

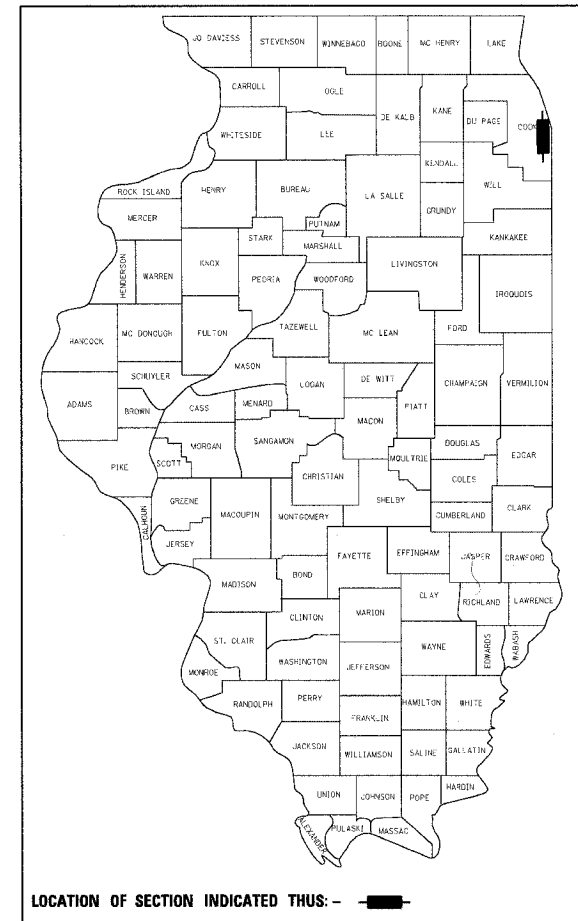
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

D-91-419-01

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

F.A.I. ROUTE 90/94 (DAN RYAN EXPRESSWAY)
SECTION 2004-060PM
PROJECT: IM-094-3(391)057
INSTALLATION OF PAVEMENT MARKINGS ON
WENTWORTH AVENUE AND WELLS STREET FROM
59TH STREET TO 47TH STREET
COOK COUNTY
C-91-284-04



LOCATION OF SECTION INDICATED THUS: -

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IDOT HIGHWAY STANDARDS

FOR IDOT HIGHWAY STANDARDS,
SEE SHEET NO. 2

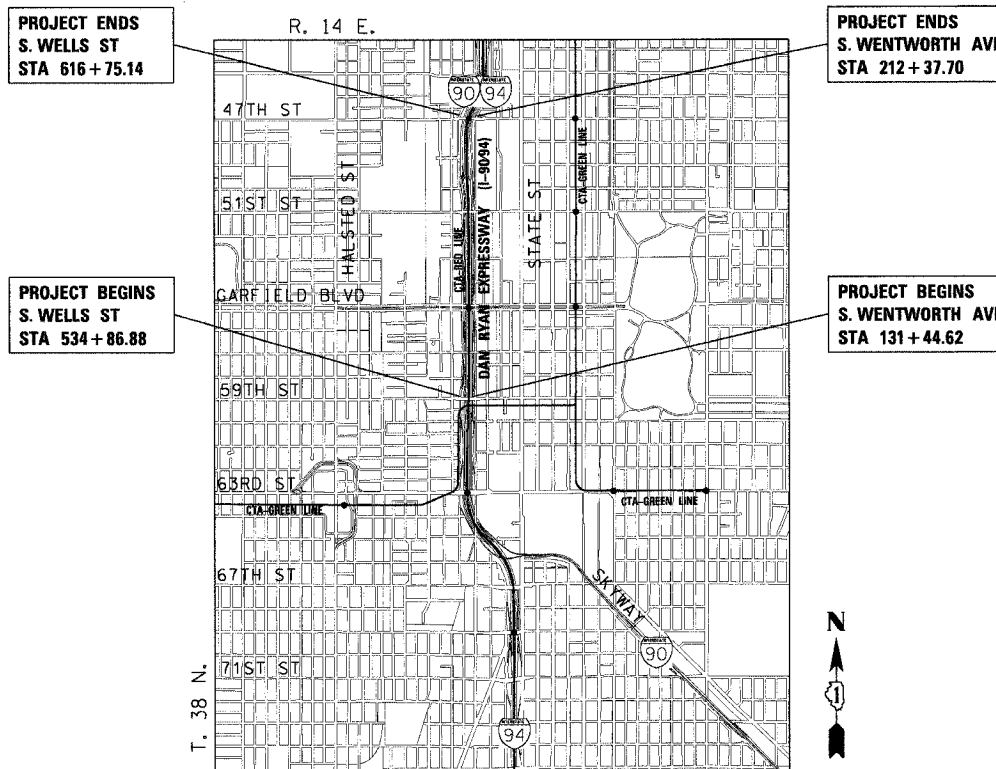
PROJECT LOCATED IN CITY OF CHICAGO

DESIGN DESIGNATION

WENTWORTH AVE: 6259 (20) URBAN COLLECTOR
WELLS ST: 8275 (20) URBAN COLLECTOR

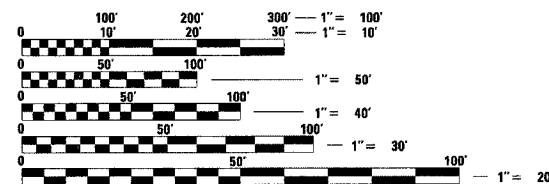
ADT (2020)	DESIGN SPEED	POSTED SPEED

FRONTAGE ROADS:			
WENTWORTH AVE	11,000	30	25
WELLS ST	15,000	30	25



LOCATION MAP

0 1/2 MILE 1 MILE 1" = 1/2 MILE
GROSS LENGTH OF PROJECT = 16,281 FT (3.084 MILES)
NET LENGTH OF PROJECT = 16,281 FT (3.084 MILES)



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

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

CONTRACT NO. 62799

DISTRICT ONE DESIGN/CONSULTANT SERVICES PROJECT MANAGER
RAJENDRA, SHAH (847) 705-4437



John A. Lukowski
JOHN A. LUKOWSKI
11/30/05 EXPIRES
3/4/06

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 10, 20 05
Dina O'Keefe HP
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 13, 20 05
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT

May 13, 2005
Victor Madere
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CTE ENGINEERS
CONSOER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO ILLINOIS 60601-5212, PHONE: (312) 938-0300

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

62799

INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF ILLINOIS DOT HIGHWAY STANDARDS, GENERAL NOTES AND PROJECT COMMITMENTS
3-6	SUGGESTED CONSTRUCTION SCHEDULE
7	SUMMARY OF QUANTITIES / SCHEDULE OF QUANTITIES
8-18	ALIGNMENT PLANS, SURVEY TIES AND CONTROL POINTS
19-26	PAVEMENT MARKING PLANS
27	TC-14 DISTRICT 1, TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
28	TC-22 DISTRICT 1, TEMPORARY INFORMATION SIGNING
29-30	TC-24 DISTRICT 1, CITY OF CHICAGO TYPICAL PAVEMENT MARKINGS

IDOT HIGHWAY STANDARDS

STANDARD	DESCRIPTION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
701601-04	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-05	TRAFFIC CONTROL DEVICES

GENERAL NOTES:

1. _____
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
4. THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
5. THIS CONTRACT DOES NOT INCLUDE QUANTITIES FOR THE PAY ITEMS "SOIL STABILIZERS" AND "APPLYING DUST SUPPRESSION AGENTS". IT HAS BEEN DETERMINED THAT THESE ITEMS ARE NOT NEEDED FOR THE WORK ASSOCIATED WITH THIS CONTRACT. IF THE ENGINEER DETERMINES THAT THIS WORK IS NECESSARY, PAYMENT SHALL BE MADE IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
6. THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH:
 - CONTRACT 62795 - SIDEWALKS AND DRIVEWAYS (WELLS ST 59TH STREET TO 47TH STREET)
 - CONTRACT 62796 - SIDEWALKS AND DRIVEWAYS (WENTWORTH AVE 59TH STREET TO 47TH STREET)
 - CONTRACT 62798 - FRONTAGE ROAD SIGNING (59TH STREET TO 47TH STREET)
 - CONTRACT 62802 - 55TH STREET TRAFFIC SIGNALS
 - CONTRACT 62835 - SIDEWALKS & DRIVEWAYS (63RD STREET TO 59TH STREET)
 - CONTRACT 62586 - ROADWAY AND RETAINING WALL IMPROVEMENTS (59TH STREET TO 47TH STREET)
 - CONTRACT 62805 - SEWER TELEVISION (59TH STREET TO 47TH STREET)
 - CONTRACT 62808 - SEWER AND PAVING (WELLS ST 53RD STREET TO 51ST STREET)
 - CONTRACT 62809 - SEWER AND PAVING (WENTWORTH AVE 53RD STREET TO 51ST STREET)
 - CONTRACT 62810 - SEWER AND PAVING (WELLS ST 50TH STREET TO 47TH STREET)
 - CONTRACT 62811 - SEWER AND PAVING (WENTWORTH AVE 50TH STREET TO 48TH STREET)
 - CONTRACT 62812 - SEWER AND PAVING (WELLS ST AND WENTWORTH AVE AT 51ST STREET)
 - CONTRACT 62813 - SEWER AND PAVING (WELLS ST 59TH STREET TO 57TH STREET)
 - CONTRACT 62814 - SEWER AND PAVING (WENTWORTH AVE 59TH STREET TO 57TH STREET)
 - CONTRACT 62629 - ROADWAY AND RETAINING WALL IMPROVEMENTS (63RD STREET TO 59TH STREET)
 - CONTRACT 62837 - PAVEMENT MARKINGS (63RD STREET TO 59TH STREET)
7. **WORK ZONE PUBLIC INFORMATION SIGNS SHALL BE ERECTED.**

PROJECT COMMITMENTS:

1. IDOT WILL CONTINUE TO COORDINATE WITH THE CITY OF CHICAGO DEPARTMENT OF TRANSPORTATION (CDOT) AND THE CHICAGO TRANSPORTATION AUTHORITY (CTA) USING THE "DAN RYAN EXPRESSWAY LANDSCAPE GUIDELINES", PREPARED BY CDOT AS GUIDELINES THROUGHOUT PHASE II OF THE PROJECT (PREPARATION OF CONTRACT PLANS) ON THE AESTHETICS AND LANDSCAPING TREATMENTS.
2. THE ILLINOIS STATE GEOLOGICAL SURVEY (ISGS) CONDUCTED A PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT (PESA) IN WHICH THEY ASSESSED A HIGH RISK FOR THE OCCURRENCE OF HAZARDOUS MATERIALS. A SPECIAL WASTE WAIVER HAS BEEN APPROVED WHICH ALLOWS DESIGN APPROVAL TO BE GRANTED PRIOR TO THE COMPLETION OF SPECIAL WASTE STUDIES. THERE ARE STILL OUTSTANDING SPECIAL WASTE ISSUES THAT MUST BE ADDRESSED. THE ENVIRONMENTAL STUDIES UNIT SHOULD BE CONTACTED AT (847) 705-4101 TO DISCUSS THESE ISSUES. TO DETERMINE THE IMPLICATIONS OF FUTURE DESIGN CHANGES, PLEASE REFER TO THE PESA REVIEW COVER MEMOS FOR ISGS #1106A, AS DEPICTED IN EXHIBIT 7 - SPECIAL WASTE WAIVER IN THE CLASS OF ACTION DETERMINATION (ECAD).



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 59th ST TO 47th ST (FRONTAGE RD AND RAMPS) INDEX OF SHEETS, LIST OF ILLINOIS DOT HIGHWAY STANDARDS, GENERAL NOTES AND PROJECT COMMITMENTS
NAME	DATE	
SCALE:	NONE	DRAWN BY: SDH
DATE:	March 4, 2005	CHECKED BY: NJH



3/4/2005 8:07:39 AM

ACTIVITY ID	ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	2004												2005												2006
					JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN					
CONTRACT 9B11 (62805) - SEWER TELEVISION																													
WELLS STREET																													
1	TELEVISION EXISTING SEWER	15-Oct-04	28-Oct-04						15-Oct-04																				
2	TELEVISION EXISTING AND NEW SEWER	24-Nov-05	07-Dec-05																						24-Nov-05	07-Dec-05			
CONTRACT 9B12 (62806) - WELLS STREET CHICAGO LIGHTING																													
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT NEW LIGHTING FOUNDATIONS	25-Oct-05	14-Nov-05																						25-Oct-05	14-Nov-05			
CONTRACT 9B13 (62807) - WENTWORTH AVENUE CHICAGO LIGHTING																													
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT NEW LIGHTING FOUNDATIONS	28-Oct-05	17-Nov-05																						28-Oct-05	17-Nov-05			
CONTRACT 9B14 (62808) - PAVE WELLS STREET AT 53RD TO 51ST																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	08-Jul-05	06-Sep-05																					08-Jul-05	06-Sep-05				
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	05-Oct-05	24-Nov-05																						05-Oct-05	24-Nov-05			
CONTRACT 9B15 (62809) - PAVE WENTWORTH AVENUE AT 53RD TO 51ST																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	16-Aug-05	11-Oct-05																						16-Aug-05	11-Oct-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	12-Oct-05	29-Nov-05																						12-Oct-05	29-Nov-05			
CONTRACT 9B16 (62810) - PAVE WELLS STREET AT 50TH TO 47TH																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	12-Jul-05	18-Aug-05																						12-Jul-05	18-Aug-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	05-Oct-05	23-Nov-05																						05-Oct-05	23-Nov-05			
CONTRACT 9B17 (62811) - PAVE WENTWORTH AVENUE AT 48TH TO 50TH																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	09-Aug-05	14-Sep-05																						09-Aug-05	14-Sep-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	10-Oct-05	05-Dec-05																						10-Oct-05	05-Dec-05			
CONTRACT 9B18 (62812) - PAVE WENTWORTH AVE/WELLS ST AT 51ST																													
STAGE 2 - PAVE INSIDE FRONTAGE WENTWORTH																													
1	CONSTRUCT FRONTAGE ROAD	09-Aug-05	29-Sep-05																						09-Aug-05	29-Sep-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE WENTWORTH																													
1	CONSTRUCT FRONTAGE ROAD	10-Oct-05	13-Dec-05																						10-Oct-05	13-Dec-05			
STAGE 2 - PAVE INSIDE FRONTAGE WELLS																													
1	CONSTRUCT FRONTAGE ROAD	12-Jul-05	13-Dec-05																						12-Jul-05	13-Dec-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE WELLS																													
1	CONSTRUCT FRONTAGE ROAD	14-Oct-05	29-Nov-05																						14-Oct-05	29-Nov-05			
CONTRACT 9B19 (62813) - PAVE WELLS STREET AT 57TH TO 59TH																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	13-Jul-05	24-Aug-05																						13-Jul-05	24-Aug-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	05-Oct-05	25-Nov-05																						05-Oct-05	25-Nov-05			
CONTRACT 9B20 (62814) - PAVE WENTWORTH AVENUE AT 57TH TO 59TH																													
STAGE 2 - PAVE INSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	16-Aug-05	03-Oct-05																						16-Aug-05	03-Oct-05			
STAGE 3 - PAVE OUTSIDE FRONTAGE																													
1	CONSTRUCT FRONTAGE ROAD	10-Oct-05	05-Dec-05																						10-Oct-05	05-Dec-05			

NOTE: DATES ASSOCIATED WITH WORK ITEMS MAY CHANGE BASED ON OTHER CONTRACTS AND/OR THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE CONSIDERED DUE TO CHANGES OR EXTENSIONS IN THE SCHEDULE.

LEGEND:
 WORK PERFORMED IN CONTRACTS BY OTHERS
 WORK PERFORMED AS PART OF THIS CONTRACT



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
SUGGESTED CONSTRUCTION SCHEDULE
 SCALE: NONE
 DATE: March 4, 2005
 DRAWN BY: AMM
 CHECKED BY: JAL

SUMMARY OF QUANTITIES

URBAN
90% FED.
10% STATE

CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY
67100100	MOBILIZATION	L SUM	1	1
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	19,212	19,212
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	2,295	2,295
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14,202	14,202
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	11,285	11,285
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	2,403	2,403
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2,234	2,234
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	1,352	1,352
78008200	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	SO FT	2,295	2,295
78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	14,202	14,202
78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	11,285	11,285
78008240	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 8"	FOOT	2,403	2,403
78008250	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	FOOT	2,234	2,234
78008270	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"	FOOT	1,352	1,352
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	52	52
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	2	2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

Q-1000

PAVEMENT MARKING SCHEDULE

STATION TO STATION	SHEET	PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS						PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LINE 4"						PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LINE 6"						PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LINE 8"						PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LINE 12"						PAVEMENT MARKING TYPE 1 TEMPORARY PAVEMENT MARKING LINE 24"					
		SO FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT							
WENTWORTH AVENUE																																					
131+44.62 TO 133+00.00	1	-	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
133+00.00 TO 148+50.00	2	-	945	391	-	-	93	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
148+50.00 TO 164+00.00	3	223	1,203	1,293	827	449	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
164+00.00 TO 179+50.00	4	-	388	84	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
179+50.00 TO 195+00.00	5	39	1,696	510	-	203	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
195+00.00 TO 209+00.00	6	-	707	65	260	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
209+00.00 TO 212+37.70	7	163	1,544	513	441	462	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SUB-TOTALS			425	6,523	2,856	1,528	1,280	365	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
WELLS STREET																																					
534+86.88 TO 536+50.00	1	39	40	150	-	-	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
536+50.00 TO 552+00.00	2	-	1,081	325	-	119	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
552+00.00 TO 567+50.00	3	331	803	2,004	485	349	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
567+50.00 TO 583+00.00	4	-	294	148	174	110	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
583+00.00 TO 598+50.00	5	116	1,535	819	-	187	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
598+50.00 TO 612+00.00	6	-	589	63	216	81	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
612+00.00 TO 616+75.14	7	223	791	996	-	78	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SUB-TOTALS			709	5,133	4,505	875	924	491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
47TH STREET BRIDGE																																					
SUB-TOTALS			1,161	2,546	3,924	0	30	496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
TOTALS																																					
			2,295	14,202	11,285	2,403	2,234	1,352	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

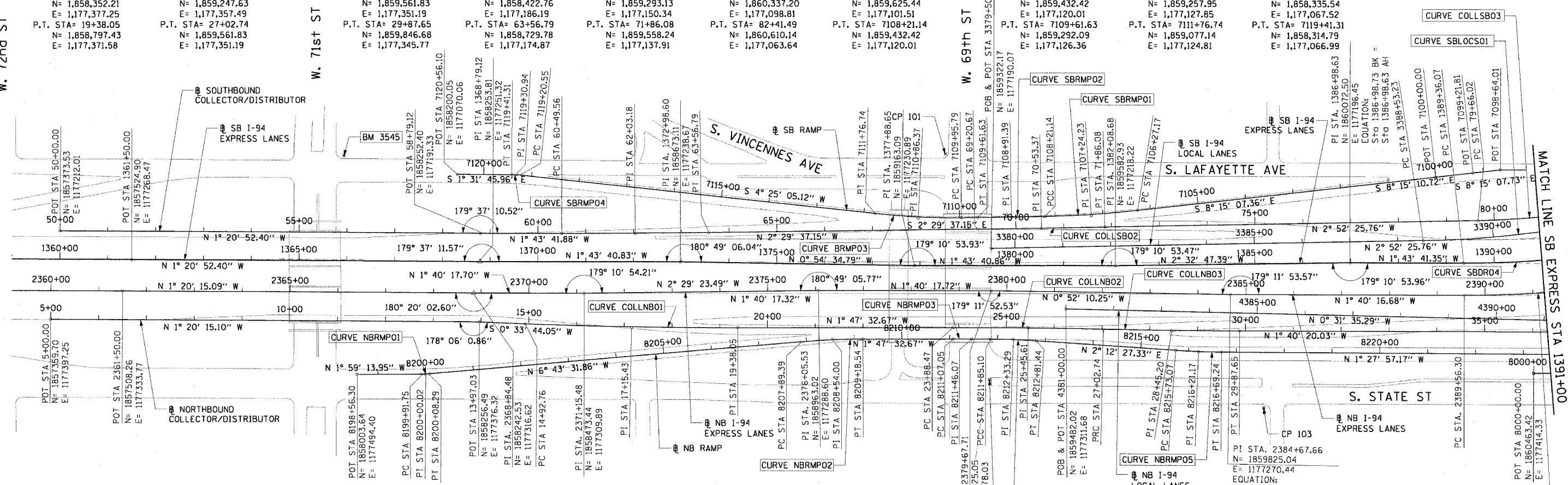
SUMMARY OF QUANTITIES
SCHEDULE OF QUANTITIES

