#5	4'-1"	
s	2	#5	9'-6"	
s_1	2	#5	11'-0"	
s_2	2	#5	13'-2"	
v	60	#5	8'-7"	L
v_1	56	#6	6'-8"	L
v_2	4	#5	7'-9"	
v_3	4	#5	6'-0"	
v_4	4	#5	7'-2"	
v_5	4	#5	5'-6"	
Reinforcement Bars		POUND	5,520	
Concrete Structures		CU YD	20	

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.

LEGEND:

* 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

REVISIONS	
NAME	DATE

TYLIN INTERNATIONAL

SHEET 3 OF 3

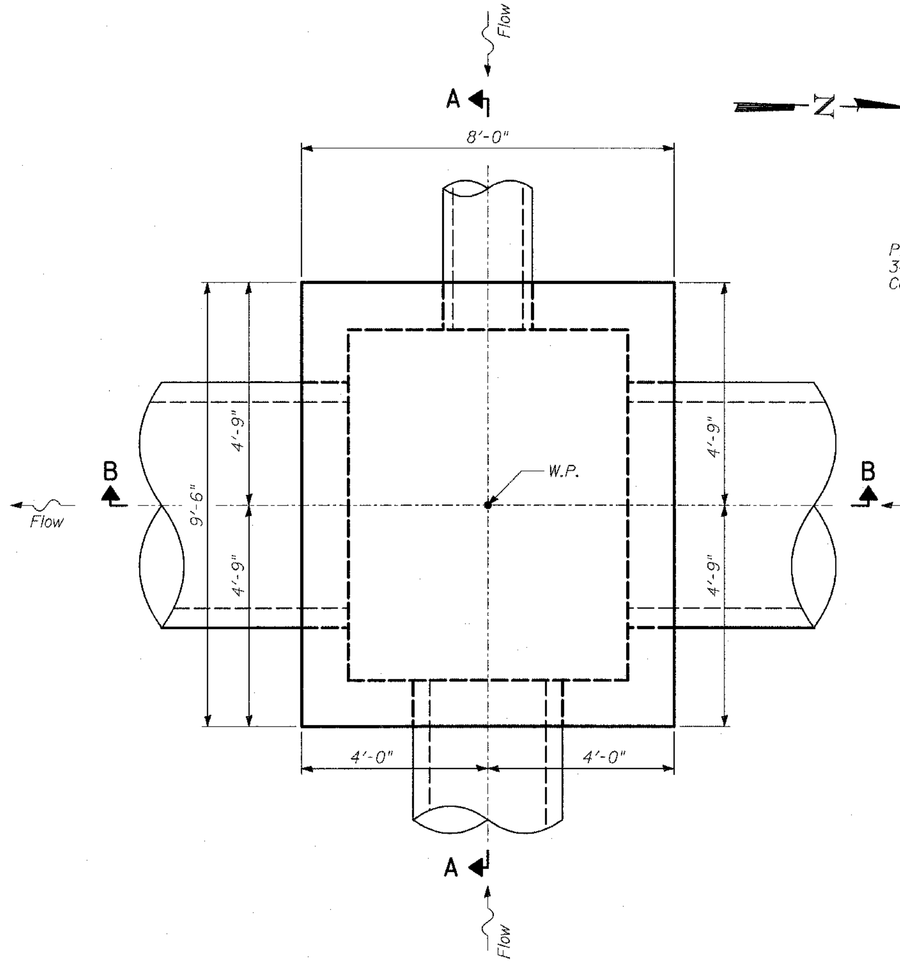
ILLINOIS DEPARTMENT OF TRANSPORTATION

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

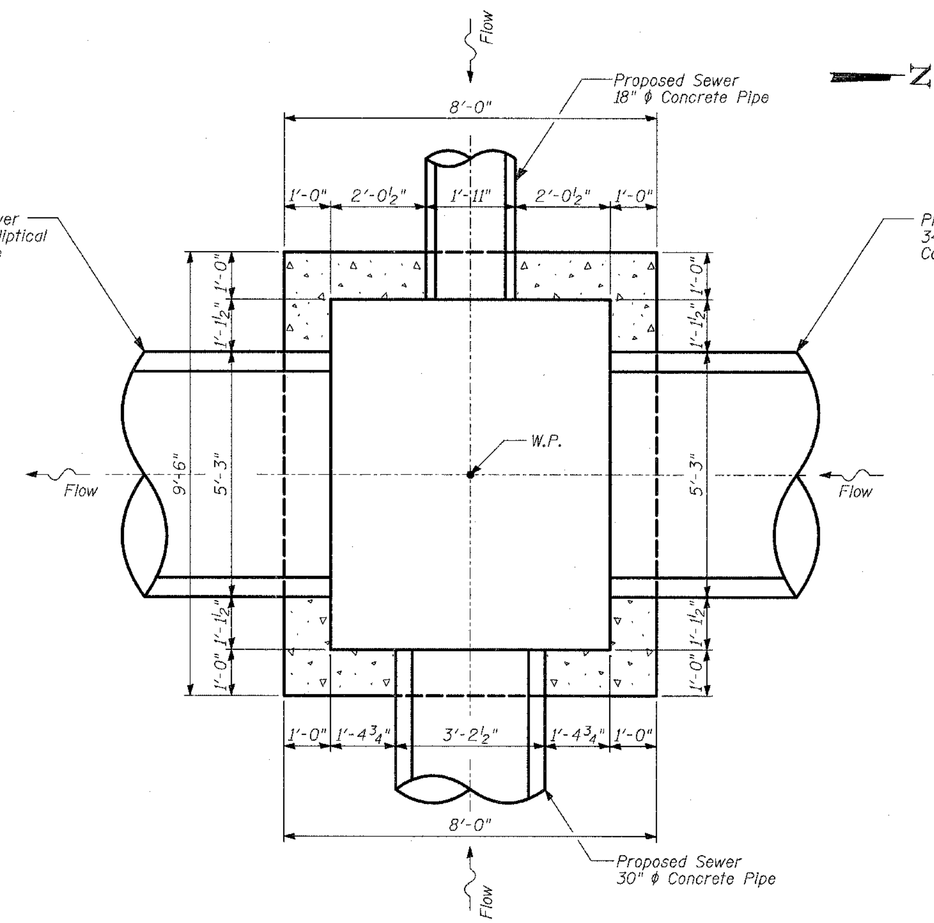
JUNCTION CHAMBER 157
DETAILS 2

S.N.
SCALE: N.T.S.
DATE: MARCH 7, 2006

DESIGNED BY: MAF, PL
DRAWN BY: MAF, PL
CHECKED BY: MI



PLAN



SECTIONAL PLAN

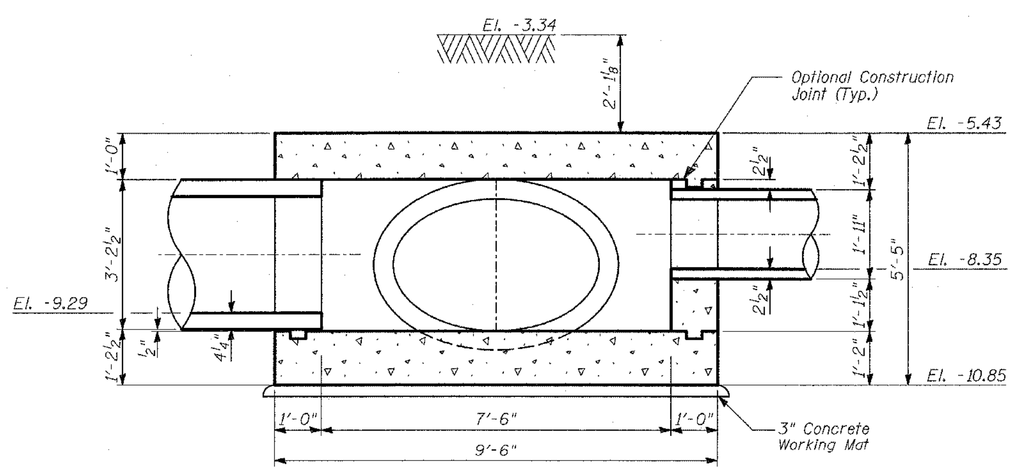
GENERAL NOTES:

1. Alternate materials for the junction chamber top slab may be cast-in-place concrete or precast reinforced concrete.
2. All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
3. 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)
4. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
5. 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.
6. 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.
7. For additional information, see Standard Specifications.
8. For reinforcement details, see Sheets 2 of 2.
9. For additional details, see Drainage Schedules.