SCALE: NONE DRAWN BY: SDH
DATE: March 4, 2005 CHECKED BY: NJH

8/07/05 AM 3/4/2005

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	8
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		62799		

CURVE COLLNBO1	CURVE COLLNBO2	CURVE COLLNBO3	CURVE COLLSBO1	CURVE COLLSBO2	CURVE COLLSBO3	CURVE SBRMPO1	CURVE SBRMPO2	CURVE SBRMPO3	CURVE SBRMPO4
P.I. STA= 17+15.43 N= 1,858,574.87 E= 1,177,378.55 Δ= 2° 07' 33" D= 0° 28' 33" R= 12,000.00' T= 222.67' L= 445.29 E= 2.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 14+92.76 N= 1,858,352.21 E= 1,177,377.25 P.T. STA= 19+38.05 N= 1,858,797.43 E= 1,177,371.58	P.I. STA= 25+45.61 N= 1,859,404.70 E= 1,177,352.58 Δ= 1° 17' 10" D= 0° 24' 33" R= 14,000.00' T= 157.14' L= 314.27 E= 0.88' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 23+88.47 N= 1,859,247.63 E= 1,177,357.49 P.T. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19	P.I. STA= 28+45.20 N= 1,859,704.28 E= 1,177,349.93 Δ= 1° 09' 57" D= 0° 24' 33" R= 14,000.00' T= 142.45' L= 284.90 E= 0.72' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19 P.T. STA= 29+87.65 N= 1,859,846.68 E= 1,177,345.77	P.I. STA= 62+03.18 N= 1,858,576.31 E= 1,177,181.55 Δ= 0° 45' 55" D= 0° 14' 56" R= 40,000.00' T= 153.61' L= 307.23 E= 0.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 60+49.56 N= 1,858,422.76 E= 1,177,186.19 P.T. STA= 63+56.79 N= 1,858,729.78 E= 1,177,174.87	P.I. STA= 70+53.37 N= 1,859,425.70 E= 1,177,144.56 Δ= 0° 22' 48" D= 0° 14' 56" R= 2,000.00' T= 132.70' L= 265.40 E= 0.22' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 69+20.67 N= 1,859,293.13 E= 1,177,150.34 P.T. STA= 71+86.08 N= 1,859,558.24 E= 1,177,137.91	P.I. STA= 81+04.03 N= 1,860,475.04 E= 1,177,091.89 Δ= 8° 56' 14" D= 0° 14' 56" R= 1,766.00' T= 138.01' L= 275.46 E= 5.38' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 79+66.02 N= 1,860,337.20 E= 1,177,098.81 P.T. STA= 82+41.49 N= 1,860,610.14 E= 1,177,063.64	P.I. STA= 7107+24.23 N= 1,859,529.38 E= 1,177,115.44 Δ= 5° 33' 25" D= 2° 51' 53" R= 2,000.00' T= 97.06' L= 193.98 E= 2.35' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7106+27.17 N= 1,859,625.44 E= 1,177,101.51 P.T. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01	P.I. STA= 7108+91.39 N= 1,859,362.26 E= 1,177,123.31 Δ= 0° 12' 05" D= 0° 08' 36" R= 39,975.44' T= 70.24' L= 140.48 E= 0.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01 P.T. STA= 7109+61.63 N= 1,859,292.09 E= 1,177,126.36	P.I. STA= 7110+86.37 N= 1,859,167.46 E= 1,177,131.79 Δ= 5° 54' 42" D= 3° 49' 11" R= 1,500.00' T= 90.58' L= 180.95 E= 2.73' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7109+95.79 N= 1,859,257.95 E= 1,177,127.85 P.T. STA= 7111+76.74 N= 1,859,077.14 E= 1,177,124.81	P.I. STA= 7119+30.94 N= 1,858,325.18 E= 1,177,066.71 Δ= 5° 56' 51" D= 28° 38' 52" R= 200.00' T= 10.39' L= 20.76 E= 0.27' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7119+20.55 N= 1,858,335.54 E= 1,177,067.52 P.T. STA= 7119+41.31 N= 1,858,314.79 E= 1,177,066.99



BENCH MARK NO. 3528 ELEV. 16.20 DESCRIPTION: CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE	BENCH MARK NO. 3535 ELEV. 19.31 DESCRIPTION: FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE
BENCH MARK NO. 3530 ELEV. 18.18 DESCRIPTION: CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST	BENCH MARK NO. 3536 ELEV. 18.37 DESCRIPTION: CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE
BENCH MARK NO. 3531 ELEV. 17.55 DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST	BENCH MARK NO. 3537 ELEV. 17.71 DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE
BENCH MARK NO. 3532 ELEV. 18.84 DESCRIPTION: HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.	BENCH MARK NO. 3538 ELEV. 17.31 DESCRIPTION: CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST
BENCH MARK NO. 3533 ELEV. 19.71 DESCRIPTION: BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST	BENCH MARK NO. 3544 ELEV. 19.38 DESCRIPTION: CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE
	BENCH MARK NO. 3545 ELEV. 10.53 DESCRIPTION: CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE

CURVE NBRMPO1 P.I. STA= 8200+00.02 N= 1,858,147.27 E= 1,177,489.42 Δ= 4° 44' 18" D= 28° 38' 52" R= 200.00' T= 8.27' L= 16.54 E= 0.17' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8199+91.75 N= 1,858,139.01 E= 1,177,489.70 P.T. STA= 8200+08.29 N= 1,858,155.49 E= 1,177,488.45	CURVE NBRMPO2 P.I. STA= 8208+54.00 N= 1,858,995.39 E= 1,177,389.40 Δ= 4° 55' 59" D= 3° 49' 11" R= 1,500.00' T= 64.61' L= 129.15 E= 1.39' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8207+89.39 N= 1,858,931.22 E= 1,177,396.97 P.T. STA= 8209+18.54 N= 1,859,059.97 E= 1,177,387.38	CURVE NBRMPO3 P.I. STA= 8211+46.07 N= 1,859,287.39 E= 1,177,380.27 Δ= 0° 19' 12" D= 0° 24' 36" R= 13,976.00' T= 39.03' L= 78.05 E= 0.05' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8211+07.05 N= 1,859,248.39 E= 1,177,381.49 P.T. STA= 8211+85.10 N= 1,859,326.41 E= 1,177,379.26	CURVE NBRMPO4 P.I. STA= 8212+33.29 N= 1,859,374.58 E= 1,177,378.02 Δ= 3° 40' 48" D= 3° 49' 11" R= 1,500.00' T= 48.10' L= 96.17' E= 0.77' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8211+85.10 N= 1,859,326.41 E= 1,177,379.26 P.T. STA= 8212+81.44 N= 1,859,422.73 E= 1,177,379.88
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CURVE SBRMPO1 P.I. STA= 7107+24.23 N= 1,859,529.38 E= 1,177,115.44 Δ= 5° 33' 25" D= 2° 51' 53" R= 2,000.00' T= 97.06' L= 193.98 E= 2.35' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7106+27.17 N= 1,859,625.44 E= 1,177,101.51 P.T. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01	CURVE SBRMPO2 P.I. STA= 7108+91.39 N= 1,859,362.26 E= 1,177,123.31 Δ= 0° 12' 05" D= 0° 08' 36" R= 39,975.44' T= 70.24' L= 140.48 E= 0.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01 P.T. STA= 7109+61.63 N= 1,859,292.09 E= 1,177,126.36	CURVE SBRMPO3 P.I. STA= 7110+86.37 N= 1,859,167.46 E= 1,177,131.79 Δ= 5° 54' 42" D= 3° 49' 11" R= 1,500.00' T= 90.58' L= 180.95 E= 2.73' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7109+95.79 N= 1,859,257.95 E= 1,177,127.85 P.T. STA= 7111+76.74 N= 1,859,077.14 E= 1,177,124.81	CURVE SBRMPO4 P.I. STA= 7119+30.94 N= 1,858,325.18 E= 1,177,066.71 Δ= 5° 56' 51" D= 28° 38' 52" R= 200.00' T= 10.39' L= 20.76 E= 0.27' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7119+20.55 N= 1,858,335.54 E= 1,177,067.52 P.T. STA= 7119+41.31 N= 1,858,314.79 E= 1,177,066.99
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CURVE COLLNBO1 P.I. STA= 17+15.43 N= 1,858,574.87 E= 1,177,378.55 Δ= 2° 07' 33" D= 0° 28' 33" R= 12,000.00' T= 222.67' L= 445.29 E= 2.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 14+92.76 N= 1,858,352.21 E= 1,177,377.25 P.T. STA= 19+38.05 N= 1,858,797.43 E= 1,177,371.58	CURVE COLLNBO2 P.I. STA= 25+45.61 N= 1,859,404.70 E= 1,177,352.58 Δ= 1° 17' 10" D= 0° 24' 33" R= 14,000.00' T= 157.14' L= 314.27 E= 0.88' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 23+88.47 N= 1,859,247.63 E= 1,177,357.49 P.T. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19	CURVE COLLNBO3 P.I. STA= 28+45.20 N= 1,859,704.28 E= 1,177,349.93 Δ= 1° 09' 57" D= 0° 24' 33" R= 14,000.00' T= 142.45' L= 284.90 E= 0.72' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19 P.T. STA= 29+87.65 N= 1,859,846.68 E= 1,177,345.77	CURVE COLLSBO1 P.I. STA= 62+03.18 N= 1,858,576.31 E= 1,177,181.55 Δ= 0° 45' 55" D= 0° 14' 56" R= 40,000.00' T= 153.61' L= 307.23 E= 0.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 60+49.56 N= 1,858,422.76 E= 1,177,186.19 P.T. STA= 63+56.79 N= 1,858,729.78 E= 1,177,174.87	CURVE COLLSBO2 P.I. STA= 70+53.37 N= 1,859,425.70 E= 1,177,144.56 Δ= 0° 22' 48" D= 0° 14' 56" R= 2,000.00' T= 132.70' L= 265.40 E= 0.22' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 69+20.67 N= 1,859,293.13 E= 1,177,150.34 P.T. STA= 71+86.08 N= 1,859,558.24 E= 1,177,137.91	CURVE COLLSBO3 P.I. STA= 81+04.03 N= 1,860,475.04 E= 1,177,091.89 Δ= 8° 56' 14" D= 0° 14' 56" R= 1,766.00' T= 138.01' L= 275.46 E= 5.38' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 79+66.02 N= 1,860,337.20 E= 1,177,098.81 P.T. STA= 82+41.49 N= 1,860,610.14 E= 1,177,063.64
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CURVE SBLOCSO1 P.I. STA= 3391+35.61 N= 1,860,506.29 E= 1,177,130.62 Δ= 15° 38' 54" D= 2° 47' 17" R= 2,055.00' T= 282.39' L= 561.26' E= 19.31' e= 5.52' T.R.= 41' S.E. RUN= 196' P.C. STA= 3388+53.23 N= 1,860,224.26 E= 1,177,144.78 P.T. STA= 3394+14.48 N= 1,860,774.05 E= 1,177,040.92	CURVE SBLOCSO2 P.I. STA= 3391+35.61 N= 1,860,506.29 E= 1,177,130.62 Δ= 15° 38' 54" D= 2° 47' 17" R= 2,055.00' T= 282.39' L= 561.26' E= 19.31' e= 5.52' T.R.= 41' S.E. RUN= 196' P.C. STA= 3388+53.23 N= 1,860,224.26 E= 1,177,144.78 P.T. STA= 3394+14.48 N= 1,860,774.05 E= 1,177,040.92
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NOTES:
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005

DRAWN BY: NUH/AMM
CHECKED BY: JAL/MS

3/4/2005 8:07:24 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	9
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		62799

CURVE LAFAYO1
P.I. STA= 6014+47.81
N= 1,860,720.67
E= 1,176,979.33
Δ= 22° 19' 50"
D= 11° 09' 07"
R= 513.76'
T= 101.40'
L= 200.23'
e= 9.91'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 6013+46.41
N= 1,860,619.35
E= 1,176,983.37
P.T. STA= 6015+46.64
N= 1,860,812.86
E= 1,176,937.10

CURVE LAFAYO2
P.I. STA= 6020+11.56
N= 1,861,233.77
E= 1,176,739.65
Δ= 66° 24' 16"
D= 50° 15' 34"
R= 114.00'
T= 74.60'
L= 132.12'
e= 22.24'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 6019+36.96
N= 1,861,166.23
E= 1,176,771.34
P.T. STA= 6020+69.08
N= 1,861,231.77
E= 1,176,665.07

CURVE COLLNB04
P.I. STA= 41+08.35
N= 1,860,967.08
E= 1,177,322.03
Δ= 29° 07' 47"
D= 3° 19' 24"
R= 1,724.00'
T= 447.94'
L= 876.49'
e= 57.24'
e= 5.9%
T.R.= 41'
S.E. RUN= 210' (236.93')
P.C. STA= 36+60.41
N= 1,860,519.16
E= 1,177,326.14
P.T. STA= 45+36.91
N= 1,861,356.34
E= 1,177,100.39

CURVE COLLSB03
P.I. STA= 81+04.03
N= 1,860,475.04
E= 1,177,091.89
Δ= 8° 56' 14"
D= 3° 14' 39"
R= 1,766.00'
T= 138.01'
L= 275.46'
e= 5.38'
e= 5.63%
T.R.= N/A
S.E. RUN= 200.00'
P.C. STA= 79+66.02
N= 1,860,337.20
E= 1,177,098.81
P.T. STA= 82+41.49
N= 1,860,610.14
E= 1,177,063.64

CURVE COLLNB04
P.I. STA= 83+22.94
N= 1,860,689.19
E= 1,177,044.03
Δ= 4° 35' 34"
D= 2° 49' 15"
R= 2,031.00'
T= 81.44'
L= 162.81'
e= 1.63'
e= 5.5%
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 82+41.49
N= 1,860,610.14
E= 1,177,063.64
P.T. STA= 84+04.30
N= 1,860,766.42
E= 1,177,018.16

CURVE COLLSB05
P.I. STA= 86+99.51
N= 1,861,046.34
E= 1,176,924.37
Δ= 20° 54' 28"
D= 3° 34' 51"
R= 1,600.00'
T= 295.21'
L= 583.86'
e= 27.00'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 84+04.30
N= 1,860,766.42
E= 1,177,018.16
P.T. STA= 89+88.16
N= 1,861,274.37
E= 1,176,736.87

CURVE NBLOC1
P.I. STA= 4398+91.75
N= 1,861,273.69
E= 1,177,295.21
Δ= 47° 52' 53"
D= 3° 22' 13"
R= 1700.00'
T= 754.78'
L= 1420.67'
e= 160.03'
e= 5.9%
T.R.= 41'
S.E. RUN= 210' (236.93')
P.C. STA= 4391+36.97
N= 1,860,518.94
E= 1,177,302.15
P.T. STA= 4405+57.64
N= 1,861,774.74
E= 1,176,730.72

CURVE WBSKYE01
P.I. STA= 6008+35.30
N= 1,861,387.41
E= 1,177,101.77
Δ= 45° 36' 29"
D= 6° 45' 24"
R= 848.00'
T= 356.54'
L= 675.02'
e= 71.90'
e= 6.0%
T.R.= N/A
S.E. RUN= 96' (179.23')
P.C. STA= 6004+78.77
N= 1,861,399.41
E= 1,177,458.10
P.T. STA= 6011+53.78
N= 1,861,633.64
E= 1,176,843.91

CURVE EBSKY02
P.I. STA= 5012+90.76
N= 1,861,334.19
E= 1,176,769.43
Δ= 49° 53' 13"
D= 4° 57' 54"
R= 1154.00'
T= 536.73'
L= 1004.78'
e= 118.71'
e= 5.6%
T.R.= 48' (96')
S.E. RUN= 135' (135')
P.C. STA= 5007+54.03
N= 1,861,732.80
E= 1,176,409.99
P.T. STA= 5017+58.81
N= 1,861,352.26
E= 1,177,305.85

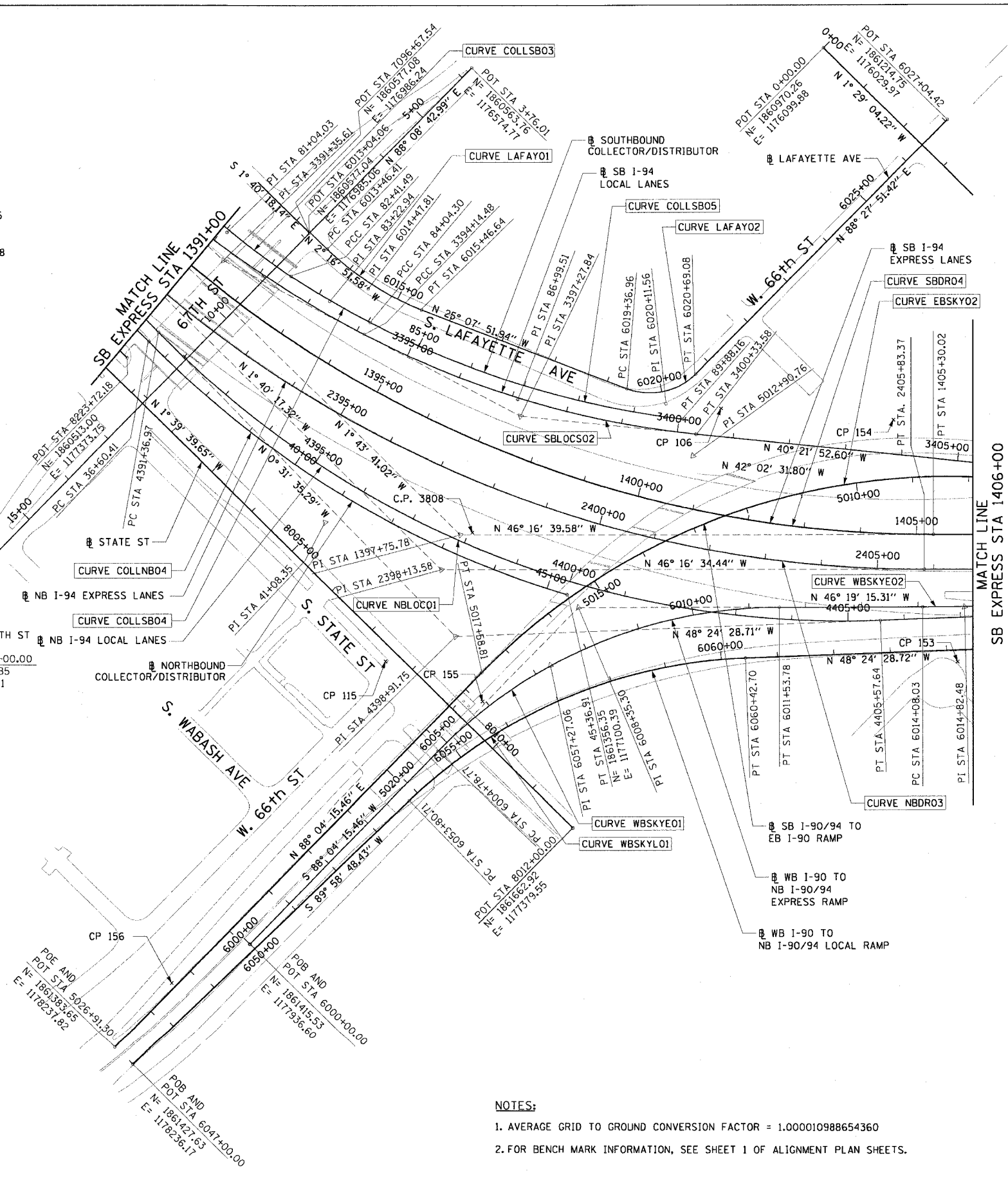
CURVE NBDRO3
P.I. STA= 2398+13.58
N= 1,861,170.38
E= 1,177,231.19
Δ= 44° 36' 17"
D= 2° 44' 29"
R= 2090.00'
T= 754.78'
L= 1627.06'
e= 168.99'
e= 5.5%
T.R.= 41' (41')
S.E. RUN= 196' (274.66')
P.C. STA= 2389+56.30
N= 1,860,313.48
E= 1,177,256.19
P.T. STA= 2405+83.37
N= 1,861,762.92
E= 1,176,611.65