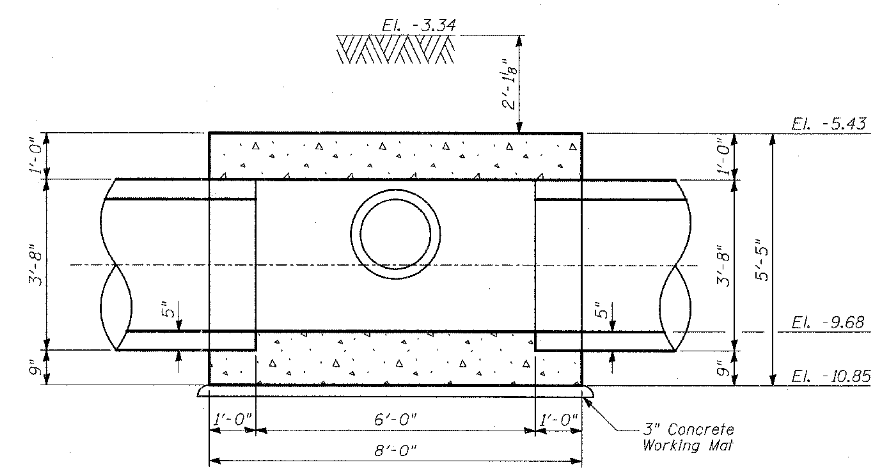
Signed Phillip D. Frey, S.E. Il. Lic. No. 081-004826 Expires 11-30-2006

Date 3/7/06

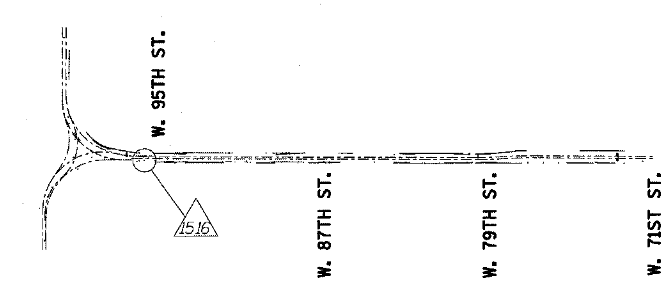
For drawings 1 thru 2 of 2



SECTION A-A



SECTION B-B



LOCATION SKETCH

BILL OF MATERIAL

ITEM	UNIT	UNIT
Porous Granular Embankment	CU YD	40
Structure Excavation	CU YD	44
Junction Chamber No. 1516	EACH	1

TY·LIN INTERNATIONAL

REVISIONS	
NAME	DATE

SHEET 1 OF 2

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

JUNCTION CHAMBER 1516
GENERAL PLAN AND ELEVATION
STA. 2207+01.50 OFFSET 48.50 RT.

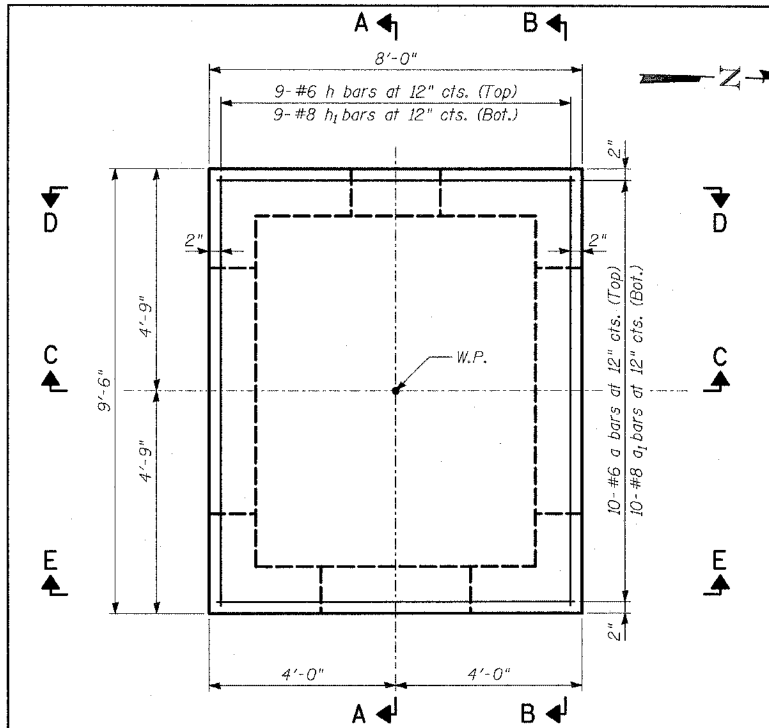
S.N. | DESIGNED BY: MAF, SNB
SCALE: N.T.S. | DRAWN BY: MAF, SNB
DATE: MARCH 7, 2006 | CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	393

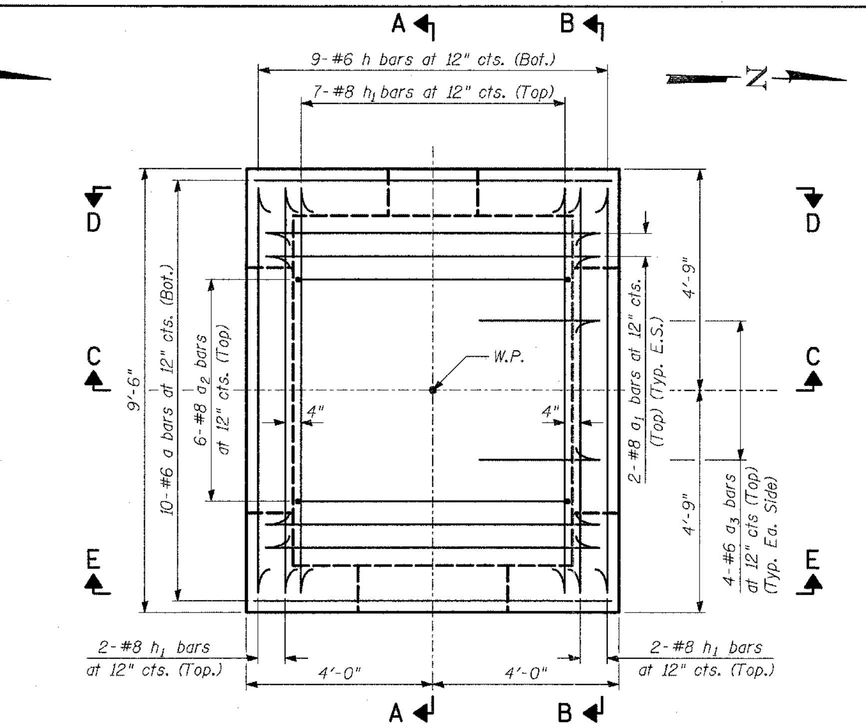
STA. 190+65 (NB I-57) / 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

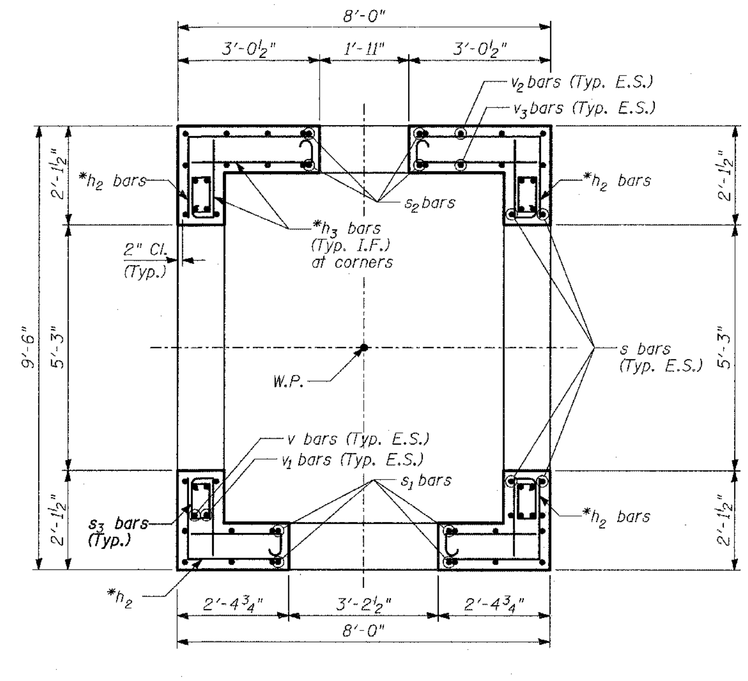
* (1516.1, 1717, & 1818) R-4 62304



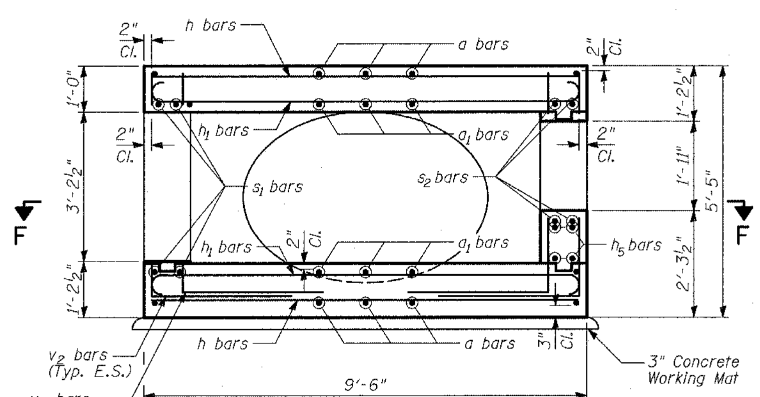
ROOF SLAB PLAN



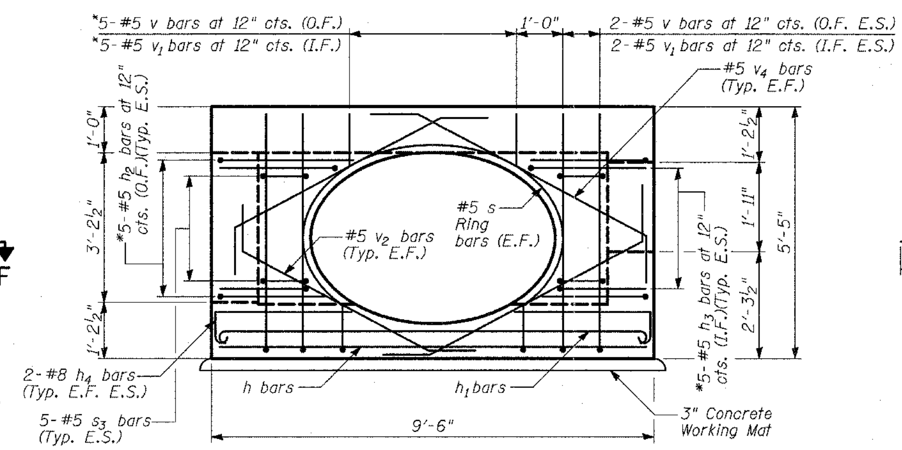
BOTTOM SLAB PLAN



SECTIONAL PLAN F-F

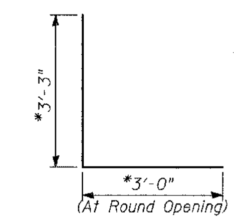


SECTION A-A

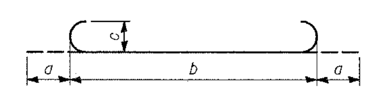


SECTION B-B

(Opposite Wall Typical)

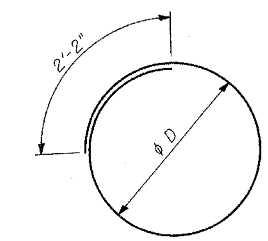


BAR h_2



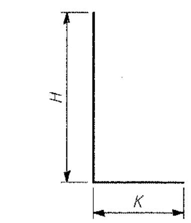
BARS a_1 & h_1

Bar	a	b	c
a_1	11"	7'-8"	8"
h_1	11"	9'-2"	8"



BARS s_1 & s_2

Bar	φ D
s_1	3'-7"
s_2	2'-3"

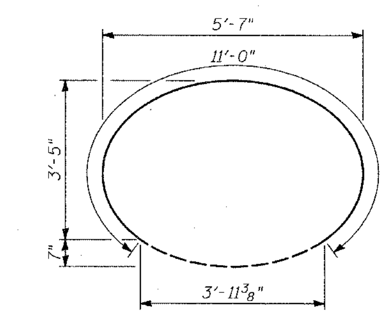


BARS v thru v_3

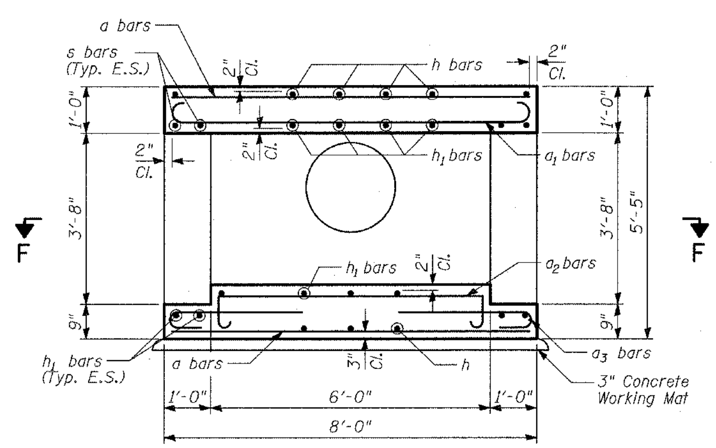
Bar	H	K
v	5'-0"	3'-0"
v_1	5'-0"	1'-0"
v_2	4'-11"	3'-4"
v_3	4'-11"	1'-0"

BILL OF MATERIAL

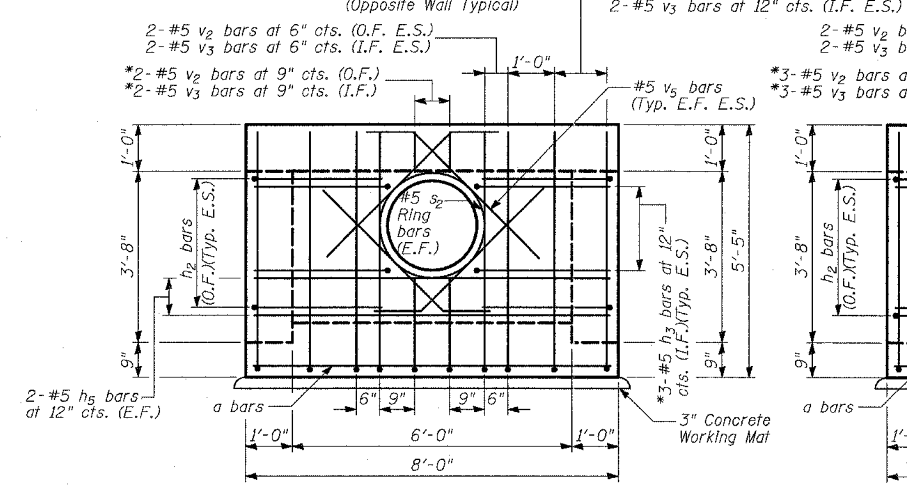
Bar	No.	Size	Length	Shape
a	20	#6	7'-8"	
a_1	14	#8	9'-6"	
a_2	6	#8	8'-10"	
a_3	8	#6	3'-6"	
h	18	#6	9'-2"	
h_1	20	#8	11'-0"	
h_2	20	#5	6'-3"	
h_3	36	#5	3'-8"	
h_4	8	#8	4'-9"	
h_5	4	#5	7'-8"	
s	4	#5	11'-0"	
s_1	2	#5	13'-5"	
s_2	2	#5	9'-3"	
s_3	20	#5	4'-5"	
v	18	#5	8'-0"	
v_1	18	#5	6'-0"	
v_2	21	#5	8'-3"	
v_3	21	#5	5'-11"	
v_4	16	#5	7'-7"	
v_5	8	#5	4'-10"	
v_6	8	#5	5'-5"	
Reinforcement Bars		POUND	2,990	
Concrete Structures		CU YD	9	



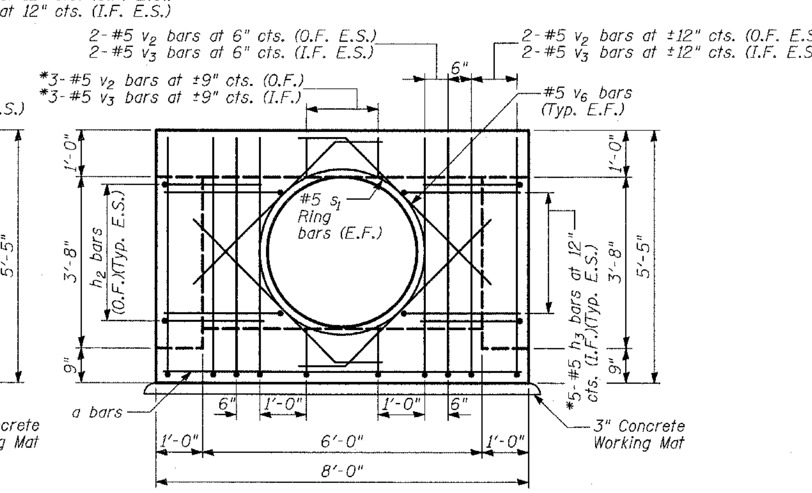
BAR s



SECTION C-C



SECTION D-D



SECTION E-E

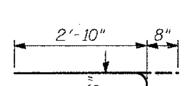
LEGEND:

*	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

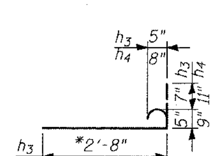
NOTES:

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. Concrete cover for reinforcement steel to be 2" unless otherwise noted.
4. All concrete edges shall be chamfered 1 inch.
5. All lap splices marked on the drawings are minimum.
6. Concrete Compressive Strength f'c = 3,500 psi.
7. Steel Yield Strength = 60,000 psi.
8. Work this Sheet with Sheets 1 of 2.

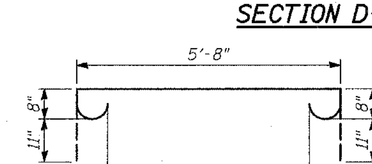
SHEET 2 OF 2



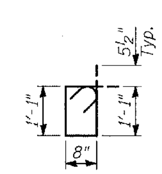
BAR a_3



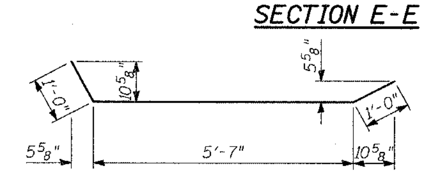
BAR h_3 & h_4



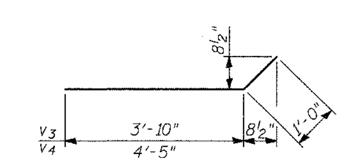
BAR a_2



BAR s_3



BAR v_2



BARS v_3 & v_4

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

JUNCTION CHAMBER 1516 DETAILS

S.N.
SCALE: N.T.S.
DATE: MARCH 7, 2006

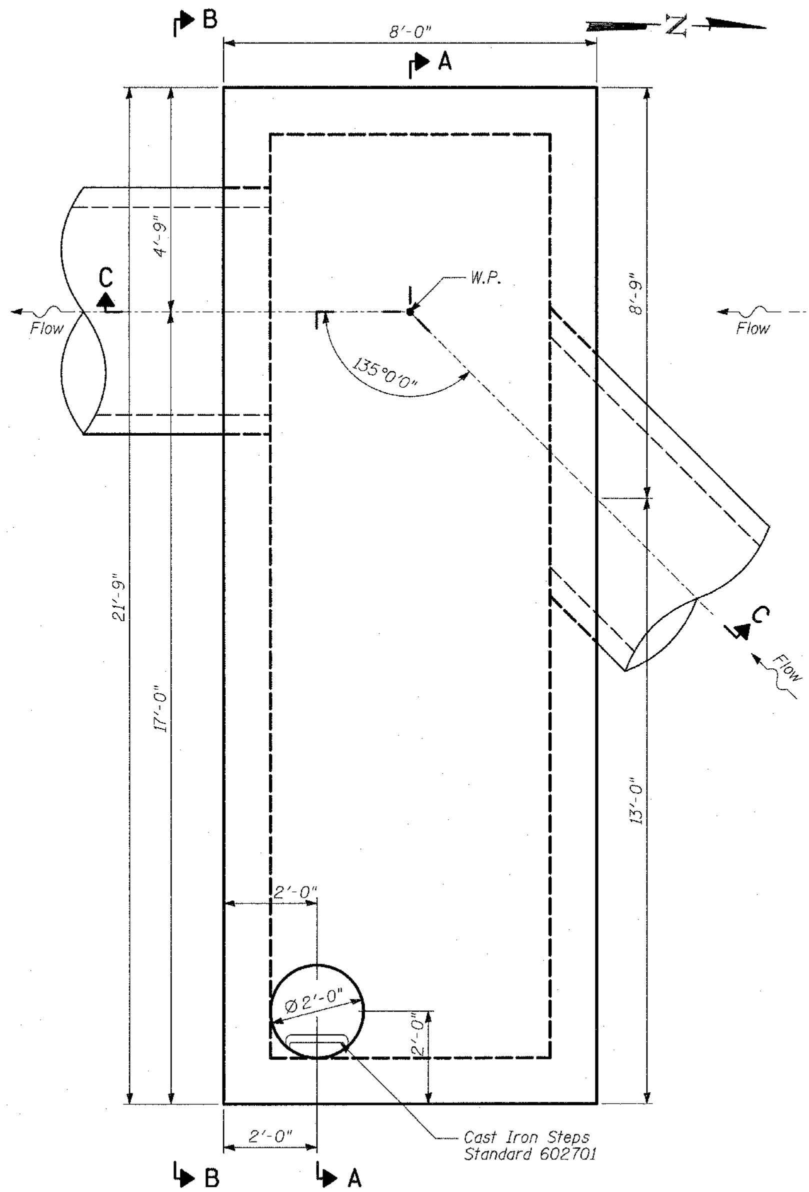
DESIGNED BY: MAF, SNB
DRAWN BY: MAF, SNB
CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	394