CURVE WBSKYE02
P.I. STA= 6014+82.48
N= 1,861,860.65
E= 1,176,606.19
Δ= 2° 30' 00"
D= 1° 40' 45"
R= 3412.00'
T= 74.45'
L= 148.88'
e= 0.81'
e= 3.1%
T.R.= N/A
S.E. RUN= 138.58' (80.76')
P.C. STA= 6014+08.03
N= 1,861,809.23
E= 1,176,660.04
P.T. STA= 6015+56.91
N= 1,861,909.67
E= 1,176,550.16

CURVE SBDRO4
P.I. STA= 1397+75.78
N= 1,861,149.16
E= 1,177,163.97
Δ= 44° 32' 59"
D= 2° 47' 42"
R= 2050.00'
T= 839.71'
L= 1593.95'
e= 165.31'
e= 5.5%
T.R.= 96'
S.E. RUN= 226' (244.83')
P.C. STA= 1389+36.07
N= 1,860,309.83
E= 1,177,189.29
P.T. STA= 1405+30.02
N= 1,861,729.54
E= 1,176,557.11

CURVE WBSKYLO1
P.I. STA= 6057+27.06
N= 1,861,427.27
E= 1,177,209.11
Δ= 41° 36' 43"
D= 6° 17' 09"
R= 911.50'
T= 364.35'
L= 661.99'
e= 63.59'
e= 6.0%
T.R.= N/A
S.E. RUN= 129' (129')
P.C. STA= 6053+80.71
N= 1,861,427.39
E= 1,177,555.47
P.T. STA= 6060+42.70
N= 1,861,657.19
E= 1,176,950.08

CURVE SBLOC02
P.I. STA= 3397+27.84
N= 1,861,071.17
E= 1,176,941.37
Δ= 21° 50' 32"
D= 3° 31' 41"
R= 1624.00'
T= 313.36'
L= 619.10'
e= 29.96'
e= 6.0%
T.R.= 41'
S.E. RUN= 213'
P.C. STA= 3394+14.48
N= 1,860,774.05
E= 1,177,040.92
P.T. STA= 3400+33.58
N= 1,861,309.93
E= 1,176,738.43



- NOTES:**
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005

DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS



3/7/2005 8:07:25 AM m:\p40460\civ\in\4-civil\9-add_civil_1965\civil\minal\0905000202a.dwg

CURVE EKWELLO1
P.I. STA= 9+04.39
N= 1,861,874.35
E= 1,176,076.45
Δ= 10° 52' 16"
D= 5° 40' 05"
R= 1,010.83'
T= 96.18'
L= 191.79'
E= 4.56'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8+08.21
N= 1,861,778.19
E= 1,176,078.94
P.T. STA= 10+00.00
N= 1,861,968.30
E= 1,176,055.87

CURVE EKWELLO2
P.I. STA= 10+99.36
N= 1,862,065.35
E= 1,176,034.61
Δ= 23° 41' 58"
D= 21° 47' 07"
R= 263.00'
T= 55.18'
L= 108.78'
E= 4.56'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 10+44.17
N= 1,862,011.45
E= 1,176,002.13
P.T. STA= 11+52.96
N= 1,862,109.97
E= 1,176,002.13

CURVE EKWELLO3
P.I. STA= 12+18.75
N= 1,862,163.15
E= 1,175,963.41
Δ= 2° 58' 46"
D= 2° 15' 54"
R= 2,529.60'
T= 65.78'
L= 131.54'
E= 0.85'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 11+52.96
N= 1,862,109.97
E= 1,176,002.13
P.T. STA= 12+18.75
N= 1,862,218.28
E= 1,175,927.50

CURVE EKWELLO4
P.I. STA= 13+72.28
N= 1,862,291.83
E= 1,175,879.60
Δ= 5° 48' 38"
D= 3° 18' 45"
R= 1,729.58'
T= 87.77'
L= 175.40'
E= 2.22'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 12+84.51
N= 1,862,218.28
E= 1,175,927.50
P.T. STA= 14+59.61
N= 1,862,369.86
E= 1,175,839.39

CURVE EKWELLO5
P.I. STA= 19+10.50
N= 1,862,770.39
E= 1,175,632.97
Δ= 12° 45' 31"
D= 6° 11' 38"
R= 925.00'
T= 103.41'
L= 205.97'
E= 5.76'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 18+07.09
N= 1,862,678.46
E= 1,175,680.34
P.T. STA= 20+13.07
N= 1,862,870.51
E= 1,175,607.06

CURVE EKWELLO6
P.I. STA= 21+01.89
N= 1,862,957.45
E= 1,175,589.82
Δ= 5° 16' 59"
D= 6° 48' 23"
R= 841.78'
T= 38.83'
L= 77.62'
E= 0.89'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 20+63.05
N= 1,862,918.90
E= 1,175,594.54
P.T. STA= 21+40.67
N= 1,862,996.27
E= 1,175,588.66

SPIRAL NBDRO1B
P.I. STA= 2410+35.55
N= 1,862,075.46
E= 1,176,284.87
Δ= 6° 30' 41"
LS= 348.44'
YS= 13.19'
XS= 347.99'
P= 3.30'
K= 174.15'
LT= 232.45'
ST= 116.29'
LC= 348.24'
T.S. STA= 2408+03.10
N= 1,861,914.79
E= 1,176,452.86
S.C. STA= 2411+51.54
N= 1,862,164.85
E= 1,176,210.49

CURVE EBSKY01
P.I. STA= 5001+75.92
N= 1,862,163.03
E= 1,176,022.04
Δ= 11° 35' 10"
D= 3° 18' 15"
R= 1734.00'
T= 175.92'
L= 350.64'
E= 8.90'
e= 5.6%
T.R.= 48' (96')
S.E. RUN= 135'
P.C. STA= 5000+00.00
N= 1,861,966.12
E= 1,175,932.87
P.T. STA= 5003+50.64
N= 1,862,032.38
E= 1,176,139.85

CURVE SBLOCS03
P.I. STA= 3411+09.43
N= 1,862,129.66
E= 1,176,041.66
Δ= 9° 54' 30"
D= 3° 18' 51"
R= 2476.00'
T= 214.63'
L= 428.19'
E= 9.29'
e= 5.0%
T.R.= 41'
S.E. RUN= 205'
P.C. STA= 3408+94.80
N= 1,861,964.32
E= 1,176,180.66
P.T. STA= 3413+22.99
N= 1,862,314.67
E= 1,175,932.87

CURVE SBDR05
P.I. STA= 1415+93.26
N= 1,862,464.42
E= 1,175,788.71
Δ= 44° 41' 46"
D= 3° 15' 20"
R= 1760.00'
T= 723.55'
L= 1372.97'
E= 142.93'
e= 5.9%
T.R.= 41' (41')
S.E. RUN= 262.17' (242')
P.C. STA= 1408+69.71
N= 1,861,964.32
E= 1,176,311.62
P.T. STA= 1422+42.67
N= 1,863,187.69
E= 1,175,768.74

CURVE SBLOCS04
P.I. STA= 3417+65.48
N= 1,862,696.11
E= 1,175,708.58
Δ= 28° 37' 52"
D= 3° 18' 15"
R= 1734.00'
T= 442.49'
L= 866.49'
E= 55.57'
e= 5.9%
T.R.= (41')
S.E. RUN= (242')
P.C. STA= 3413+22.99
N= 1,862,314.67
E= 1,175,932.87
P.T. STA= 3421+89.48
N= 1,863,138.37
E= 1,175,694.49

CURVE WBSKYE03
P.I. STA= 6018+27.62
N= 1,862,087.91
E= 1,176,346.40
Δ= 5° 51' 27"
D= 2° 16' 48"
R= 2513.00'
T= 128.57'
L= 256.91'
E= 3.29'
e= 6.0%
T.R.= N/A
S.E. RUN= 156.14' (145')
P.C. STA= 6016+99.05
N= 1,862,003.26
E= 1,176,443.17
P.T. STA= 6019+55.97
N= 1,862,181.99
E= 1,176,258.78

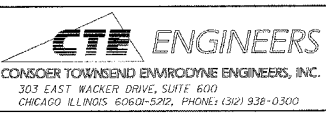
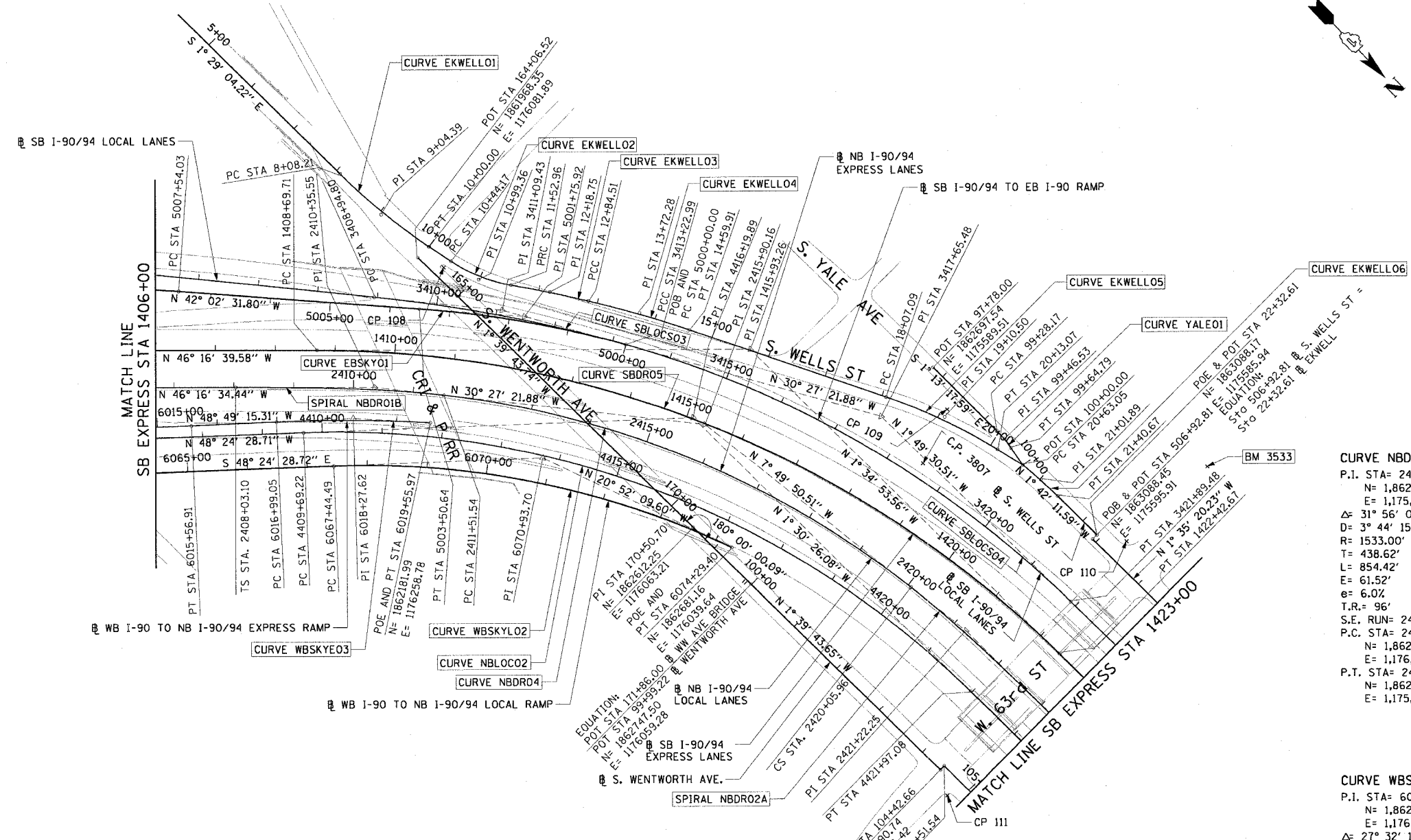
CURVE NBLOCO2
P.I. STA= 4416+19.89
N= 1,862,479.88
E= 1,175,936.27
Δ= 46° 54' 02"
D= 3° 49' 11"
R= 1500.00'
T= 650.67'
L= 1227.85'
E= 135.05'
e= 6.0%
T.R.= 41' (96')
S.E. RUN= 277.55' (246')
P.C. STA= 4409+69.22
N= 1,862,047.95
E= 1,176,422.90
P.T. STA= 4421+97.08
N= 1,863,130.33
E= 1,175,919.15

CURVE NBDRO4
P.I. STA= 2415+90.16
N= 1,862,502.01
E= 1,175,929.93
Δ= 31° 56' 02"
D= 3° 44' 15"
R= 1533.00'
T= 438.62'
L= 854.42'
E= 61.52'
e= 6.0%
T.R.= 96'
S.E. RUN= 246'
P.C. STA= 2411+51.54
N= 1,862,164.85
E= 1,176,210.49
P.T. STA= 2420+05.96
N= 1,862,936.54
E= 1,175,870.16

SPIRAL NBDRO2A
P.I. STA= 2421+22.25
N= 1,863,051.74
E= 1,175,854.32
Δ= 6° 30' 41"
LS= 348.44'
YS= 13.19'
XS= 347.99'
P= 3.30'
K= 174.15'
LT= 232.45'
ST= 116.29'
LC= 348.24'
C.S. STA= 2420+05.96
N= 1,862,936.54
E= 1,175,870.16
S.T. STA= 2423+54.40
N= 1,863,284.13
E= 1,175,848.97

CURVE WBSKYLO2
P.I. STA= 6070+93.70
N= 1,862,354.86
E= 1,176,164.04
Δ= 27° 32' 19"
D= 4° 01' 15"
R= 1425.00'
T= 349.20'
L= 684.91'
E= 42.16'
e= 6.0%
T.R.= N/A
S.E. RUN= 129'
P.C. STA= 6067+44.49
N= 1,862,123.05
E= 1,176,425.21
P.T. STA= 6074+29.40
N= 1,862,681.16
E= 1,176,039.64

CURVE YALEO1
P.I. STA= 99+46.53
N= 1,862,866.03
E= 1,175,585.91
Δ= 10° 29' 32"
D= 28° 38' 52"
R= 200.00'
T= 18.36'
L= 36.62'
E= 0.84'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 99+28.17
N= 1,862,847.67
E= 1,175,586.30
P.T. STA= 99+64.79
N= 1,862,884.15
E= 1,175,588.87



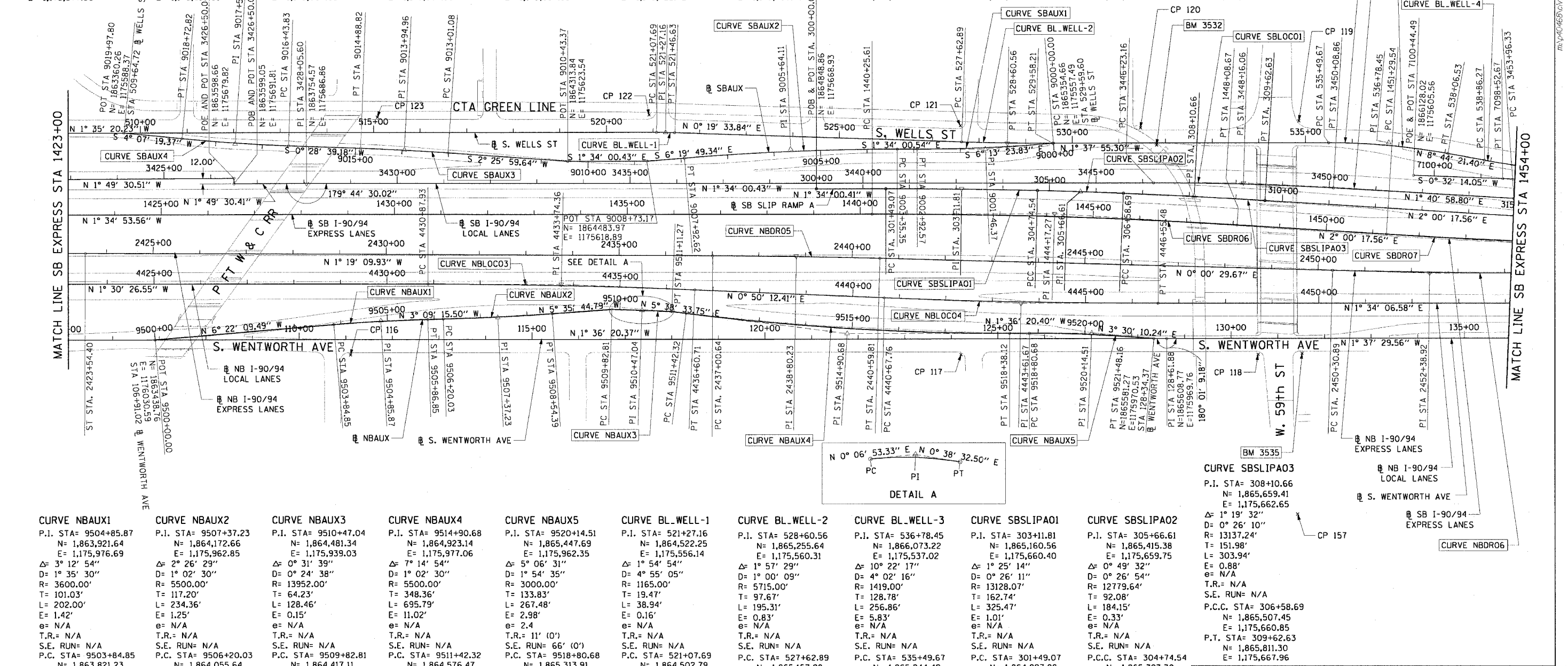
NOTES:
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

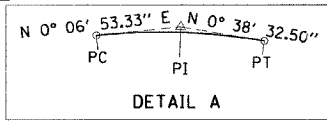
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
ALIGNMENT PLAN
SCALE: 1"=100'
DATE: March 4, 2005
DRAWN BY: NUH/AMM
CHECKED BY: JAL/MS

62799
8/07/26 AM
3/4/2005

CURVE SBAUX1	CURVE SBAUX2	CURVE SBAUX3	CURVE SBAUX4	CURVE SBLOCO1	CURVE SBDR06	CURVE SBDR07	CURVE NBDRO5	CURVE NBDRO6	CURVE NBLOCO3	CURVE NBLOCO4
P.I. STA= 9001+46.37 N= 1,865,209.16 E= 1,175,573.36 Δ= 4° 39' 23" D= 1° 35' 30" R= 3600.00' T= 146.37' L= 292.57' E= 2.97' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9000+00.00 N= 1,865,354.66 E= 1,175,557.49 P.T. STA= 9002+92.57 N= 1,865,062.84 E= 1,175,577.36	P.I. STA= 9005+64.11 N= 1,864,791.41 E= 1,175,584.78 Δ= 4° 45' 49" D= 1° 02' 30" R= 5500.00' T= 228.77' L= 457.27' E= 4.76' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9003+35.35 N= 1,865,020.09 E= 1,175,578.53 P.T. STA= 9007+92.62 N= 1,864,564.03 E= 1,175,610.01	P.I. STA= 9013+94.96 N= 1,863,962.56 E= 1,175,608.62 Δ= 1° 57' 20" D= 1° 02' 30" R= 5500.00' T= 93.88' L= 187.72' E= 0.80' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9013+01.08 N= 1,864,056.35 E= 1,175,612.60 P.T. STA= 9014+88.82 N= 1,863,868.69 E= 1,175,607.83	P.I. STA= 9017+58.36 N= 1,863,599.16 E= 1,175,605.59 Δ= 3° 38' 40" D= 1° 35' 30" R= 3600.00' T= 114.53' L= 228.99' E= 1.82' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9016+43.83 N= 1,863,713.69 E= 1,175,606.54 P.T. STA= 9018+72.82 N= 1,863,484.92 E= 1,175,597.35	P.I. STA= 3448+16.06 N= 1,865,764.28 E= 1,175,631.89 Δ= 3° 14' 59" D= 0° 50' 33" R= 6800.00' T= 192.90' L= 385.69' E= 2.74' e= 2.5% T.R.= 41' (41') S.E. RUN= 103' (103') P.C. STA= 3446+23.16 N= 1,865,571.45 E= 1,175,637.16 P.T. STA= 3450+08.86 N= 1,865,957.09 E= 1,175,637.55	P.I. STA= 1444+17.27 N= 1,865,361.46 E= 1,175,708.72 Δ= 3° 35' 11" D= 0° 27' 29" R= 12510.00' T= 391.66' L= 783.06' E= 6.00' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 1440+25.61 N= 1,864,969.95 E= 1,175,719.53 P.T. STA= 1448+08.67 N= 1,865,752.88 E= 1,175,722.42	P.I. STA= 1455+16.63 N= 1,866,460.40 E= 1,175,747.19 Δ= 3° 33' 11" D= 0° 27' 31" R= 12490.00' T= 391.66' L= 773.94' E= 6.00' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 1451+29.54 N= 1,866,073.55 E= 1,175,733.65 P.T. STA= 1459+03.48 N= 1,866,847.36 E= 1,175,736.75	P.I. STA= 2438+80.23 N= 1,864,809.56 E= 1,175,813.83 Δ= 1° 35' 01" D= 0° 22' 11" R= 15500.00' T= 387.09' L= 359.17' E= 1.04' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 2437+00.64 N= 1,864,630.02 E= 1,175,817.97 P.T. STA= 2440+59.81 N= 1,864,989.16 E= 1,175,813.86	P.I. STA= 2452+38.92 N= 1,866,168.26 E= 1,175,814.03 Δ= 1° 35' 01" D= 0° 22' 55" R= 15000.00' T= 387.09' L= 416.02' E= 1.04' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 2450+30.89 N= 1,865,960.24 E= 1,175,814.00 P.T. STA= 2454+46.92 N= 1,866,376.21 E= 1,175,808.29	P.I. STA= 4433+74.36 N= 1,864,307.20 E= 1,175,888.18 Δ= 2° 20' 39" D= 0° 24' 33" R= 14000.00' T= 208.03' L= 572.79' E= 2.93' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 4430+87.93 N= 1,864,020.87 E= 1,175,895.72 P.T. STA= 4436+60.71 N= 1,864,593.61 E= 1,175,892.37	P.I. STA= 4443+61.67 N= 1,865,294.49 E= 1,175,902.60 Δ= 2° 24' 19" D= 0° 24' 33" R= 14000.00' T= 293.90' L= 587.72' E= 3.08' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 4440+67.76 N= 1,865,000.61 E= 1,175,898.31 P.T. STA= 4446+55.48 N= 1,865,588.28 E= 1,175,894.56



CURVE NBAUX1	CURVE NBAUX2	CURVE NBAUX3	CURVE NBAUX4	CURVE NBAUX5	CURVE BL_WELL-1	CURVE BL_WELL-2	CURVE BL_WELL-3	CURVE SBSLIPA01	CURVE SBSLIPA02
P.I. STA= 9504+85.87 N= 1,863,921.64 E= 1,175,976.69 Δ= 3° 12' 54" D= 1° 35' 30" R= 3600.00' T= 101.03' L= 202.00' E= 1.42' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9503+84.85 N= 1,863,821.23 E= 1,175,987.89 P.T. STA= 9505+86.85 N= 1,864,022.51 E= 1,175,971.13	P.I. STA= 9507+37.23 N= 1,864,172.66 E= 1,175,962.85 Δ= 2° 26' 29" D= 1° 02' 30" R= 5500.00' T= 117.20' L= 234.36' E= 1.25' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9506+20.03 N= 1,864,055.64 E= 1,175,969.30 P.T. STA= 9508+54.39 N= 1,864,289.30 E= 1,175,951.42	P.I. STA= 9510+47.04 N= 1,864,481.34 E= 1,175,939.03 Δ= 0° 31' 39" D= 0° 24' 38" R= 13952.00' T= 64.23' L= 128.46' E= 0.15' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9509+82.81 N= 1,864,417.11 E= 1,175,938.90 P.T. STA= 9511+11.27 N= 1,864,545.57 E= 1,175,939.75	P.I. STA= 9514+90.68 N= 1,864,923.14 E= 1,175,977.06 Δ= 7° 14' 54" D= 1° 02' 30" R= 5500.00' T= 348.36' L= 267.48' E= 11.02' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9511+42.32 N= 1,864,576.47 E= 1,175,942.80 P.T. STA= 9518+38.12 N= 1,865,271.36 E= 1,175,967.30	P.I. STA= 9520+14.51 N= 1,865,447.69 E= 1,175,962.35 Δ= 5° 06' 31" D= 1° 54' 35" R= 13952.00' T= 133.83' L= 267.48' E= 2.98' e= 2.4 T.R.= 11' (0') S.E. RUN= 66' (0') P.C. STA= 9518+80.68 N= 1,865,313.91 E= 1,175,966.10 P.T. STA= 9521+48.16 N= 1,865,581.27 E= 1,175,970.53	P.I. STA= 521+27.16 N= 1,864,522.25 E= 1,175,556.14 Δ= 1° 54' 54" D= 4° 55' 05" R= 3000.00' T= 19.47' L= 38.94' E= 0.16' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 521+07.69 N= 1,864,502.79 E= 1,175,556.68 P.T. STA= 521+46.63 N= 1,864,541.72 E= 1,175,556.25	P.I. STA= 528+60.56 N= 1,865,255.64 E= 1,175,560.31 Δ= 1° 57' 29" D= 1° 00' 09" R= 5715.00' T= 97.67' L= 195.31' E= 0.83' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 527+62.89 N= 1,865,157.98 E= 1,175,559.78 P.T. STA= 529+58.21 N= 1,865,353.27 E= 1,175,557.53	P.I. STA= 536+78.45 N= 1,866,073.22 E= 1,175,537.02 Δ= 10° 22' 17" D= 4° 02' 16" R= 1419.00' T= 128.78' L= 256.86' E= 5.83' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 535+49.67 N= 1,865,944.49 E= 1,175,540.68 P.T. STA= 538+06.53 N= 1,866,200.51 E= 1,175,556.58	P.I. STA= 303+11.81 N= 1,865,160.56 E= 1,175,660.40 Δ= 1° 25' 14" D= 0° 26' 11" R= 13128.07' T= 162.74' L= 325.47' E= 1.01' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 301+49.07 N= 1,864,997.88 E= 1,175,664.85 P.T. STA= 304+74.54 N= 1,865,323.30 E= 1,175,659.99	P.I. STA= 305+66.61 N= 1,865,415.38 E= 1,175,659.75 Δ= 0° 49' 32" D= 0° 26' 54" R= 13128.07' T= 92.08' L= 184.15' E= 0.33' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 304+74.54 N= 1,865,323.30 E= 1,175,659.99 P.T. STA= 306+58.69 N= 1,865,507.45 E= 1,175,660.85



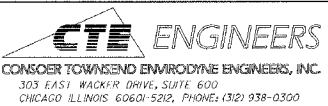
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005

DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

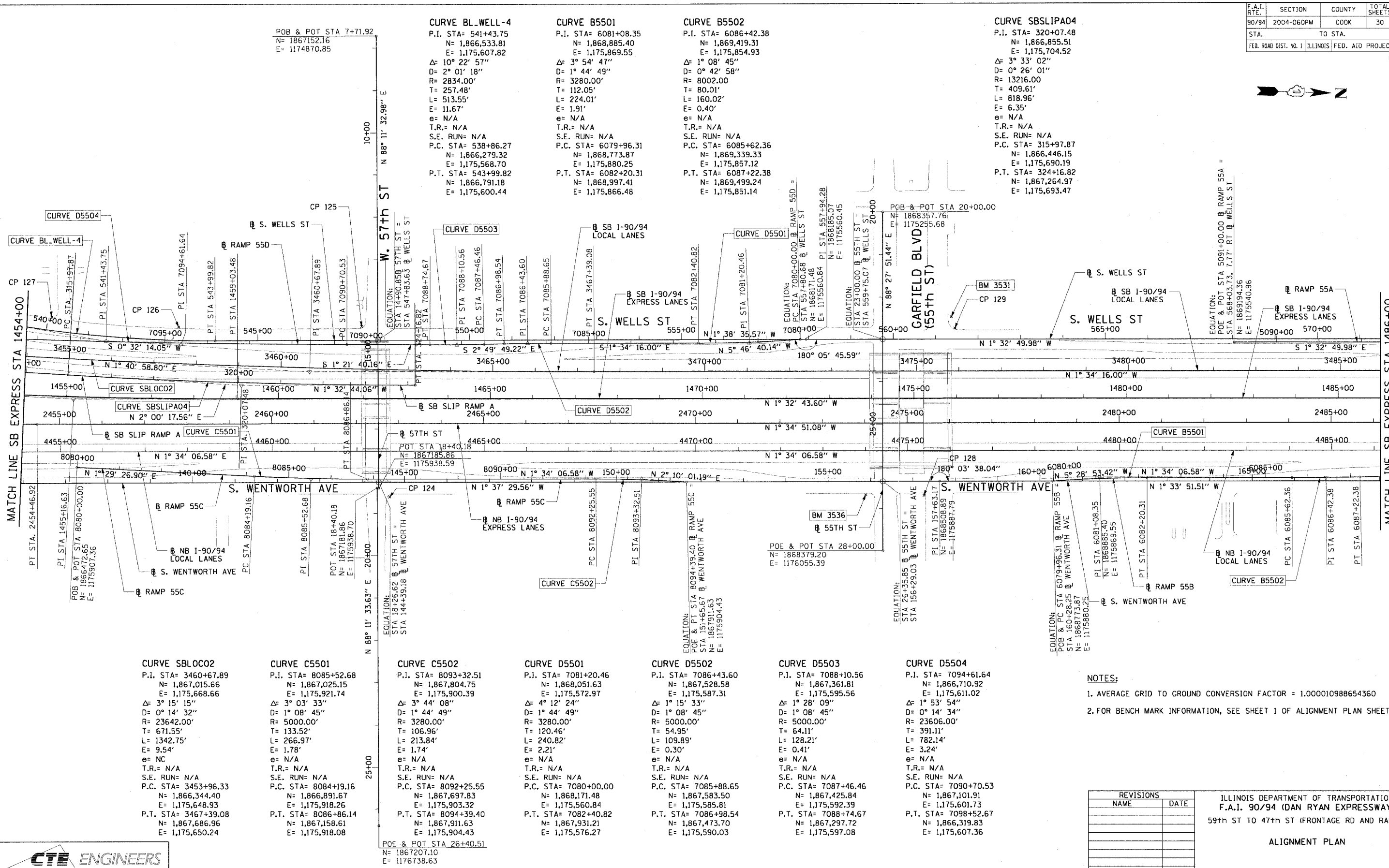
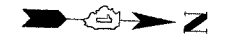


- NOTES:
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

3/4/2005 8:07:27 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	12
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

62799



CURVE SBLOC02
 P.I. STA= 3460+67.89
 N= 1,867,015.66
 E= 1,175,668.66
 Δ= 3° 15' 15"
 D= 0° 14' 32"
 R= 23642.00'
 T= 671.55'
 L= 1342.75'
 E= 9.54'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 3453+96.33
 N= 1,866,344.40
 E= 1,175,648.93
 P.T. STA= 3467+39.08
 N= 1,867,686.96
 E= 1,175,650.24

CURVE C5501
 P.I. STA= 8085+52.68
 N= 1,867,025.15
 E= 1,175,921.74
 Δ= 3° 03' 33"
 D= 1° 08' 49"
 R= 5000.00'
 T= 133.52'
 L= 266.97'
 E= 1.78'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8084+19.16
 N= 1,866,891.67
 E= 1,175,918.26
 P.T. STA= 8086+86.14
 N= 1,867,158.61
 E= 1,175,918.08

CURVE C5502
 P.I. STA= 8093+32.51
 N= 1,867,804.75
 E= 1,175,900.39
 Δ= 3° 44' 08"
 D= 1° 44' 49"
 R= 3280.00'
 T= 106.96'
 L= 213.84'
 E= 1.74'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8092+25.55
 N= 1,867,697.83
 E= 1,175,903.32
 P.T. STA= 8094+39.40
 N= 1,867,911.63
 E= 1,175,904.43

CURVE D5501
 P.I. STA= 7081+20.46
 N= 1,868,051.63
 E= 1,175,572.97
 Δ= 4° 12' 24"
 D= 1° 44' 49"
 R= 3280.00'
 T= 120.46'
 L= 240.82'
 E= 2.21'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7080+00.00
 N= 1,868,171.48
 E= 1,175,560.84
 P.T. STA= 7082+40.82
 N= 1,867,931.21
 E= 1,175,576.27

CURVE D5502
 P.I. STA= 7086+53.50
 N= 1,867,428.58
 E= 1,175,587.31
 Δ= 1° 15' 33"
 D= 1° 08' 45"
 R= 5000.00'
 T= 54.95'
 L= 109.89'
 E= 0.30'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7085+88.65
 N= 1,867,583.50
 E= 1,175,585.81
 P.T. STA= 7086+98.54
 N= 1,867,473.70
 E= 1,175,590.03

CURVE D5503
 P.I. STA= 7088+10.56
 N= 1,867,361.81
 E= 1,175,595.56
 Δ= 1° 28' 09"
 D= 1° 08' 45"
 R= 5000.00'
 T= 64.11'
 L= 128.21'
 E= 0.41'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7087+46.46
 N= 1,867,425.84
 E= 1,175,592.39
 P.T. STA= 7088+74.67
 N= 1,867,297.72
 E= 1,175,597.08

CURVE D5504
 P.I. STA= 7094+61.64
 N= 1,866,710.92
 E= 1,175,611.02
 Δ= 1° 53' 54"
 D= 0° 14' 34"
 R= 23606.00'
 T= 391.11'
 L= 782.14'
 E= 3.24'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7090+70.53
 N= 1,867,101.91
 E= 1,175,601.73
 P.T. STA= 7098+52.67
 N= 1,866,319.83
 E= 1,175,607.36

- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

ALIGNMENT PLAN

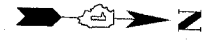
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 DATE: March 4, 2005

DRAWN BY: NJH/AMM
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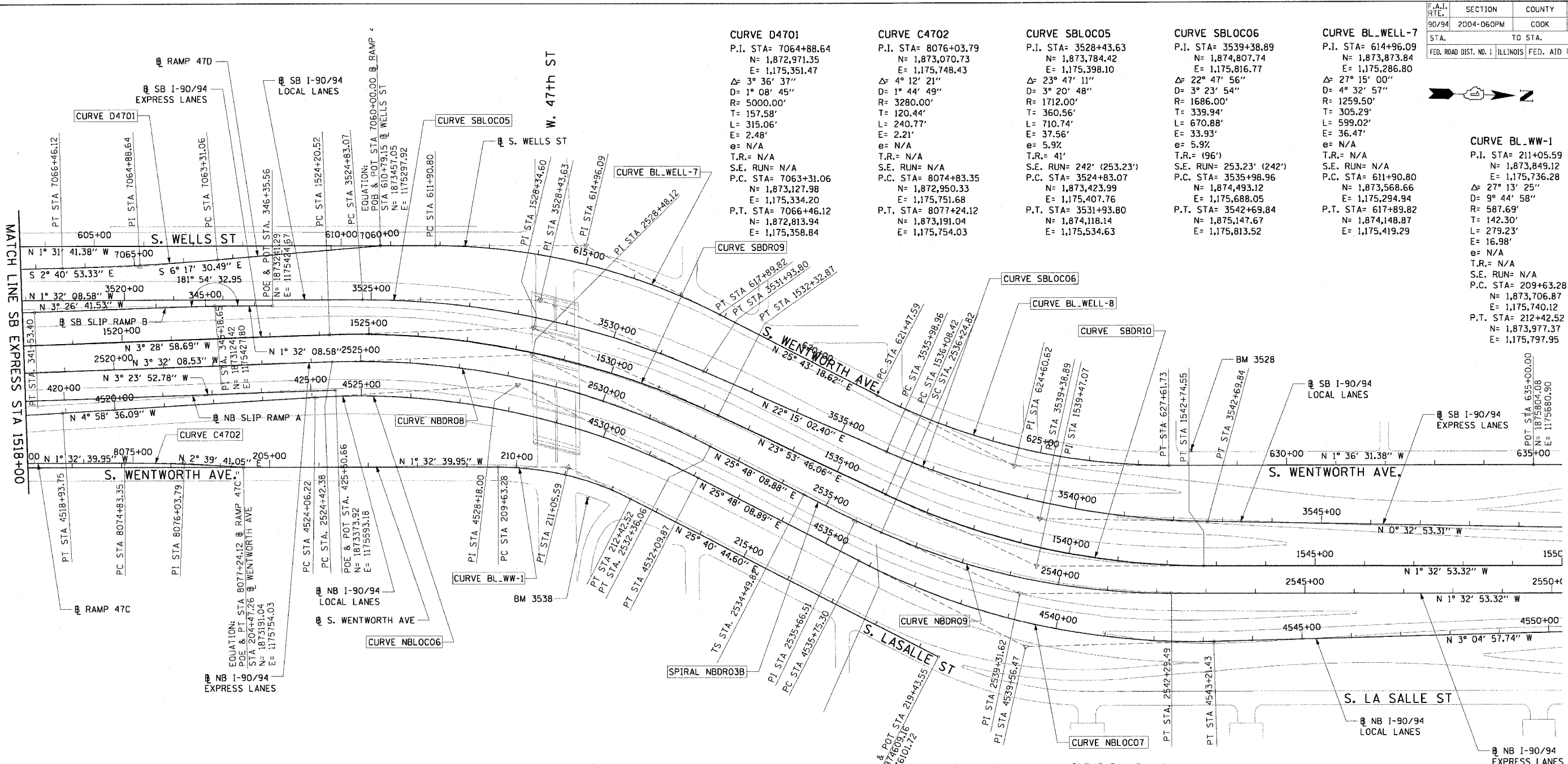