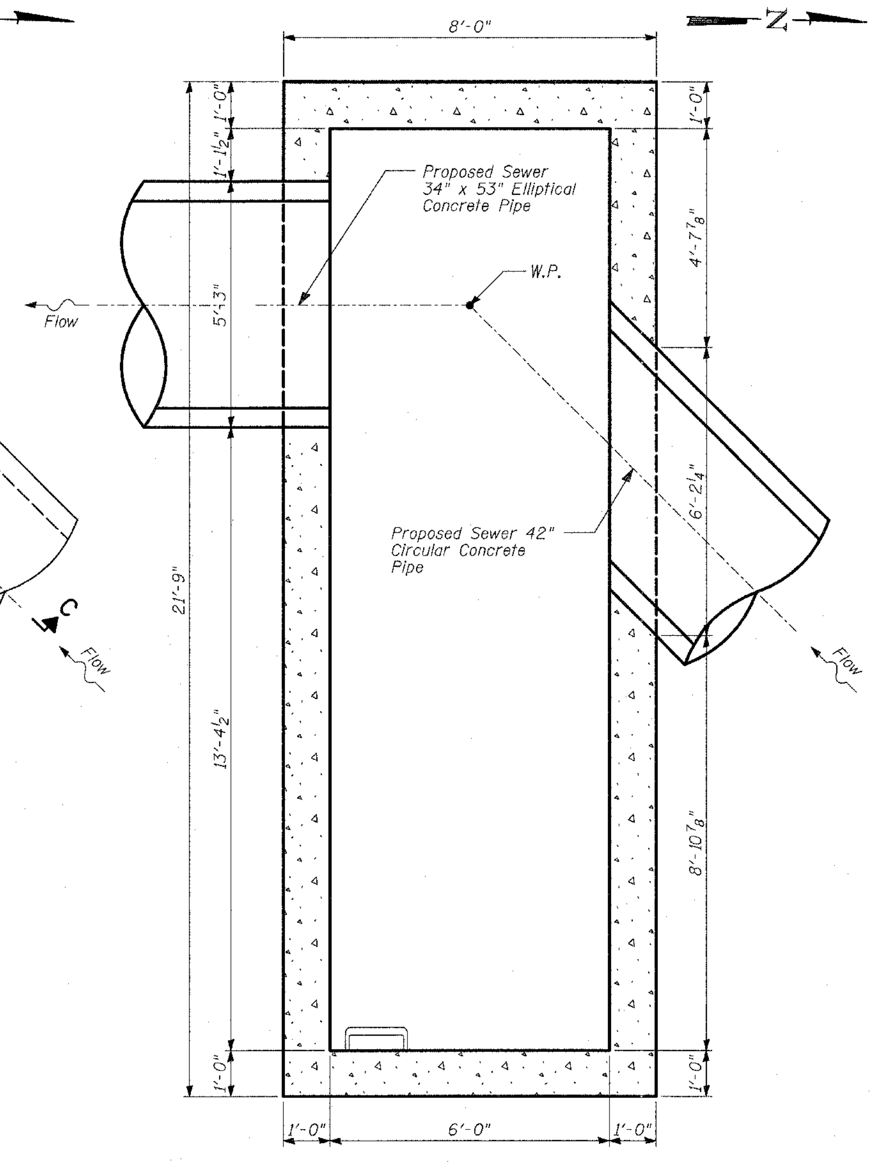
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

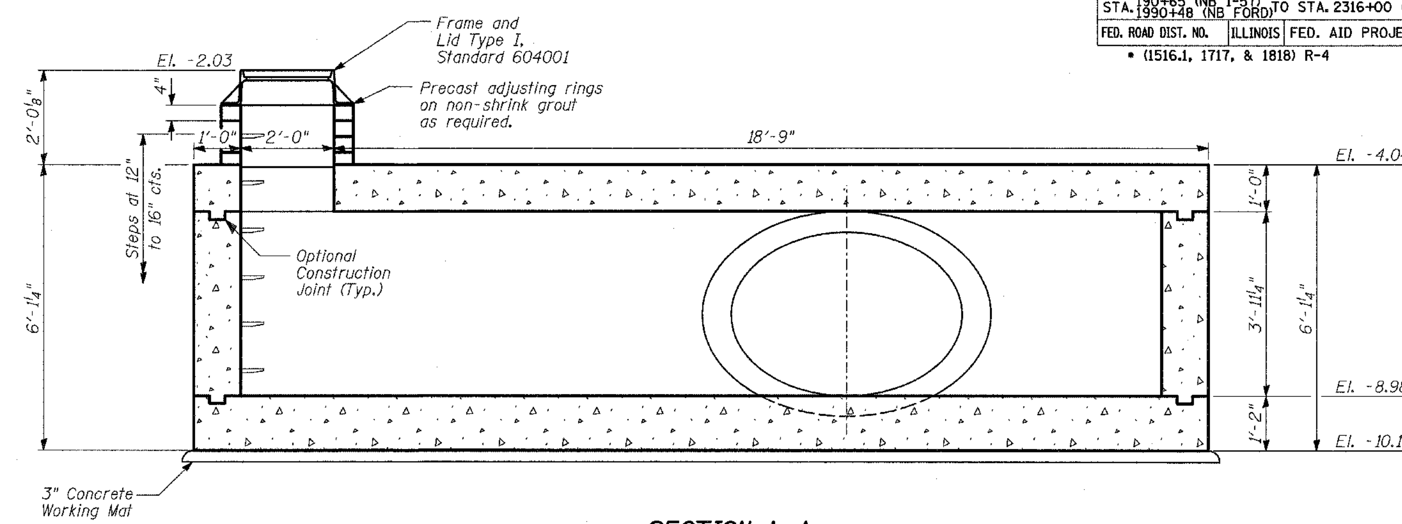
• (1516.1, 1717, & 1818) R-4 62304



PLAN



SECTIONAL PLAN



SECTION A-A

GENERAL NOTES:

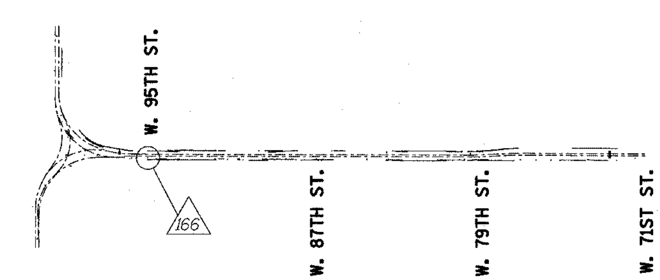
1. Alternate materials for the junction chamber top slab may be cast-in-place concrete or precast reinforced concrete.
2. All pipe openings are based on wall C ASTM C76, coordinate openings with pipe supplier.
3. All elevations shown are based on the Chicago City Datum of 0.00, which is 579.19 feet above mean tide New York. (NAVD 88)
4. Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60.
5. Cast iron steps shall be gray iron conforming to the requirements of Article 1006.14 of the Standard Specifications. All hardware and cast iron steps are included with the "Junction Chamber No. 166".
6. 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.
7. 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.
8. See Standard 602701 for details of cast iron steps.
9. For additional information, see Standard Specifications.
10. For reinforcement details, see Sheets 2 and 3 of 3.
11. For additional details, see Drainage Schedules.