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F.A.I. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	14
STA.	TO STA.		62799	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CURVE BL.WW-1
P.I. STA= 211+05.59
N= 1,873,849.12
E= 1,175,736.28
Δ= 27° 13' 25"
D= 9° 44' 58"
R= 587.69'
T= 142.30'
L= 279.23'
E= 16.98'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 209+63.28
N= 1,873,706.87
E= 1,175,740.12
P.T. STA= 212+42.52
N= 1,873,977.37
E= 1,175,797.95



CURVE SBDR09
P.I. STA= 1528+34.60
N= 1,873,771.86
E= 1,175,455.52
Δ= 27° 22' 45"
D= 3° 22' 13"
R= 1700.00'
T= 414.09'
L= 812.35'
E= 49.71'
e= 5.9%
T.R.= 41'
S.E. RUN= 242' (277.96')
P.C. STA= 1524+20.52
N= 1,873,358.54
E= 1,175,480.67
P.T. STA= 1532+32.87
N= 1,874,150.45
E= 1,175,623.26

CURVE SBDR10
P.I. STA= 1539+47.07
N= 1,874,803.43
E= 1,175,912.56
Δ= 25° 26' 39"
D= 3° 49' 11"
R= 1500.00'
T= 338.65'
L= 666.13'
E= 37.75'
e= 6.0%
T.R.= (96')
S.E. RUN= (282.56') 246'
P.C. STA= 1524+42.38
N= 1,874,493.81
E= 1,175,775.38
P.T. STA= 1542+74.55
N= 1,875,141.96
E= 1,175,903.41

CURVE NBLOC06
P.I. STA= 4528+18.00
N= 1,873,742.76
E= 1,175,572.51
Δ= 30° 46' 45"
D= 3° 49' 48"
R= 1496.00'
T= 411.77'
L= 803.65'
E= 55.64'
e= 6.0%
T.R.= 96' (96')
S.E. RUN= 246' (272.71') 246'
P.C. STA= 4524+06.22
N= 1,873,332.54
E= 1,175,606.23
P.T. STA= 4532+09.87
N= 1,874,113.48
E= 1,175,751.74

CURVE NBLOC07
P.I. STA= 4539+56.47
N= 1,874,785.65
E= 1,176,076.72
Δ= 28° 53' 07"
D= 3° 52' 17"
R= 1480.00'
T= 381.17'
L= 746.13'
E= 48.30'
e= 6.0%
T.R.= 41' (41')
S.E. RUN= (272.71') 246'
P.C. STA= 4535+75.30
N= 1,874,442.48
E= 1,175,910.80
P.T. STA= 4543+21.43
N= 1,875,166.27
E= 1,176,056.22

CURVE NBDRO8
P.I. STA= 2528+48.12
N= 1,873,770.44
E= 1,175,510.19
Δ= 29° 20' 17"
D= 3° 41' 47"
R= 1550.00'
T= 405.74'
L= 793.67'
E= 52.23'
e= 6.0%
T.R.= 96' (96')
S.E. RUN= 246' (267.20')
P.C. STA= 2524+42.38
N= 1,873,365.47
E= 1,175,535.22
P.T. STA= 2532+36.06
N= 1,874,135.73
E= 1,175,686.80

SPIRAL NBDRO3B
P.I. STA= 2535+66.51
N= 1,874,433.24
E= 1,175,830.64
Δ= 3° 27' 27"
LS= 175.00'
YS= 3.52'
T= 306.79'
L= 604.67'
E= 87.49'
e= 6.0%
T.R.= 41'
S.E. RUN= 246'
P.C. STA= 2536+24.82
N= 1,874,487.21
E= 1,175,852.82
P.T. STA= 2542+29.49
N= 1,875,077.65
E= 1,175,961.17

CURVE NBDRO9
P.I. STA= 2539+31.62
N= 1,874,770.97
E= 1,175,969.46
Δ= 23° 53' 35"
D= 3° 57' 05"
R= 1450.00'
T= 306.79'
L= 604.67'
E= 32.10'
e= 6.0%
T.R.= 41'
S.E. RUN= 246'
P.C. STA= 2536+24.82
N= 1,874,487.21
E= 1,175,852.82
P.T. STA= 2542+29.49
N= 1,875,077.65
E= 1,175,961.17

CURVE BL.WELL-8
P.I. STA= 624+60.62
N= 1,874,753.20
E= 1,175,710.42
Δ= 27° 19' 50"
D= 4° 27' 01"
R= 1287.50'
T= 313.03'
L= 614.15'
E= 37.51'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 621+47.59
N= 1,874,471.18
E= 1,175,574.56
P.T. STA= 627+61.73
N= 1,875,066.11
E= 1,175,701.63

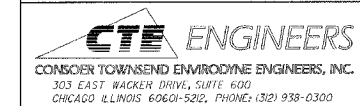
NOTES:
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

ALIGNMENT PLAN

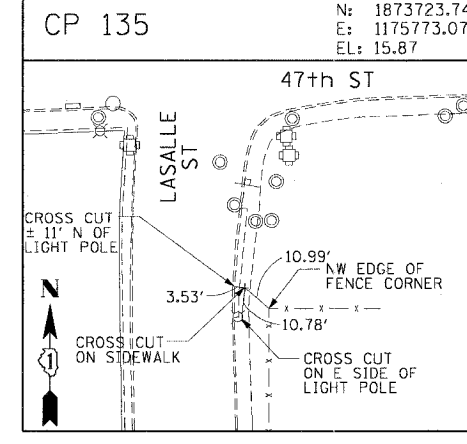
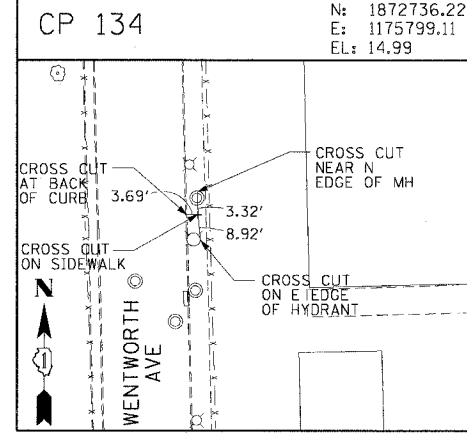
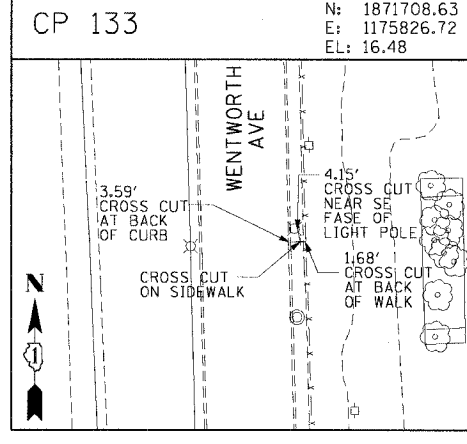
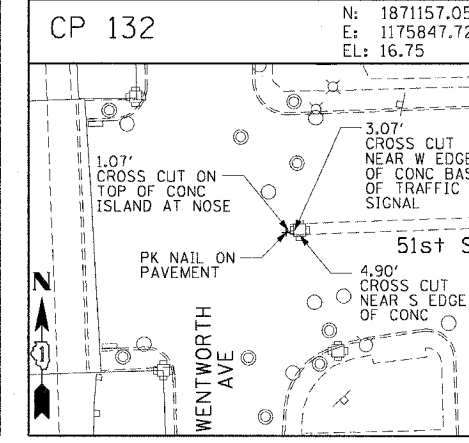
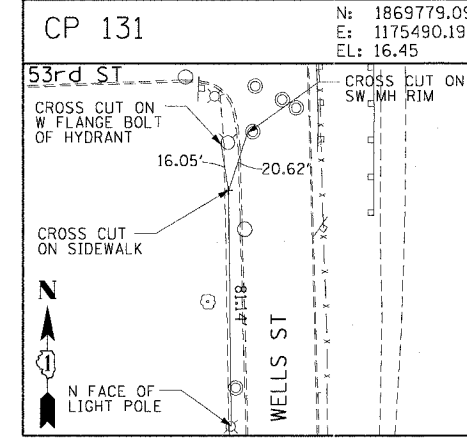
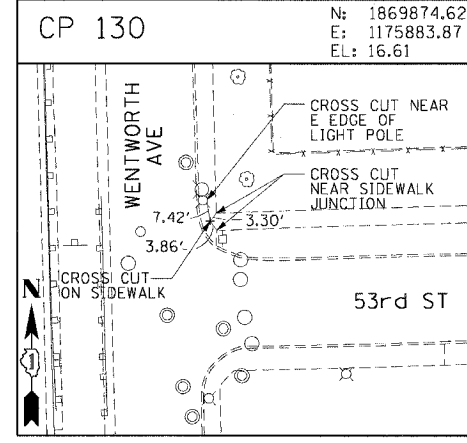
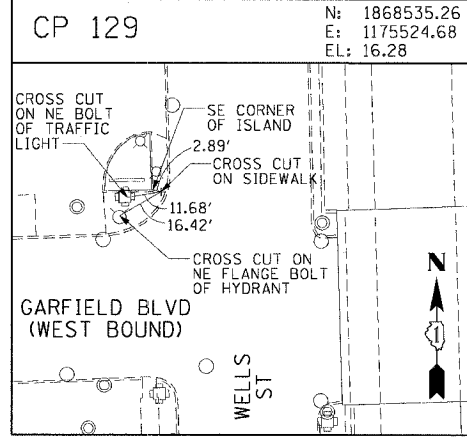
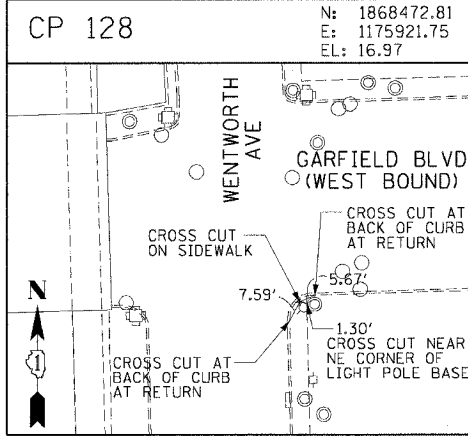
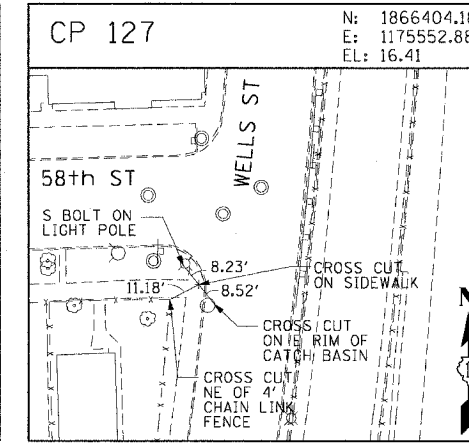
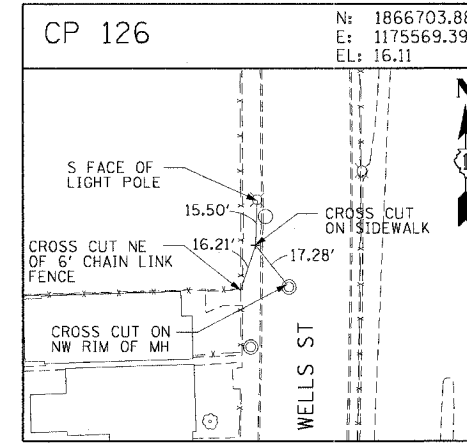
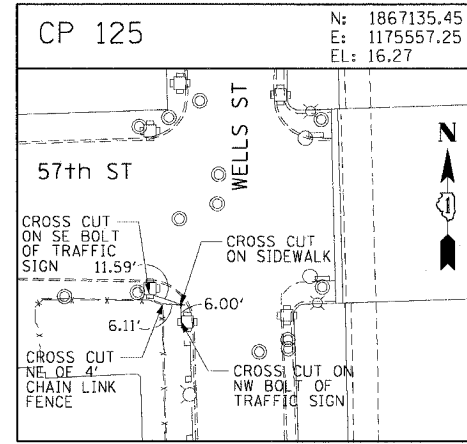
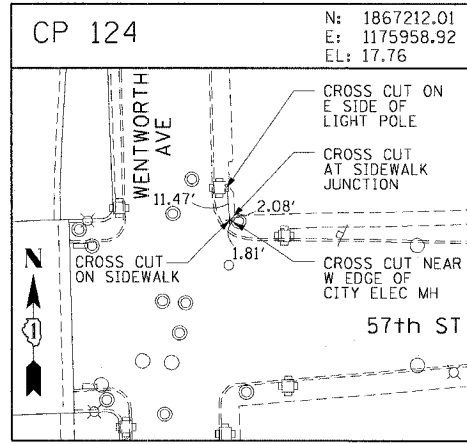
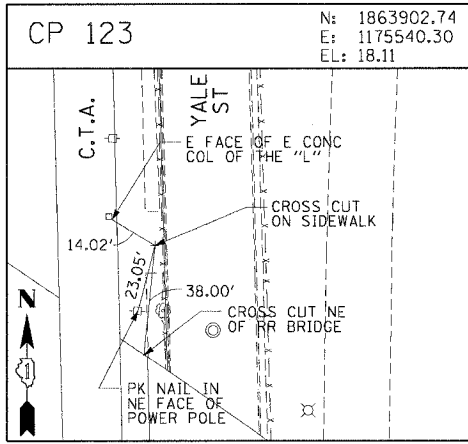
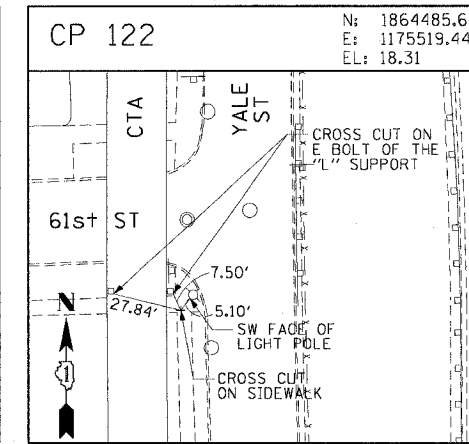
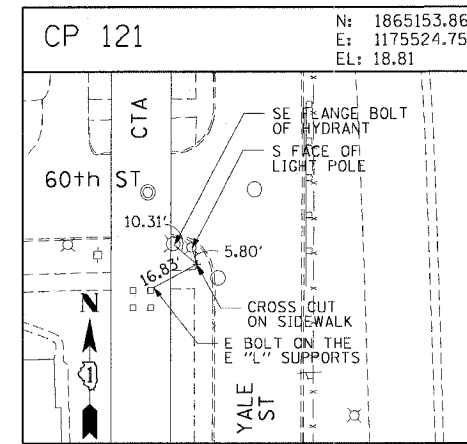
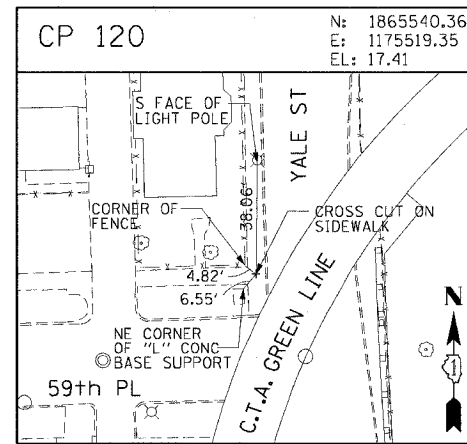
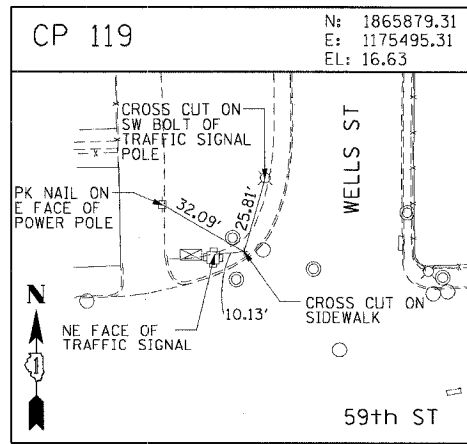
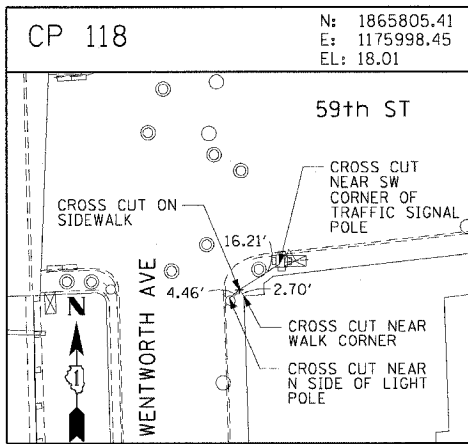
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DATE: March 4, 2005
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS



CONSEPT TOWNSEND ENGINEERS, INC.
303 EAST WACKER DRIVE, SUITE 600
CHICAGO, ILLINOIS 60601-5212, PHONE: (312) 938-0300

3/4/2005 8:07:37 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	16
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		62799	



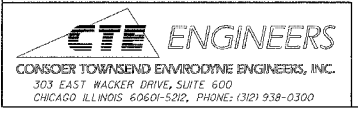
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