BILL OF MATERIAL

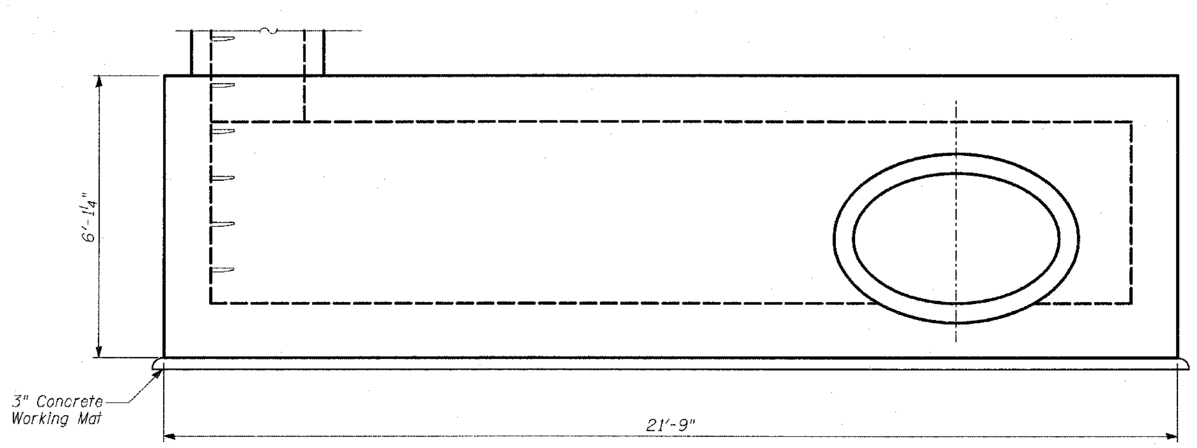
ITEM	UNIT	UNIT
Porous Granular Embankment	CU YD	73
Structure Excavation	CU YD	90
Junction Chamber No. 166	EACH	1

Signed Phillip D. Frey S.E. Il. Lic. No. 081-004826 Expires 11-30-2006.
Date 3/7/06

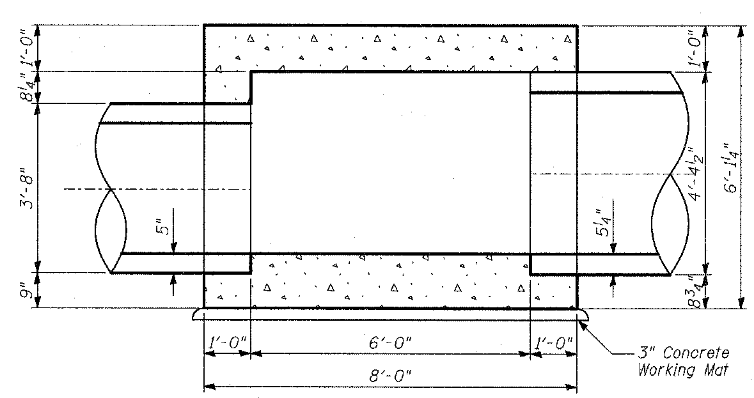
For drawings 1 thru 3 of 3



LOCATION SKETCH



ELEVATION VIEW B-B



SECTION C-C

TYLIN INTERNATIONAL

SHEET 1 OF 3

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

JUNCTION CHAMBER 166
GENERAL PLAN AND ELEVATION
STA. 2210+54.13 OFFSET 54.63 RT.

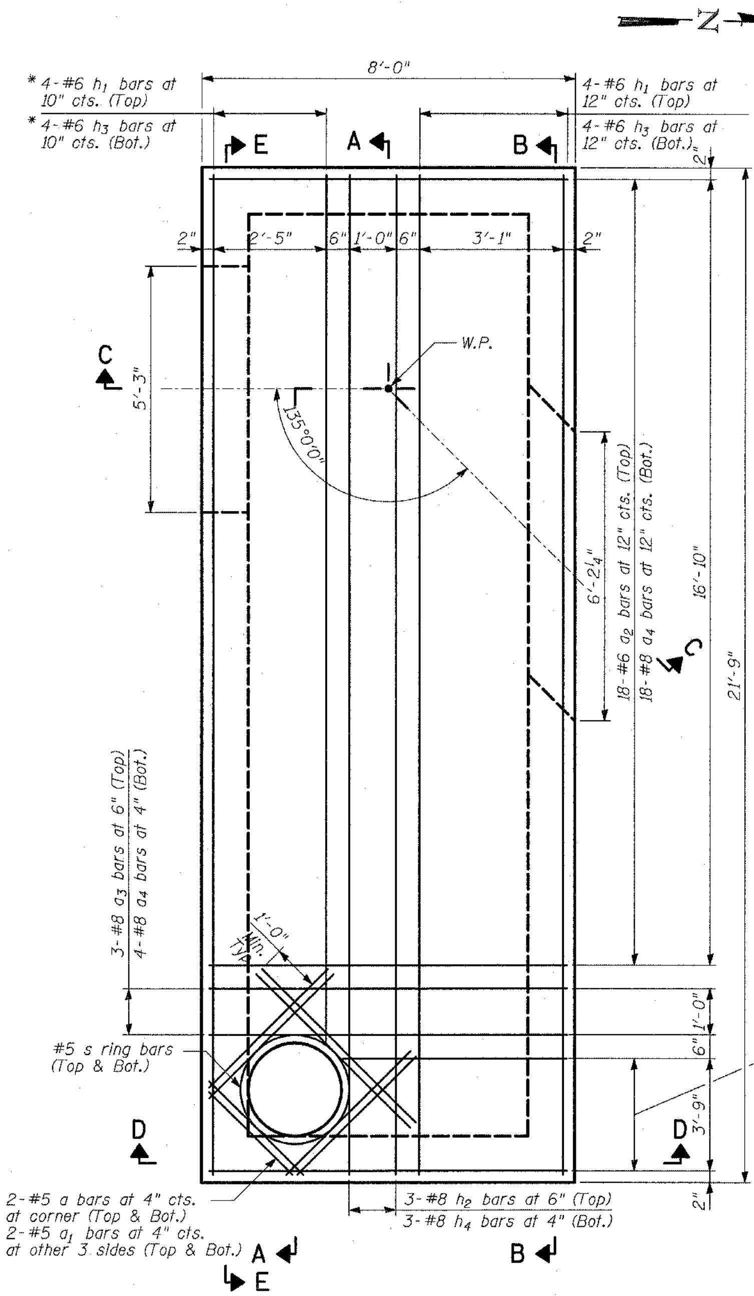
S.N. DESIGNED BY: MAF
SCALE: N.T.S. DRAWN BY: MAF, PL
DATE: MARCH 7, 2006 CHECKED BY: MI

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	395

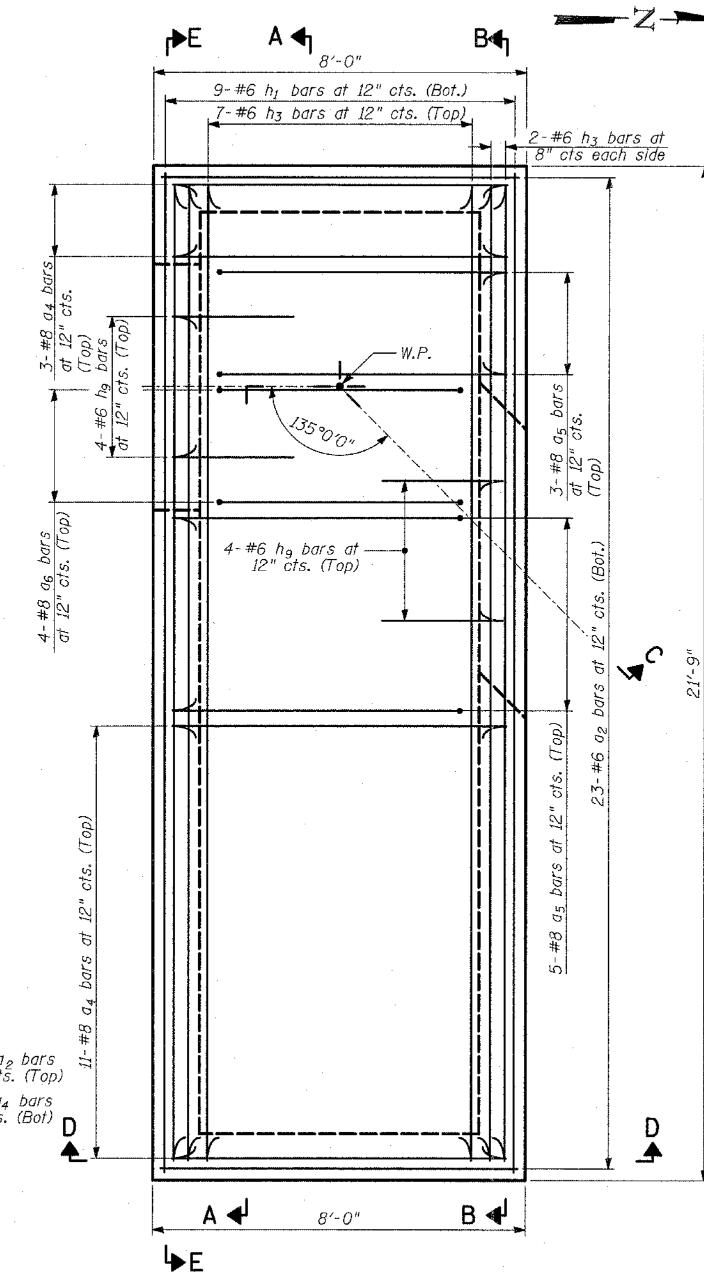
STA. 190+65 (NB I-57) 1990+48 (NB FORD) TO STA. 2316+00 (NB RYAN)