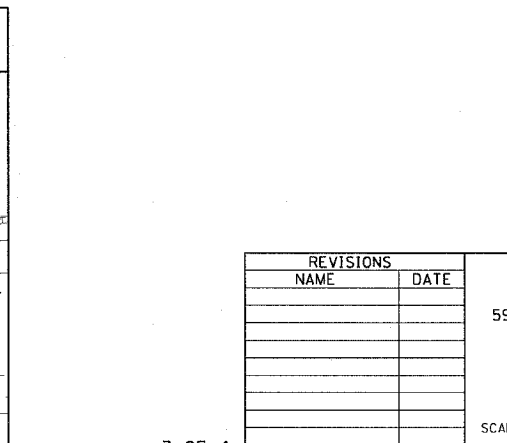
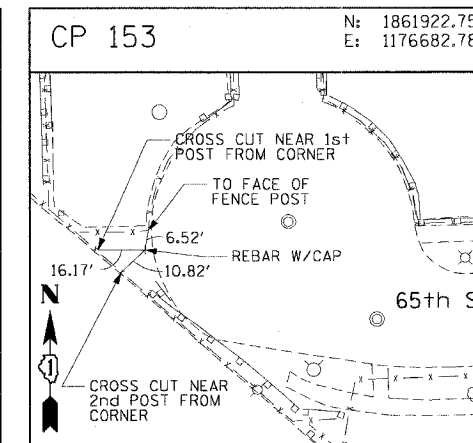
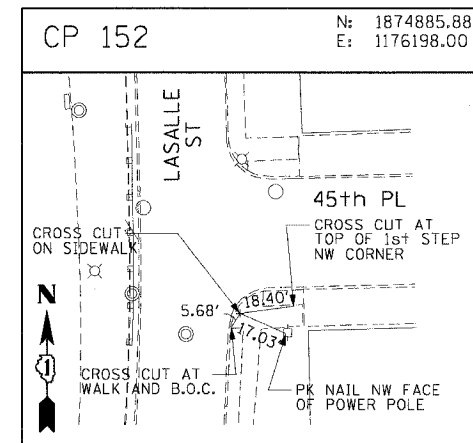
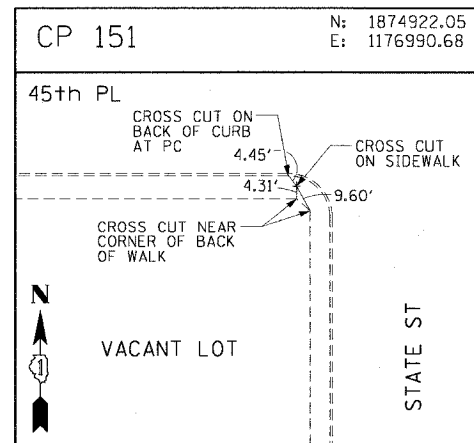
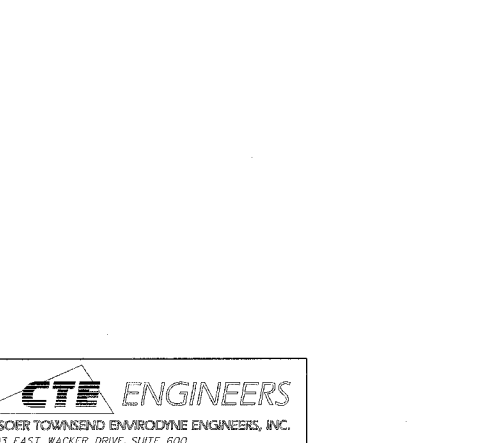
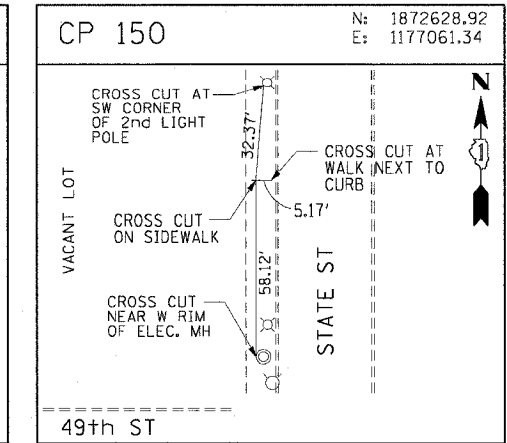
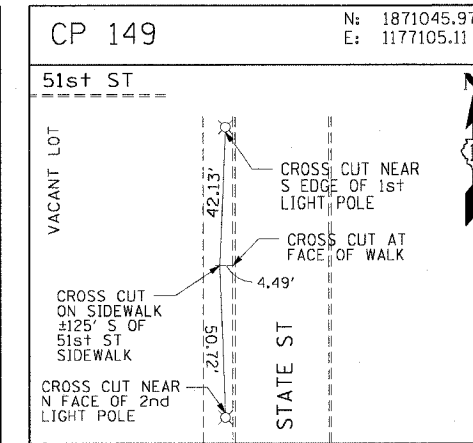
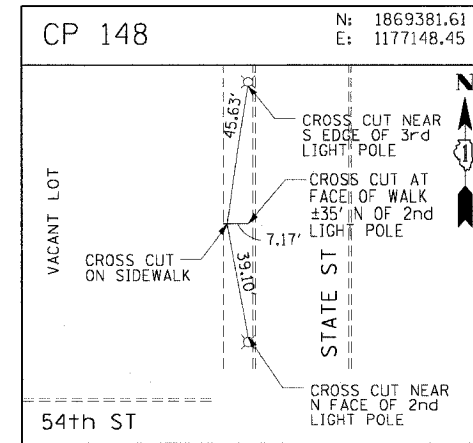
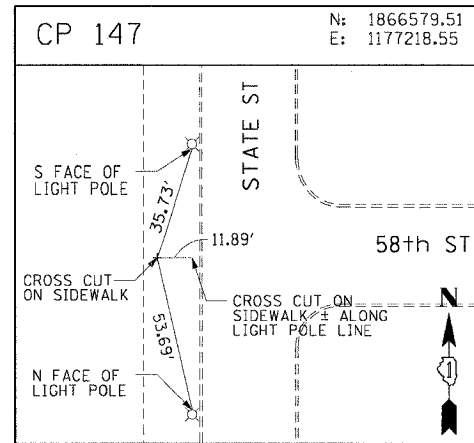
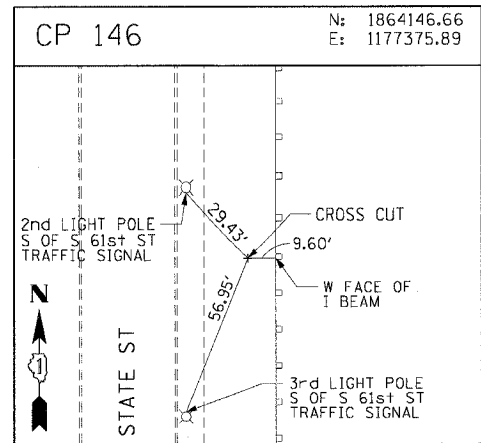
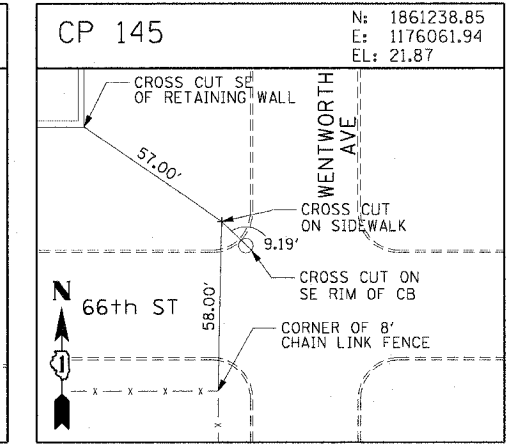
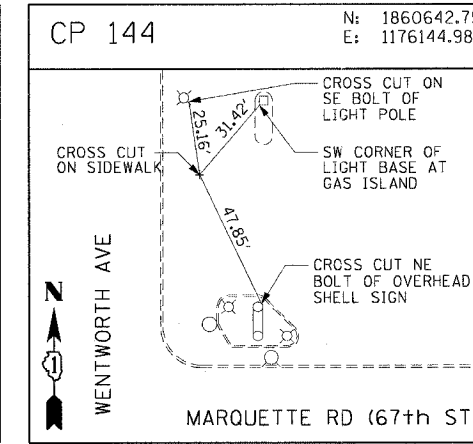
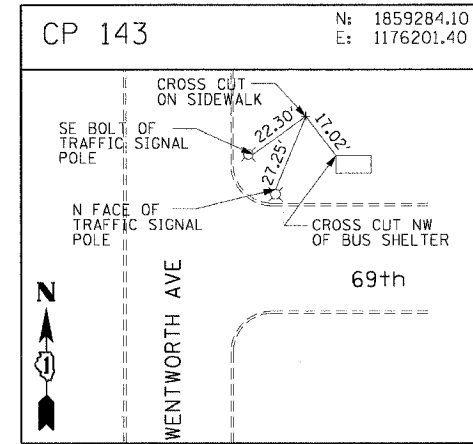
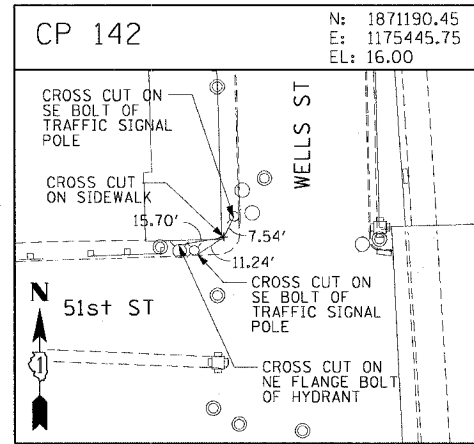
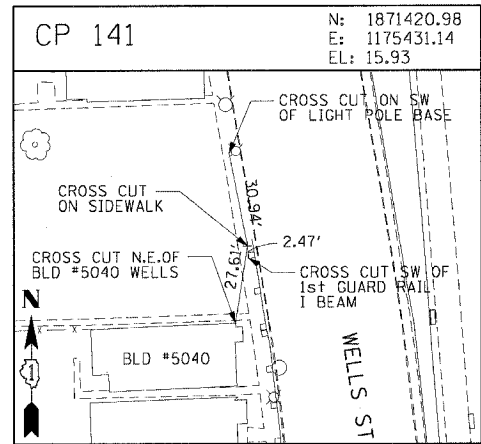
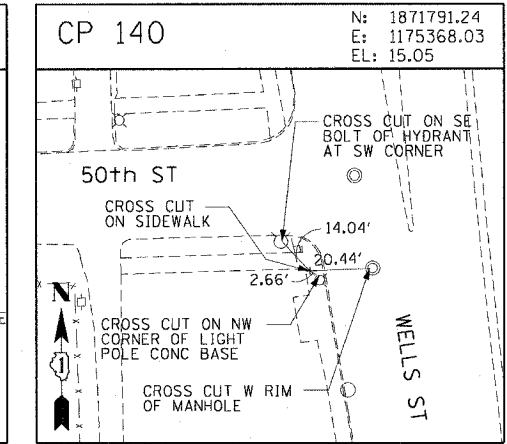
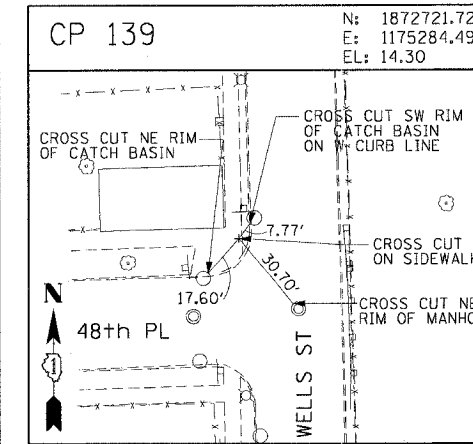
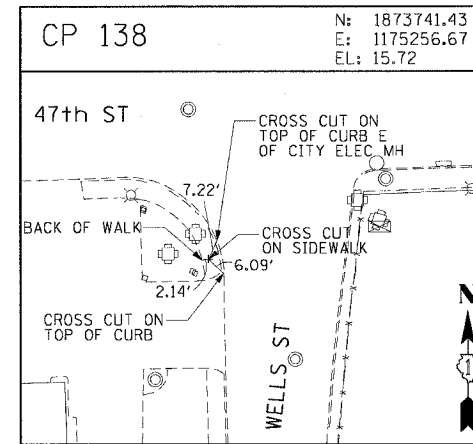
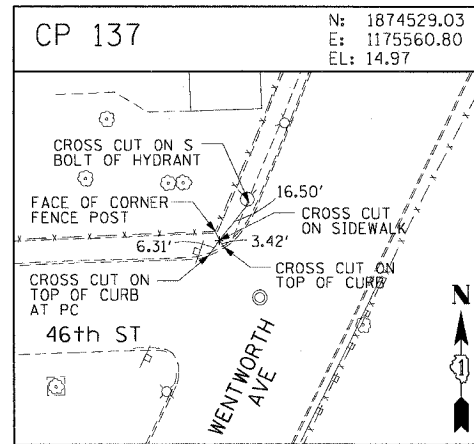
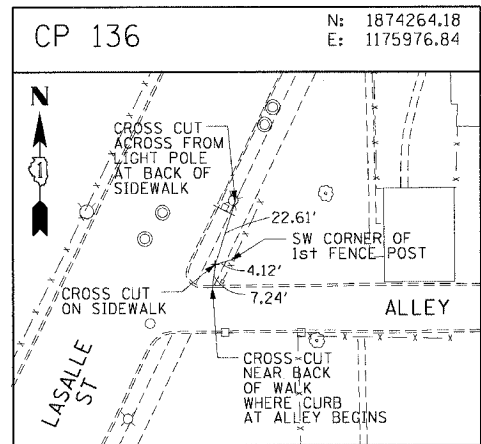
SURVEY TIES AND CONTROL POINTS

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 DATE: March 4, 2005

DRAWN BY: WRK
 CHECKED BY: JAL



8/27/05 8:07:33 AM



REVISIONS	
NAME	DATE

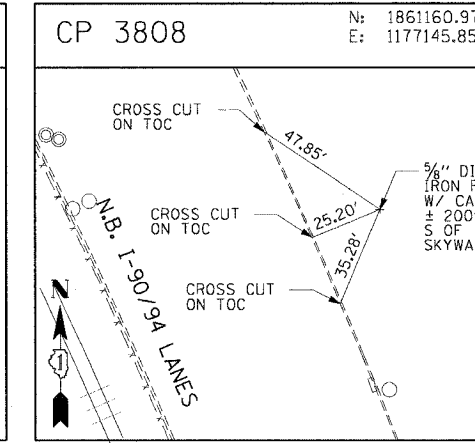
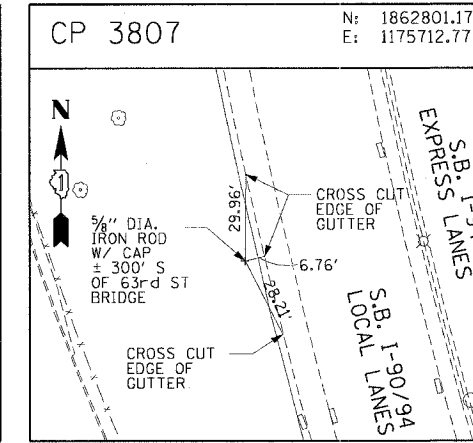
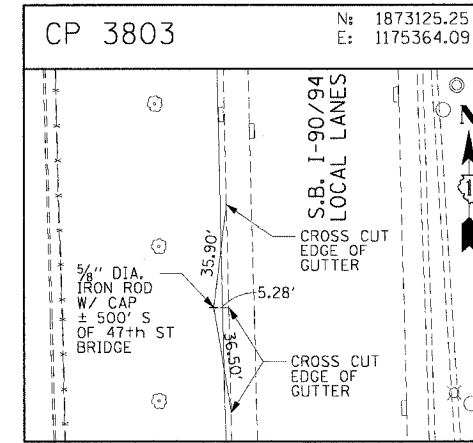
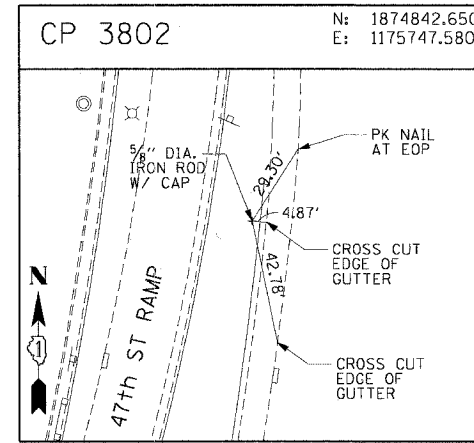
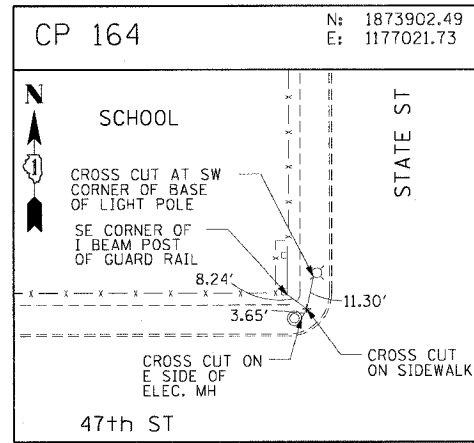
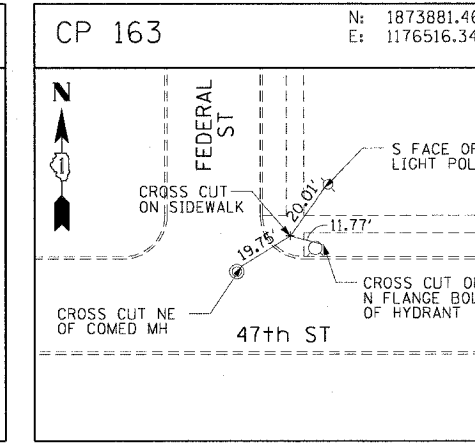
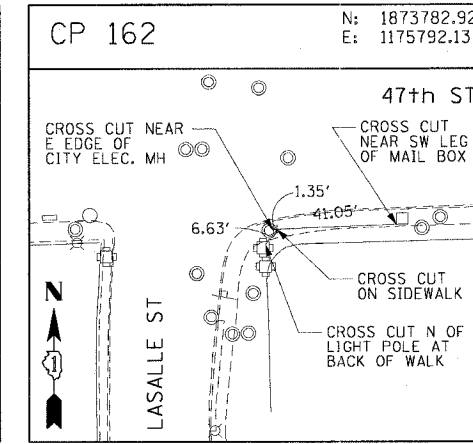
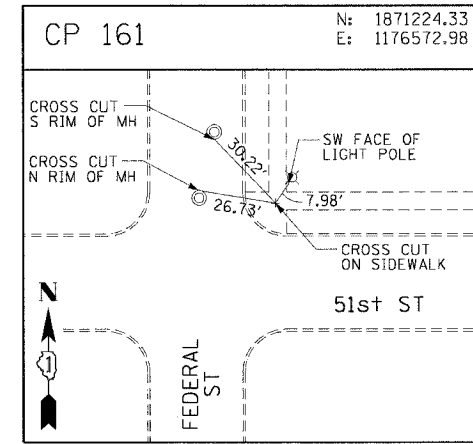
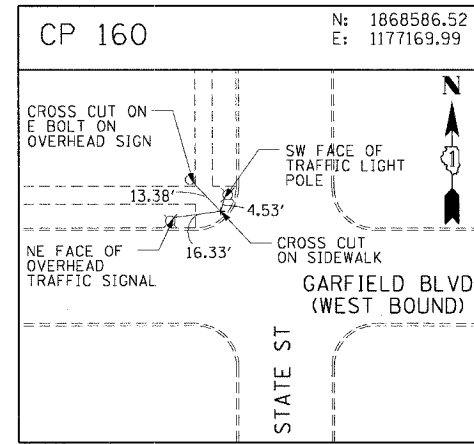
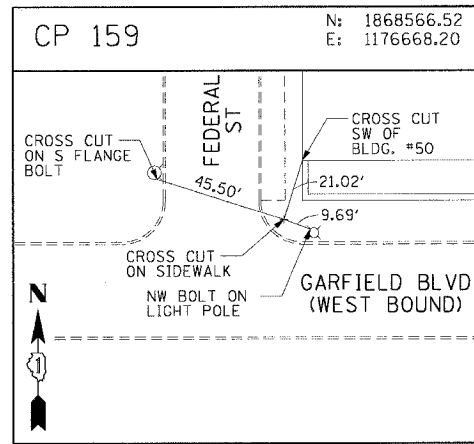
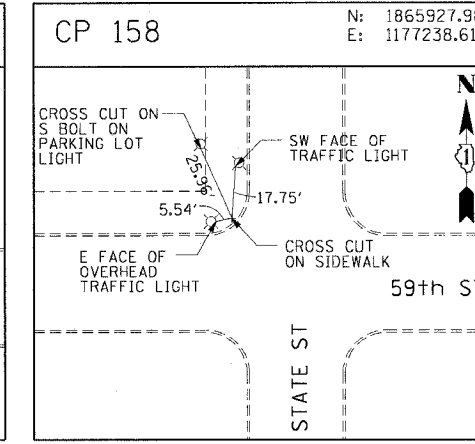
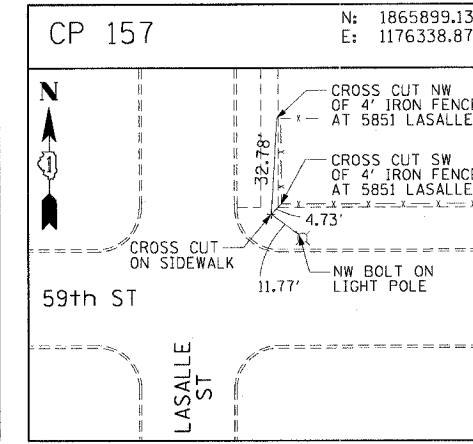
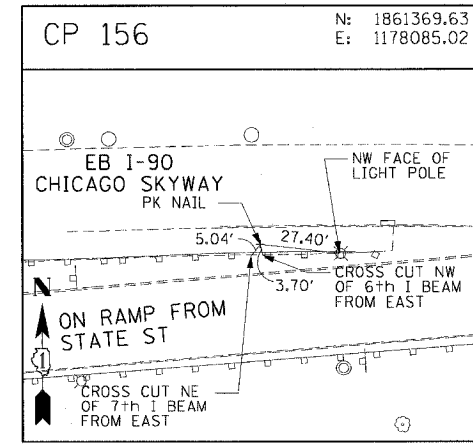
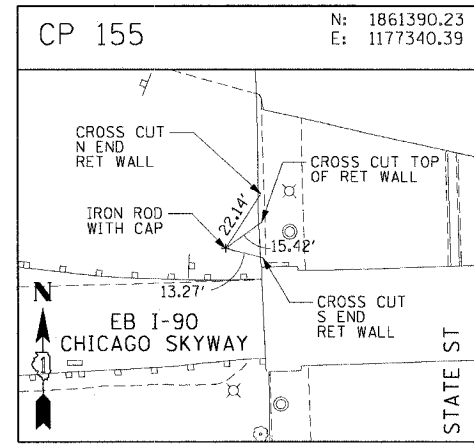
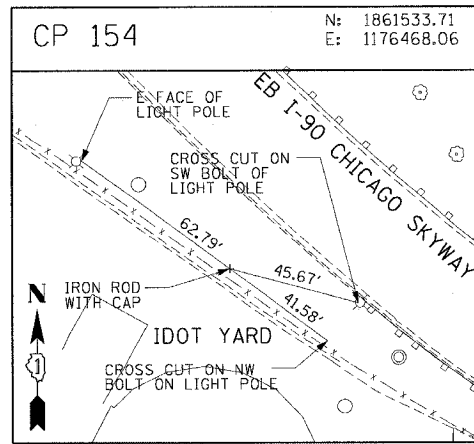
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