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

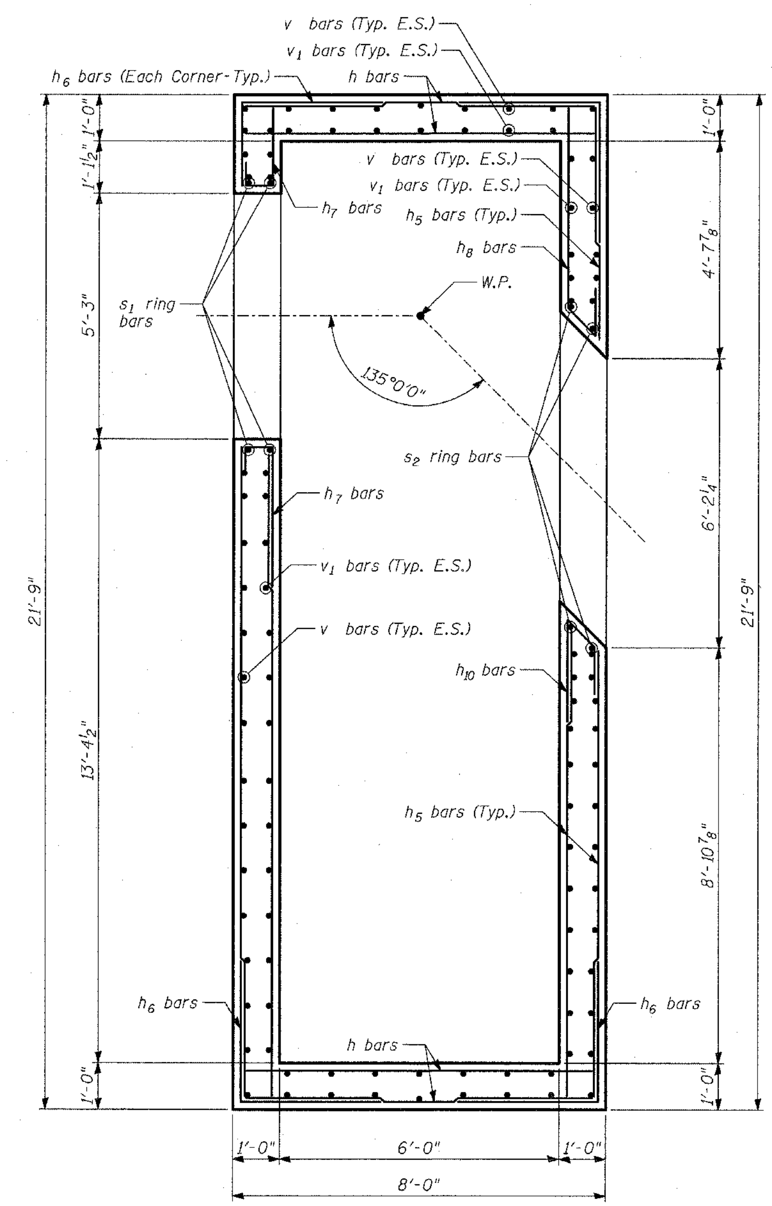
• (1516.1, 1717, & 1818) R-4 62304



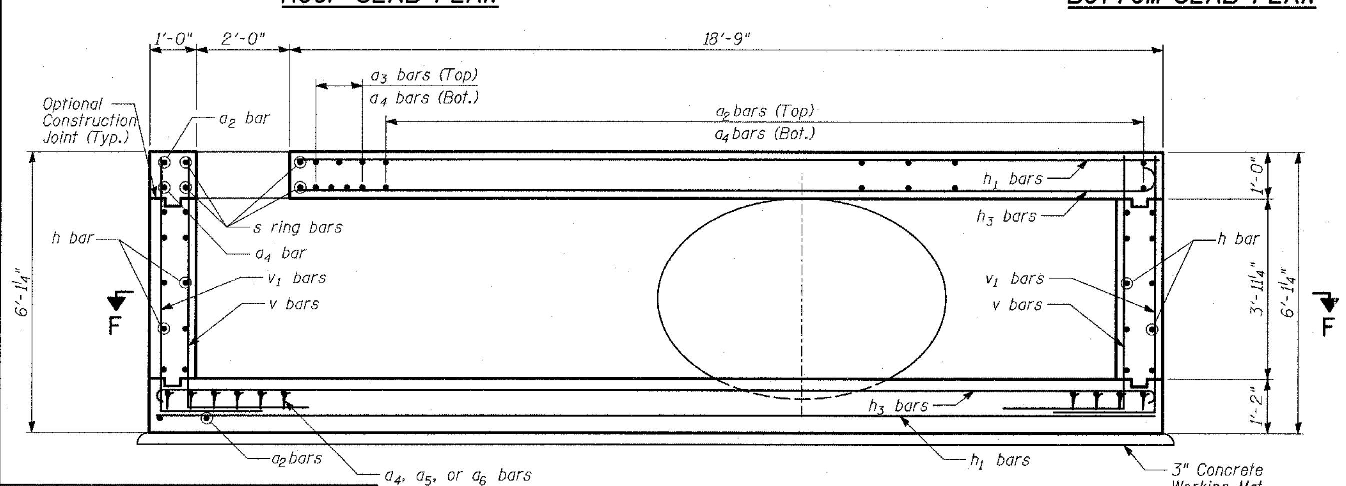
ROOF SLAB PLAN



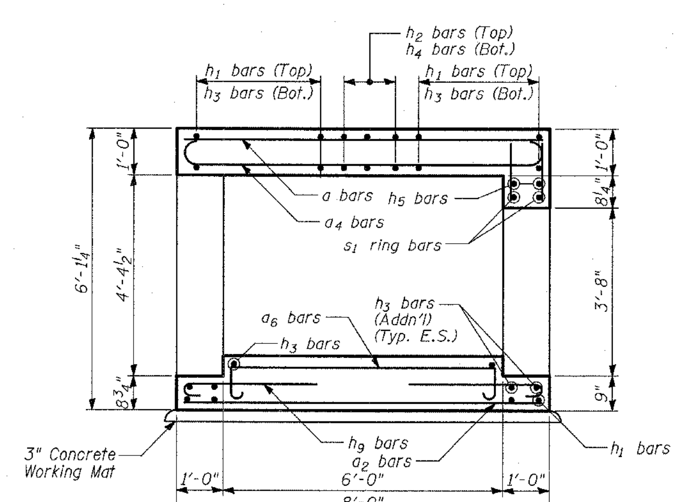
BOTTOM SLAB PLAN



SECTIONAL PLAN F-F



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.

LEGEND:

- * 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

SHEET 2 OF 3

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

JUNCTION CHAMBER 166
DETAILS 1

S.N.
SCALE: N.T.S.
DATE: MARCH 7, 2006

DESIGNED BY: MAF, PL
DRAWN BY: MAF, PL
CHECKED BY: MI

TYLIN INTERNATIONAL

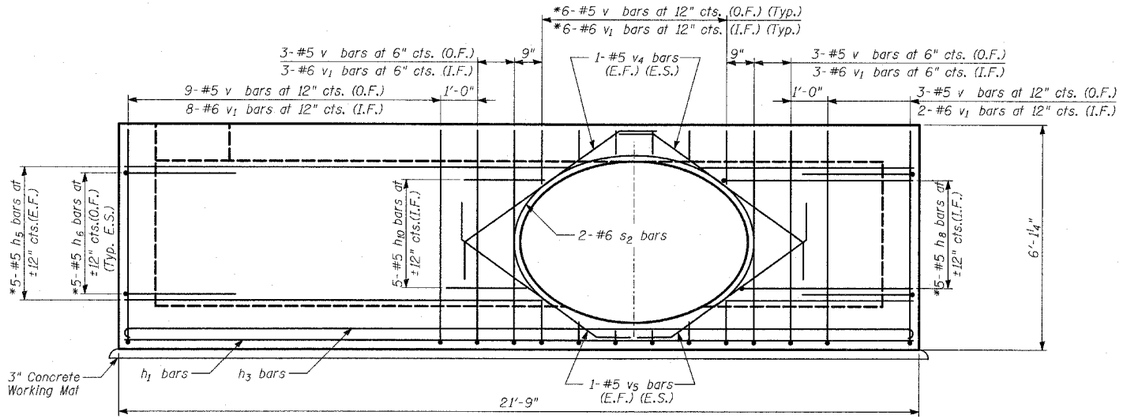
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	916	396

STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)
STA. 1990+48 (NB FORD)

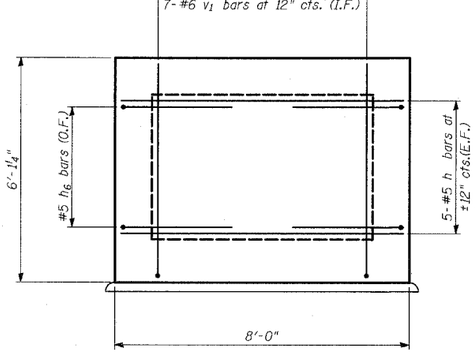
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

• (1516.1, 1717, & 1818) R-4

62304

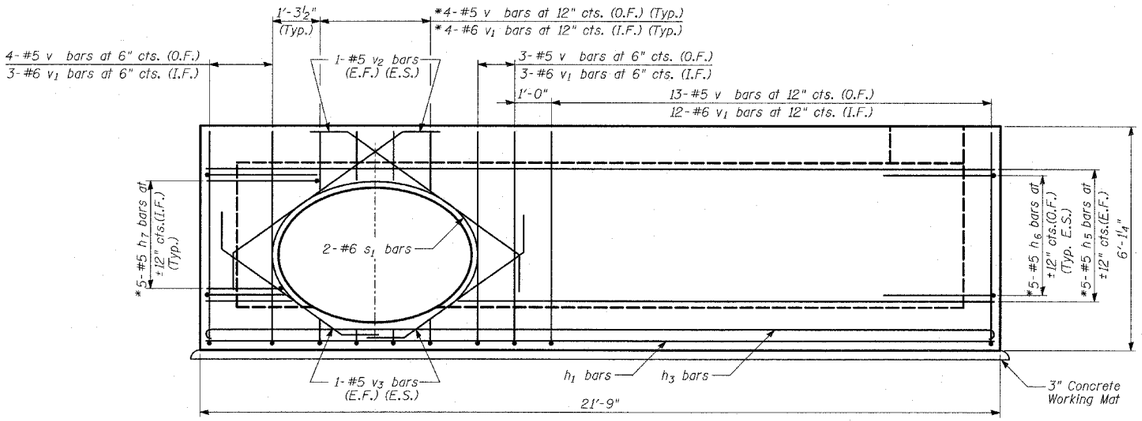


SECTION B-B

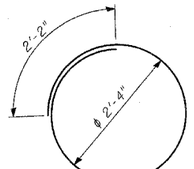


SECTION D-D

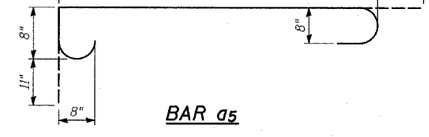
(Opposite Wall Typical)



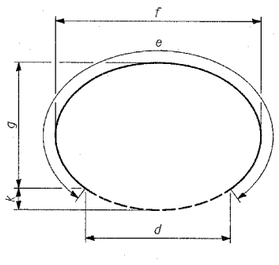
SECTION E-E



BARS s

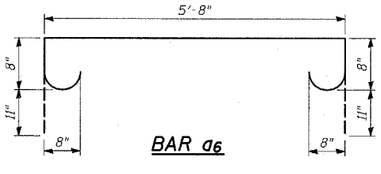


BAR a5

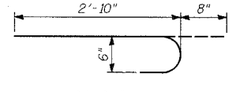


BARS s1 & s2

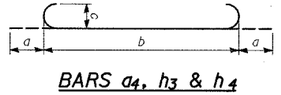
Bar	d	e	f	g	k
s_1	3'-11¼"	11'-0"	5'-7"	3'-5"	7"
s_2	4'-4⅜"	13'-2"	6'-6¼"	4'-1¼"	7¼"



BAR a6

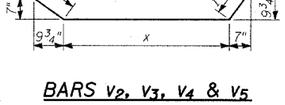


BAR h9



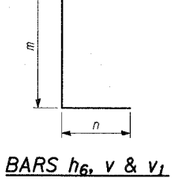
BARS a4, h3 & h4

Bar	a	b	c
a_4	11"	7'-8"	8"
h_3	8"	21'-5"	6"
h_4	11"	21'-5"	8"



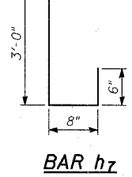
BARS v2, v3, v4 & v5

Bar	x
v_2	5'-9"
v_3	4'-0"
v_4	5'-2"
v_5	4'-6"



BARS h6, v & v1

Bar	m	n
h_6	3'-0"	3'-0"
v	5'-8"	2'-11"
v_1	5'-8"	1'-0"



BAR h7

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	4	#5	2'-2"	
a_1	12	#5	4'-8"	
a_2	45	#6	7'-8"	
a_3	3	#8	7'-8"	
a_4	42	#8	9'-6"	
a_5	8	#8	9'-2"	
a_6	4	#8	8'-10"	
h	20	#5	7'-8"	
h_1	17	#6	21'-5"	
h_2	3	#8	21'-5"	
h_3	19	#6	22'-9"	
h_4	3	#8	23'-3"	
h_5	20	#5	21'-5"	
h_6	20	#5	6'-0"	
h_7	10	#5	4'-2"	
h_8	5	#5	7'-7"	
h_9	8	#5	3'-6"	
h_{10}	5	#5	4'-1"	
s	2	#5	9'-6"	
s_1	2	#5	11'-0"	
s_2	2	#5	13'-2"	
v	62	#5	8'-7"	
v_1	58	#6	6'-8"	
v_2	4	#5	7'-9"	
v_3	4	#5	6'-0"	
v_4	4	#5	7'-2"	
v_5	4	#5	5'-6"	
Reinforcement Bars		POUND	5,760	
Concrete Structures		CU YD	21	

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.
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8. Steel Yield Strength = 60,000 psi.
9. Work this Sheet with Sheets 1 and 2 of 3.

LEGEND:

* 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

SHEET 3 OF 3

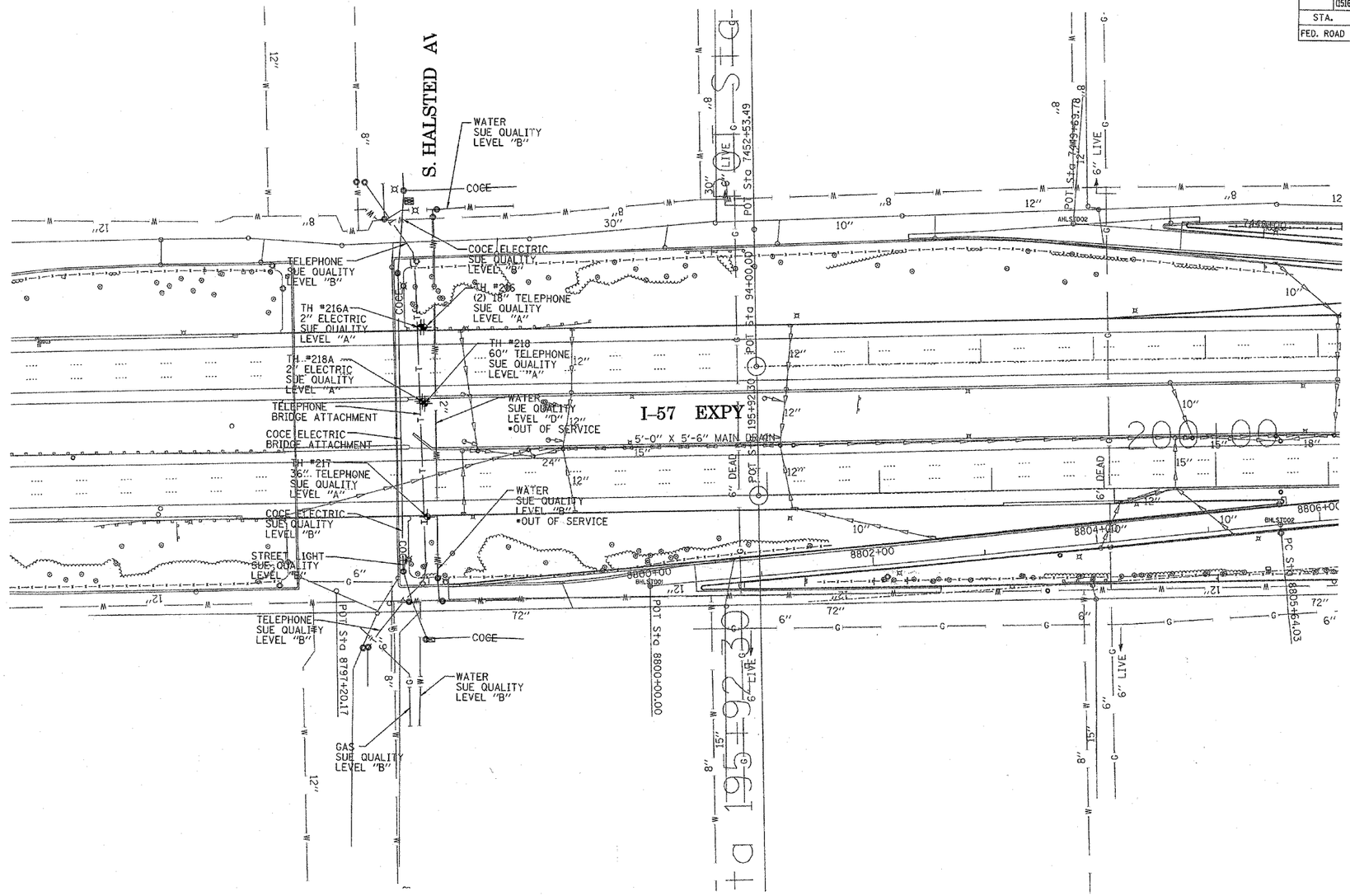
REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
JUNCTION CHAMBER 166
DETAILS 2

S.N.
SCALE: N.T.S.
DATE: MARCH 7, 2006
DESIGNED BY: MAF, PL
DRAWN BY: MAF, PL
CHECKED BY: MI

TY·LIN INTERNATIONAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(1516,1717 & 1818)-6	Cook	916	397
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



N

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: Sandra Kaiser 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.

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.

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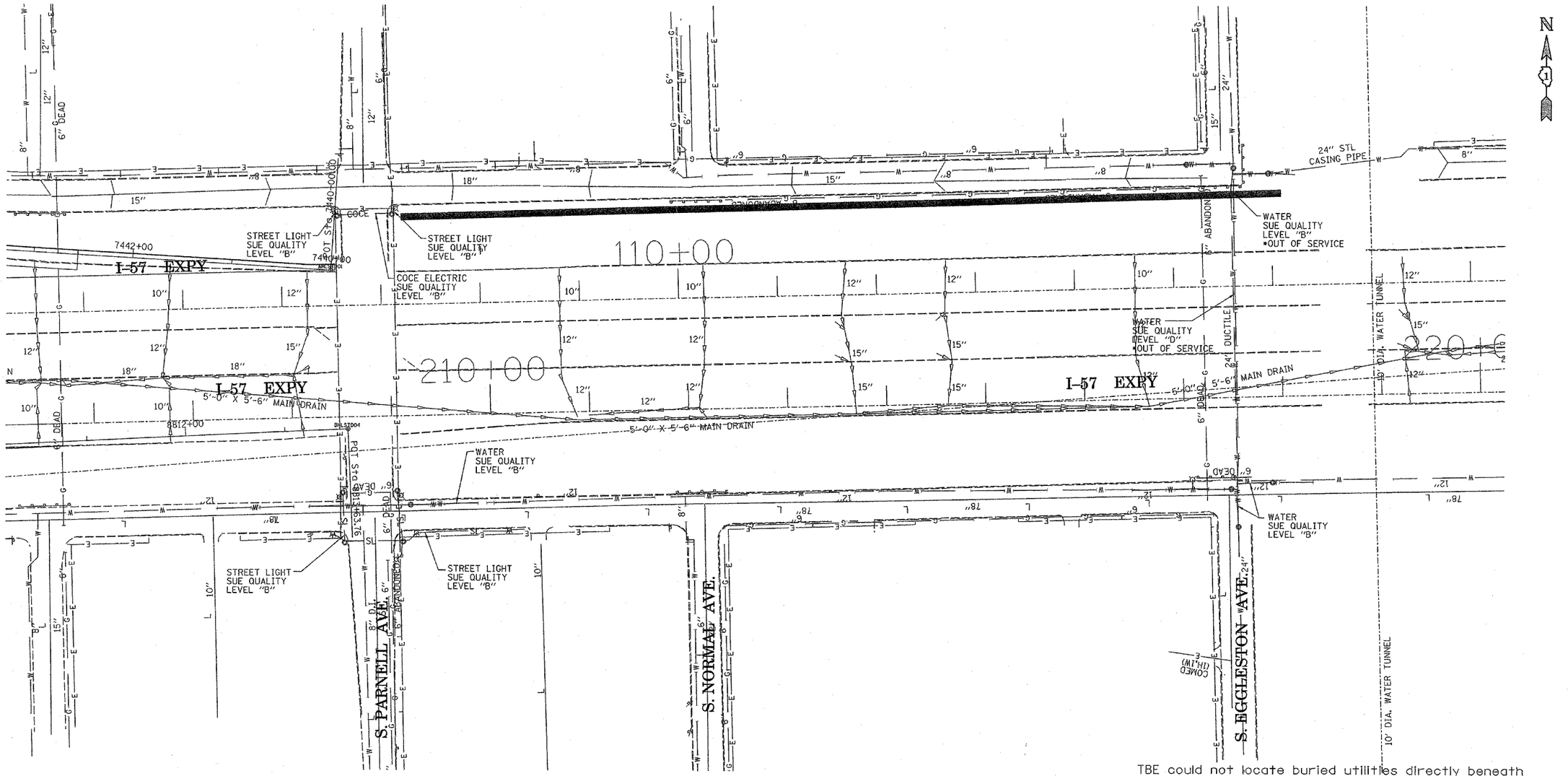
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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	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