SURVEY TIES AND CONTROL POINTS

SCALE: 1"=30'
DATE: March 4, 2005

DRAWN BY: MRK
CHECKED BY: JAL

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

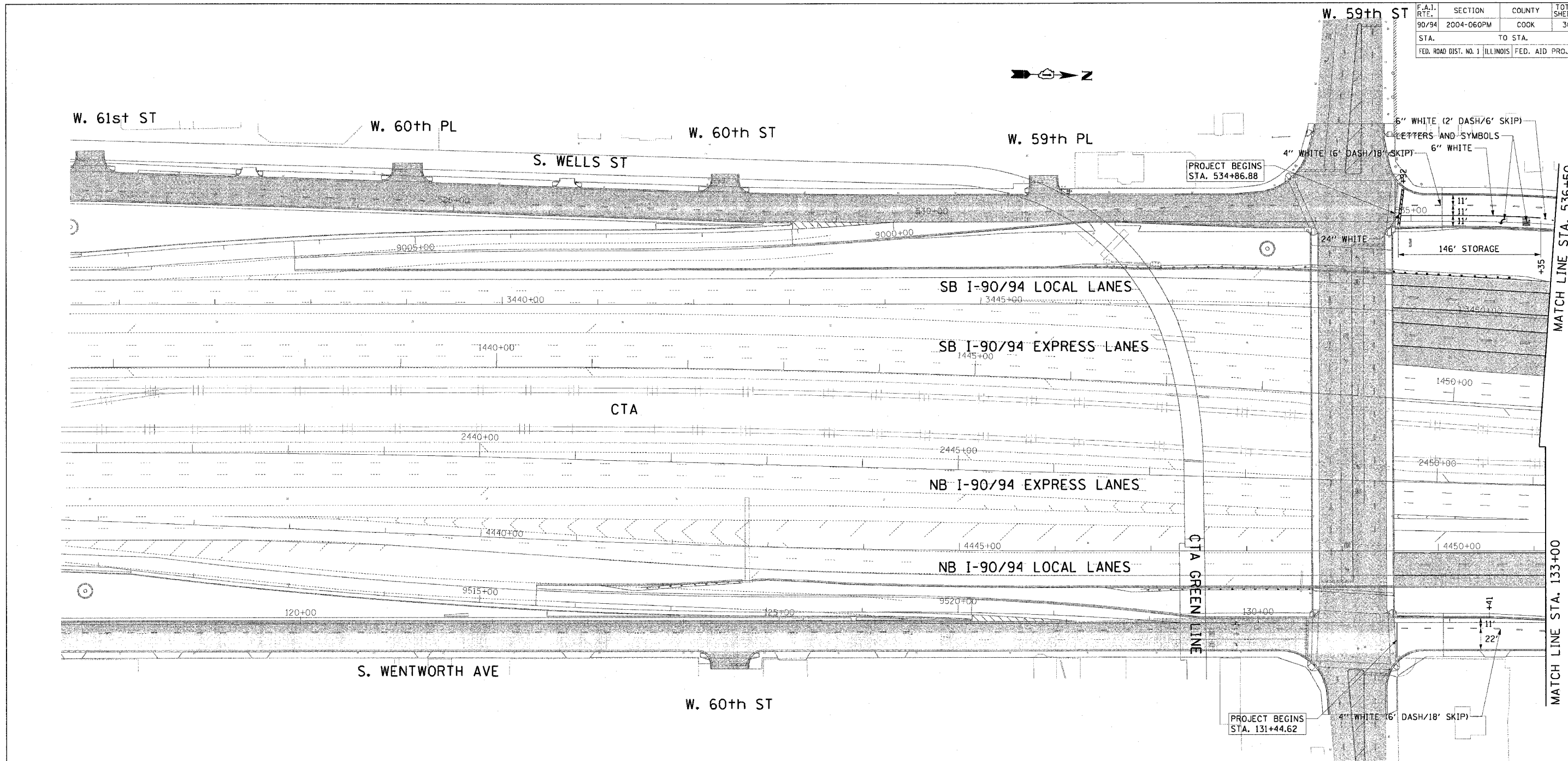
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SCALE: 1"=30'
DATE: March 4, 2005

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CHECKED BY: JAL

3/7/2005 8:07:37 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	19
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	62799	

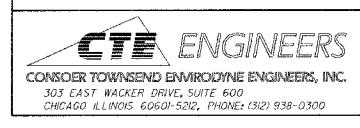


KEY
 PAVEMENT MARKINGS (BY OTHERS)

- NOTES:**
1. ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
 2. SEE DISTRICT 1 STANDARD TC-24 FOR PAVEMENT MARKING DETAILS AND LOCATIONS.
 3. PAVEMENT MARKING ON CROSS STREET BRIDGES ARE SHOWN ON PAVEMENT MARKING PLAN SHEET 8 OF 8.
 4. STOP BAR DIMENSIONS ARE TO THE CENTER OF THE STOP BAR.
 5. STATION CALLOUTS ARE BASED ON THE WELLS ST AND WENTWORTH AVE BASELINES UNLESS OTHERWISE NOTED.
 6. STOP BARS SHALL BE PLACED 4' IN ADVANCE OF AND PARALLEL TO THE CROSSWALK UNLESS OTHERWISE NOTED.

REVISIONS	
NAME	DATE

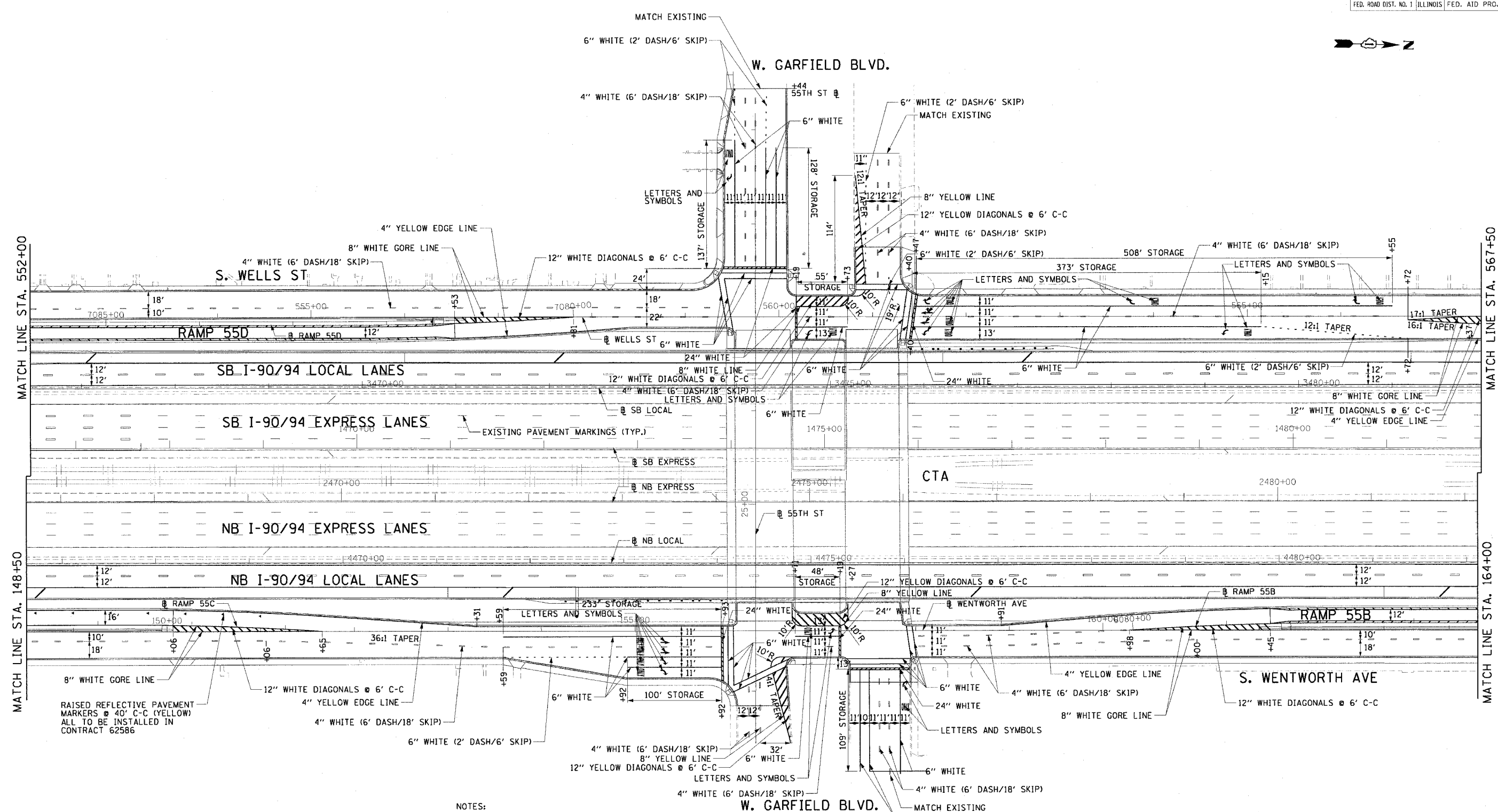
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMP)
PAVEMENT MARKING PLANS
 SCALE: 1"=50'
 DATE: March 4, 2005
 DRAWN BY: SDH
 CHECKED BY: NJH



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	21
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

62799



RAISED REFLECTIVE PAVEMENT MARKERS @ 40' C-C (YELLOW) ALL TO BE INSTALLED IN CONTRACT 62586

KEY
 PAVEMENT MARKINGS (BY OTHERS)

- NOTES:**
1. ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

PAVEMENT MARKING PLAN

SCALE: 1"=50'
 DATE: March 4, 2005

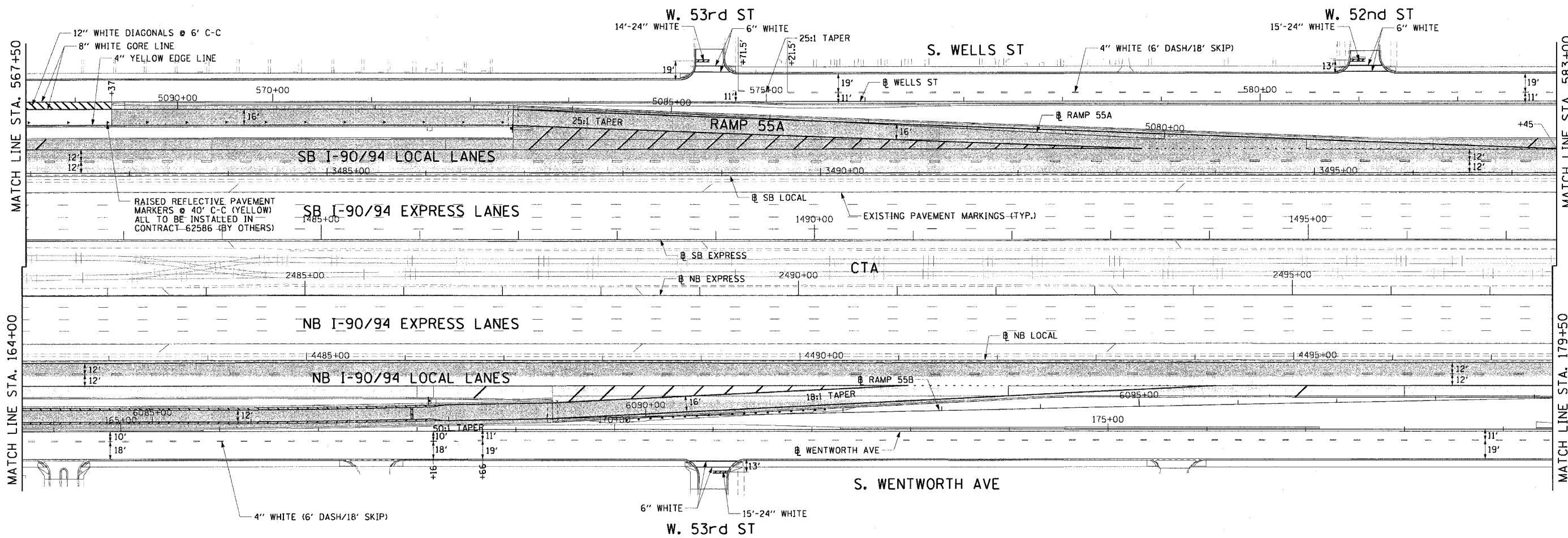
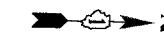
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

62799



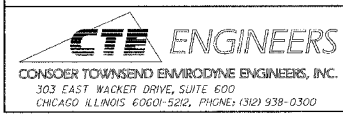
KEY
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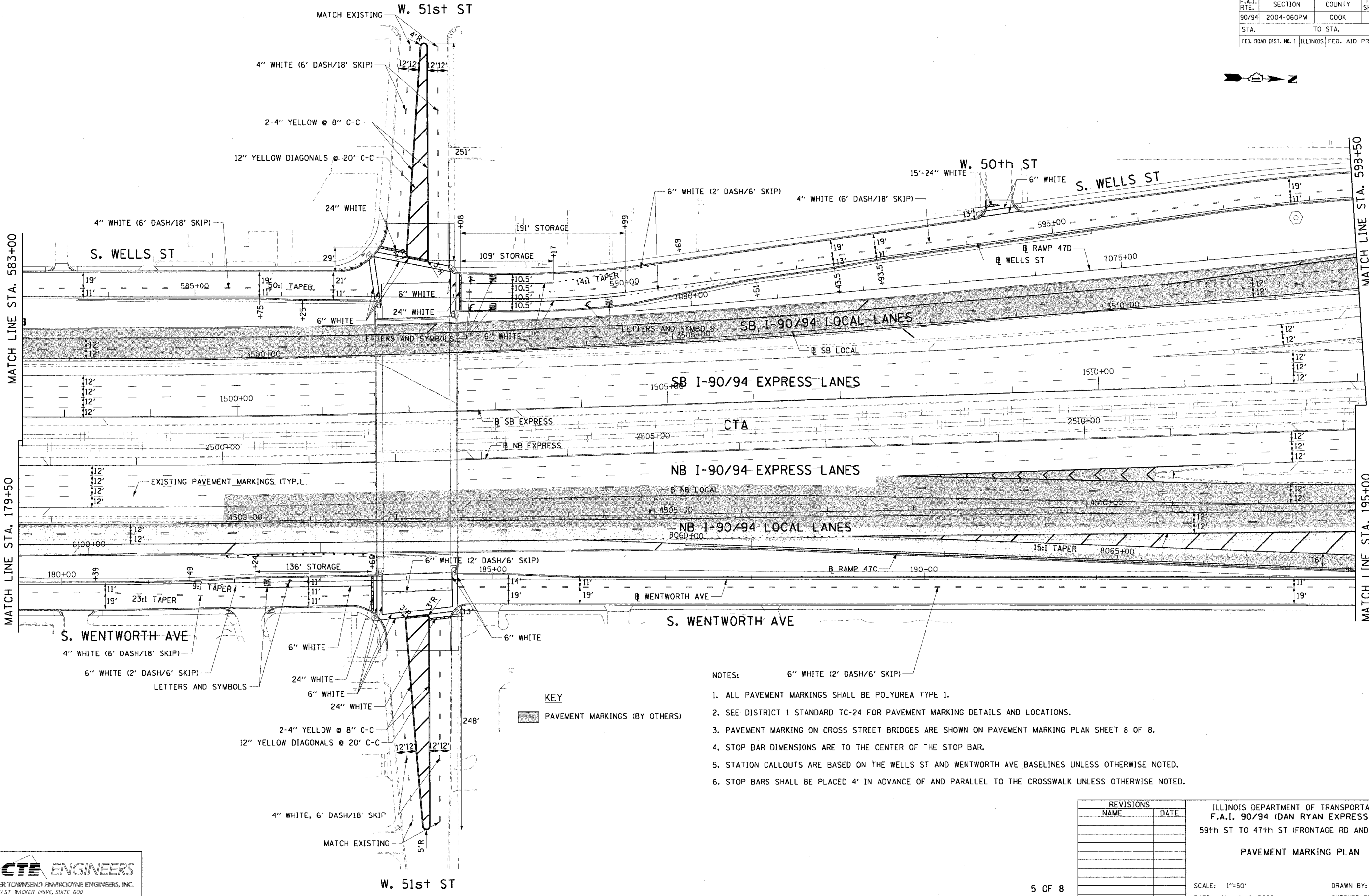
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
PAVEMENT MARKING PLAN