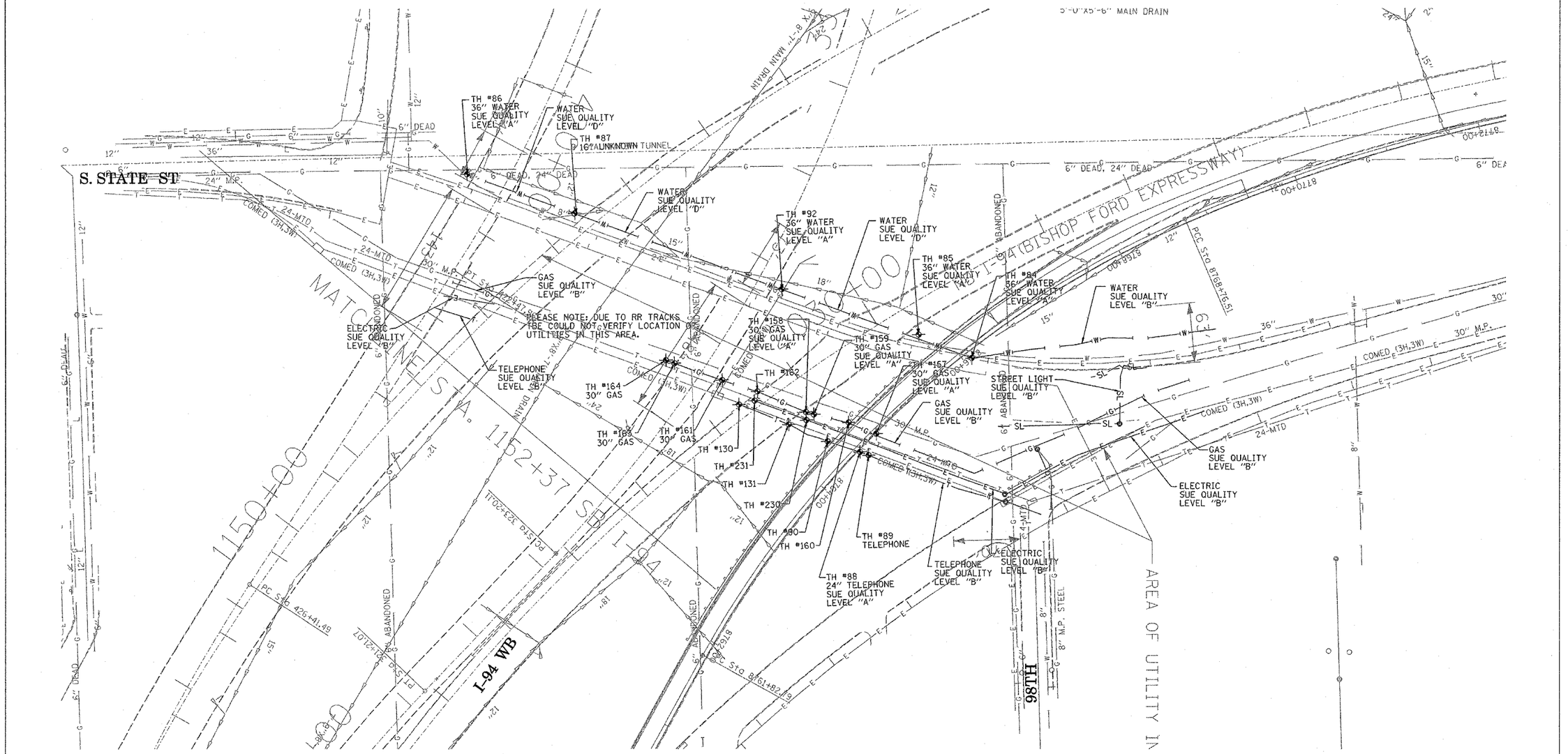
ILLINOIS DEPARTMENT OF TRANSPORTATION

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	916	399
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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, 235, 237, 248, 249
TBE SUE PAGE NO: 3 of 36
Checked by: Sonia Torres PE

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
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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 TM'S	2/06/06

ILLINOIS DEPARTMENT OF TRANSPORTATION

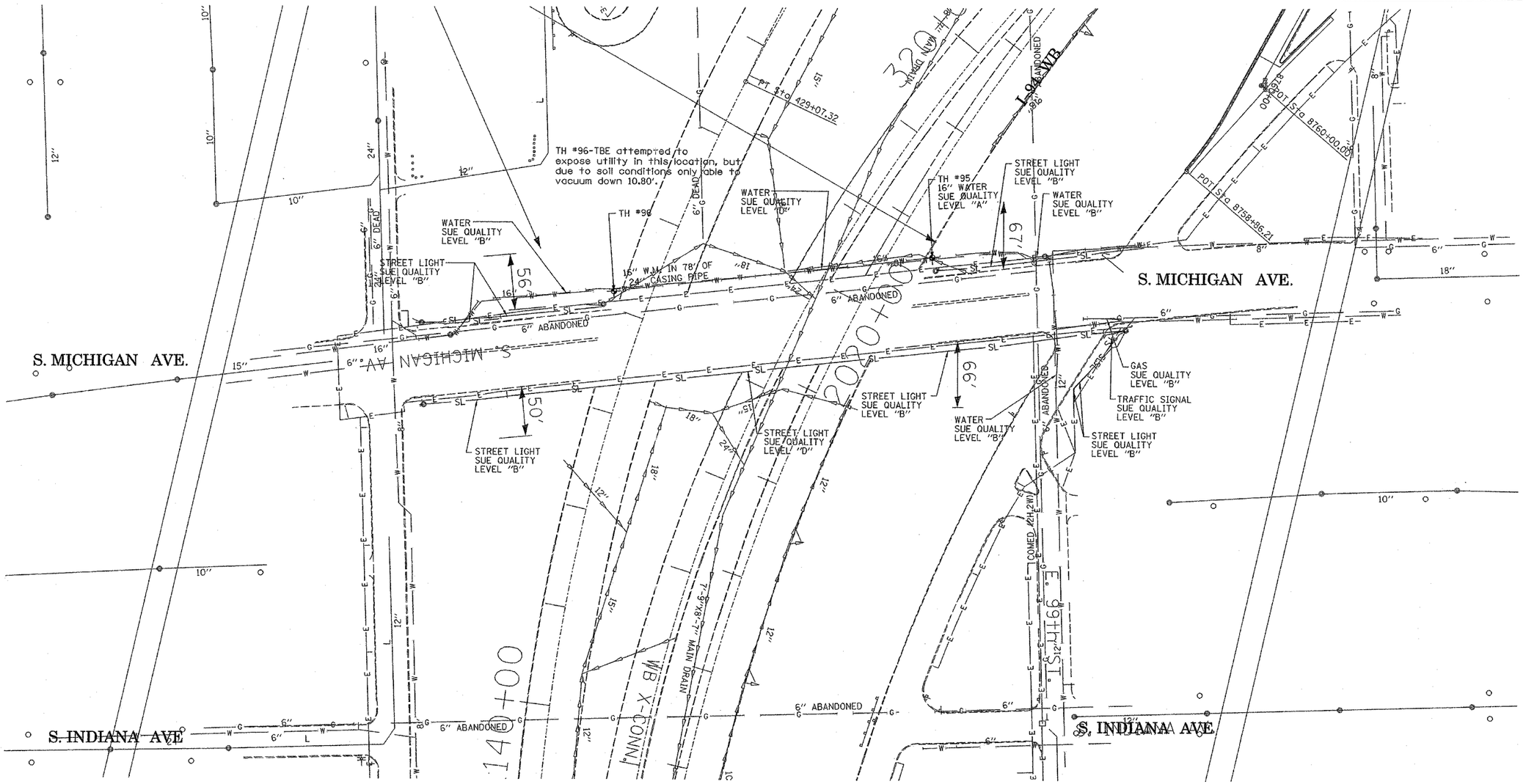
SUE Investigation of Underground Utilities

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	916	400
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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: 4 of 36
Checked by: Sonia Flores PE

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

TS — TS	TRAFFIC SIGNAL
SL — SL	STREET LIGHT
COCE — 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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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

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'