SCALE: 1"=50'
 DATE: March 4, 2005
 DRAWN BY: SDH
 CHECKED BY: NJH



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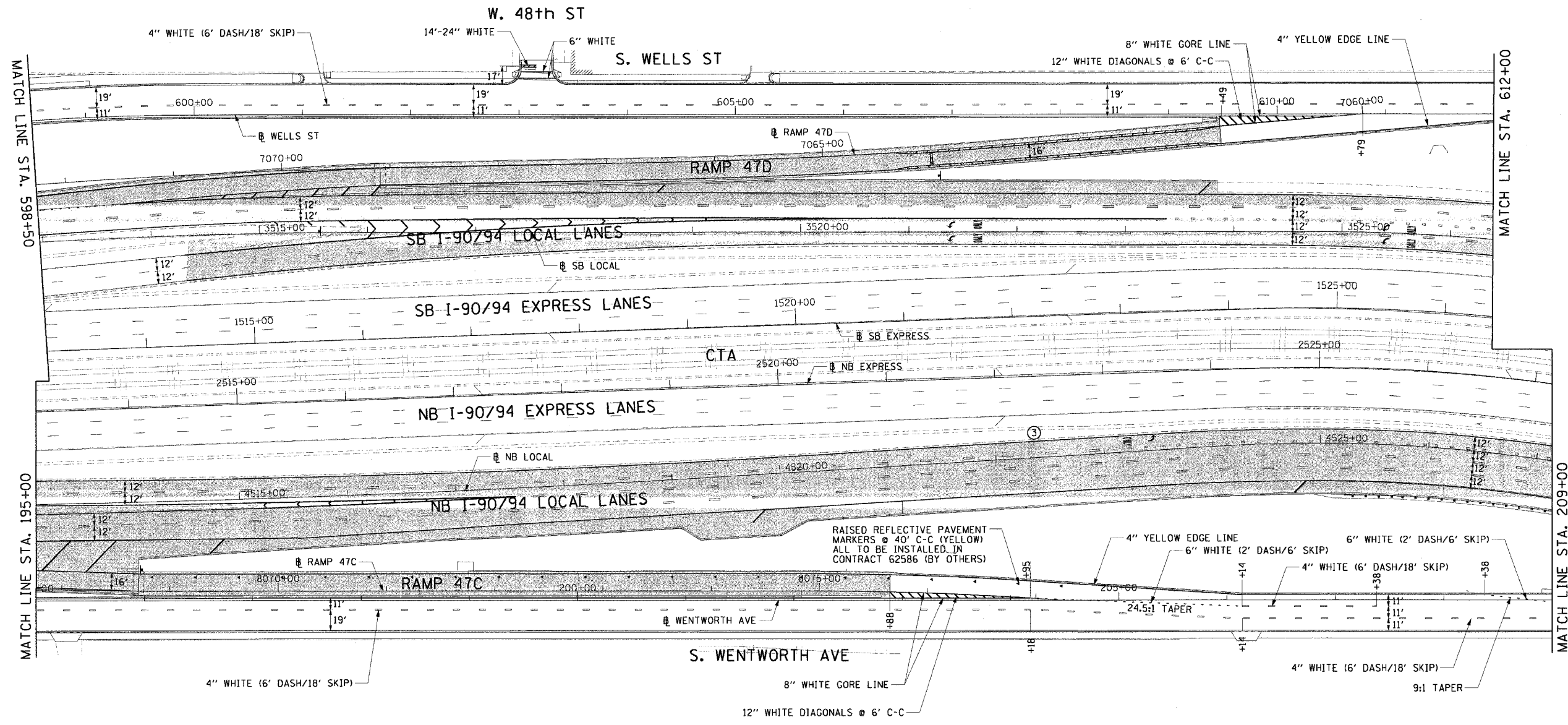
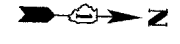
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
PAVEMENT MARKING PLAN
 SCALE: 1"=50'
 DATE: March 4, 2005
 DRAWN BY: SDH
 CHECKED BY: NJH

3/4/2005 8:09:45 AM



KEY
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)

PAVEMENT MARKING PLAN

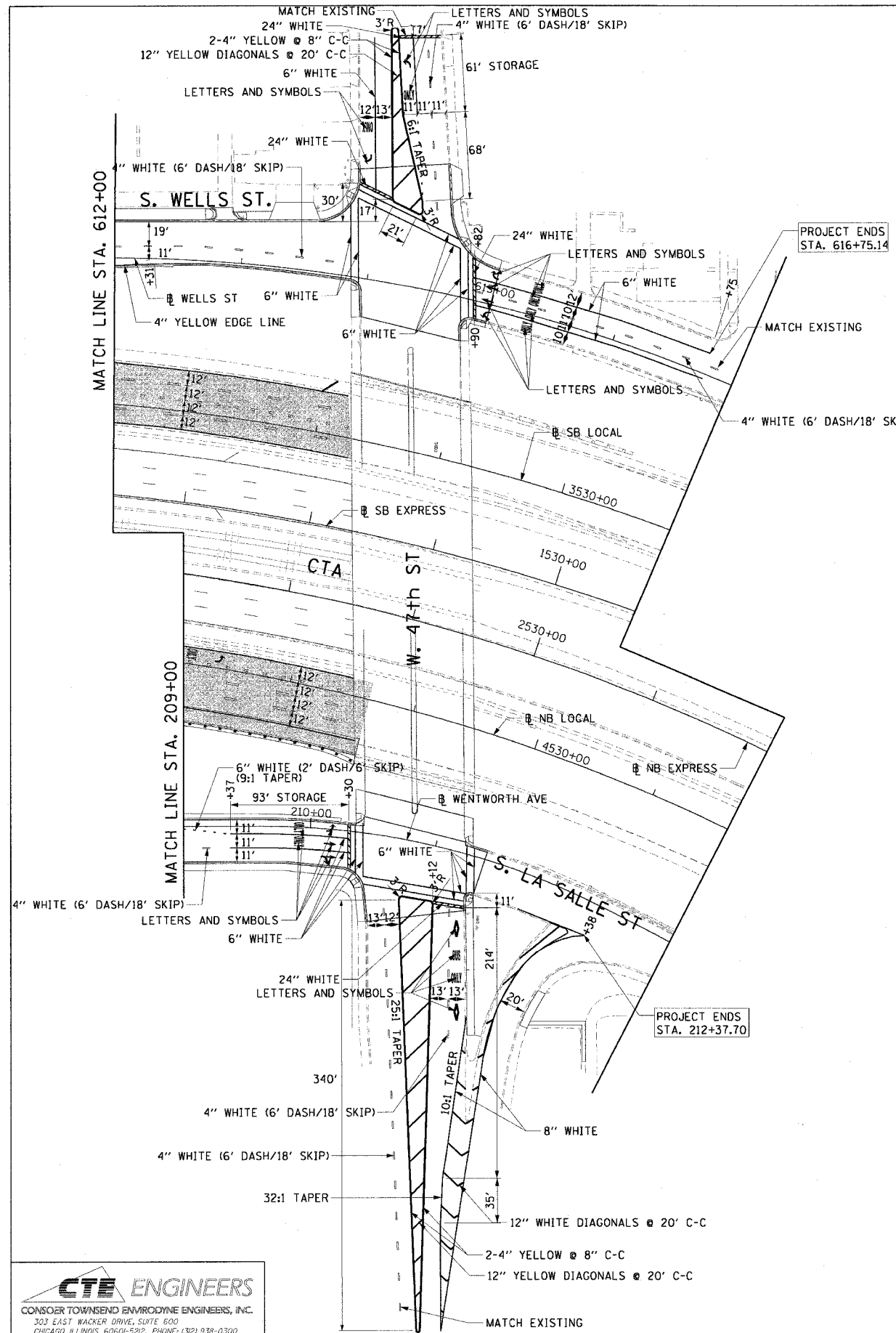
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 DATE: March 4, 2005

DRAWN BY: SDH
 CHECKED BY: NJH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-060PM	COOK	30	25
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS		FED. AID PROJECT	

62799



KEY
 PAVEMENT MARKINGS (BY OTHERS)

NOTES:

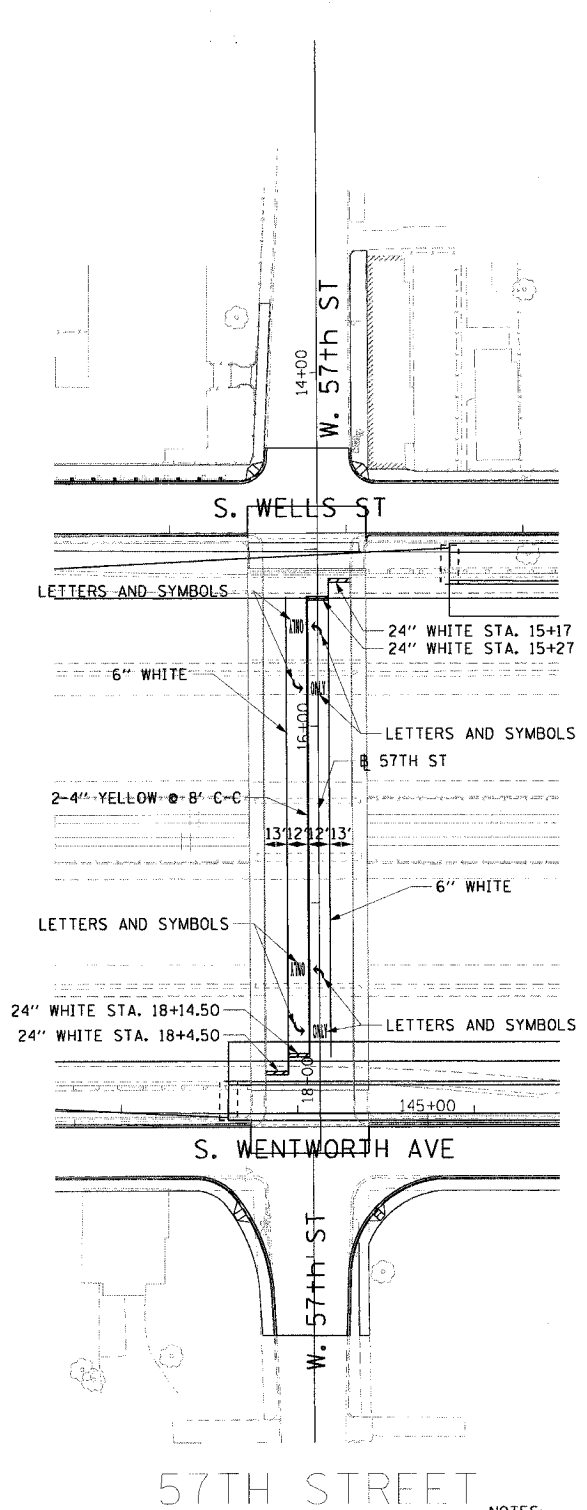
1. ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
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CTE ENGINEERS
 CONSOER TOWNSEND ENVIRONMENTAL ENGINEERS, INC.
 303 EAST WACKER DRIVE, SUITE 600
 CHICAGO, ILLINOIS 60601-5212, PHONE: (312) 938-0300

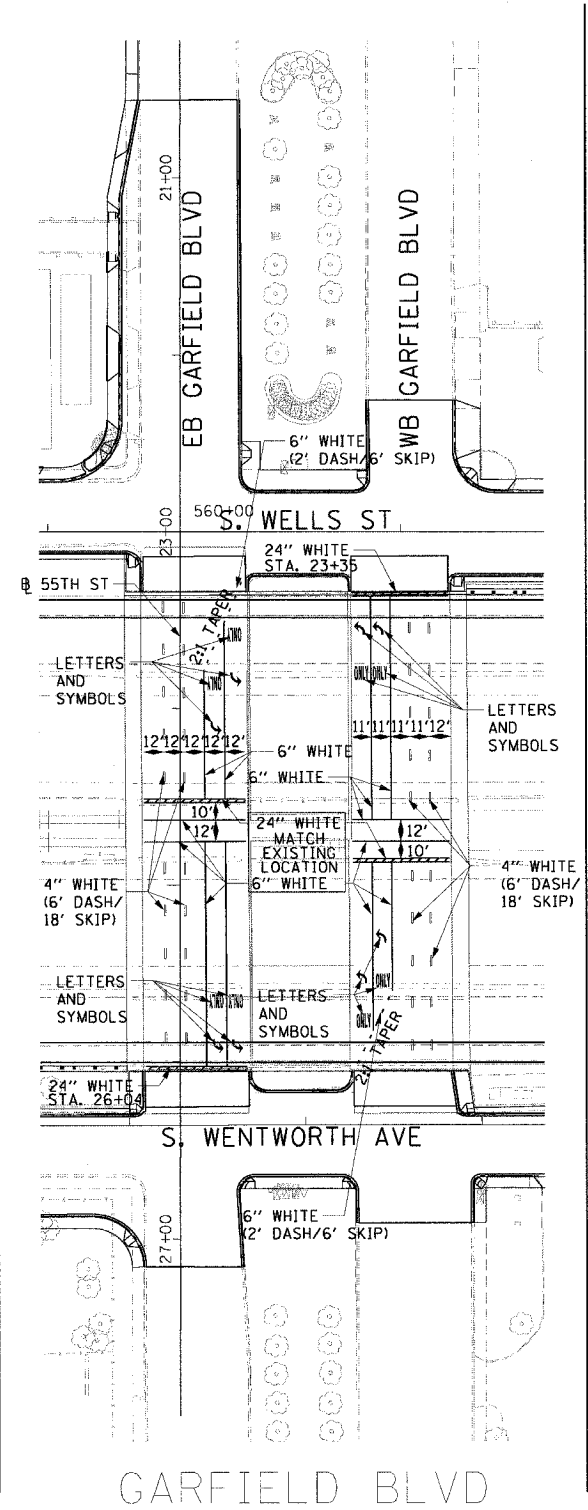
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 59th ST TO 47th ST (FRONTAGE RD AND RAMPS)
PAVEMENT MARKING PLANS
 SCALE: 1"=50'
 DATE: March 4, 2005
 DRAWN BY: SDH
 CHECKED BY: NUH

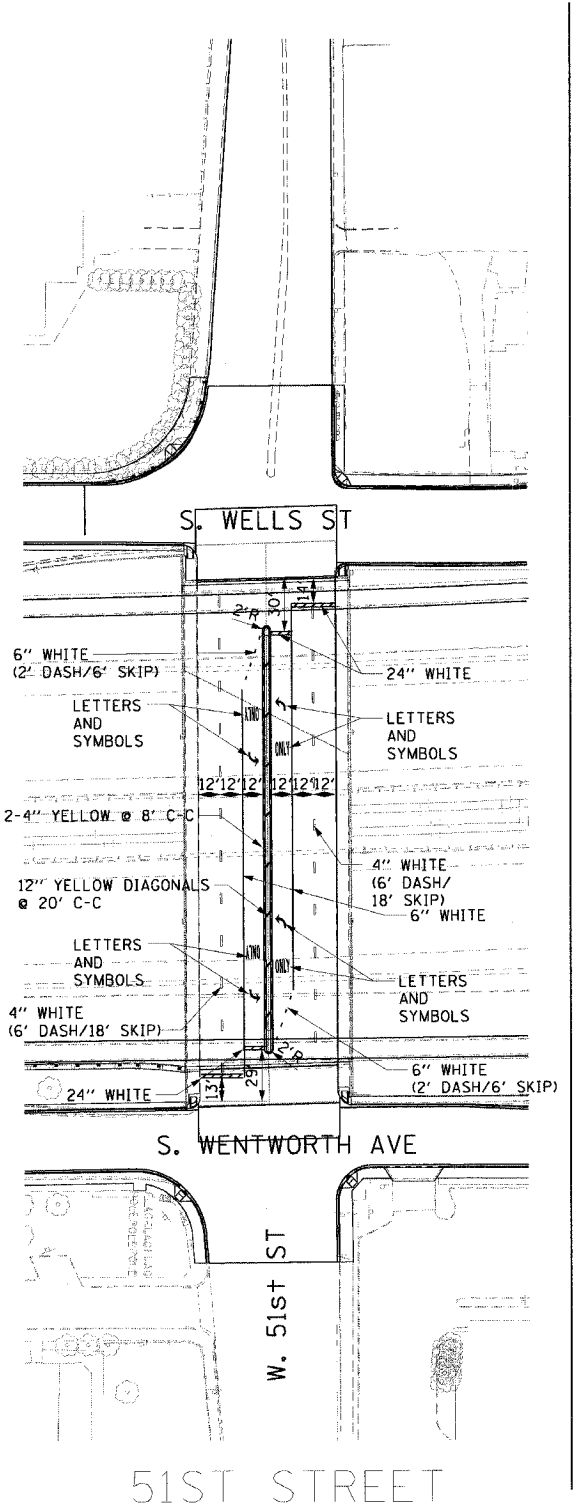
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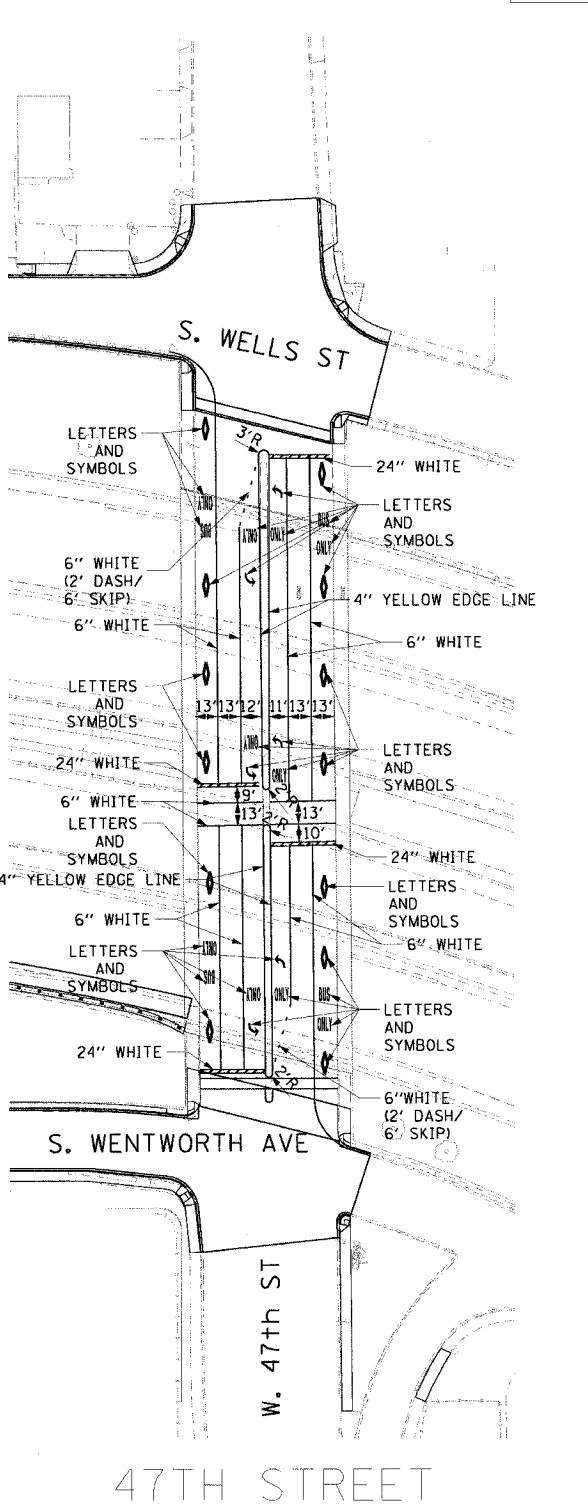
57TH STREET



GARFIELD BLVD

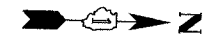


51ST STREET



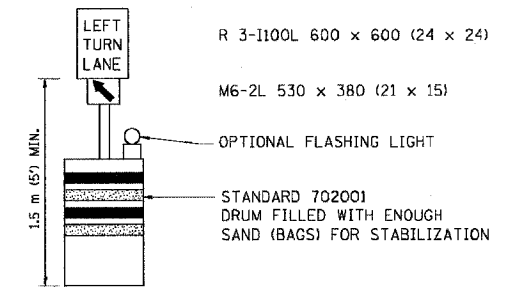
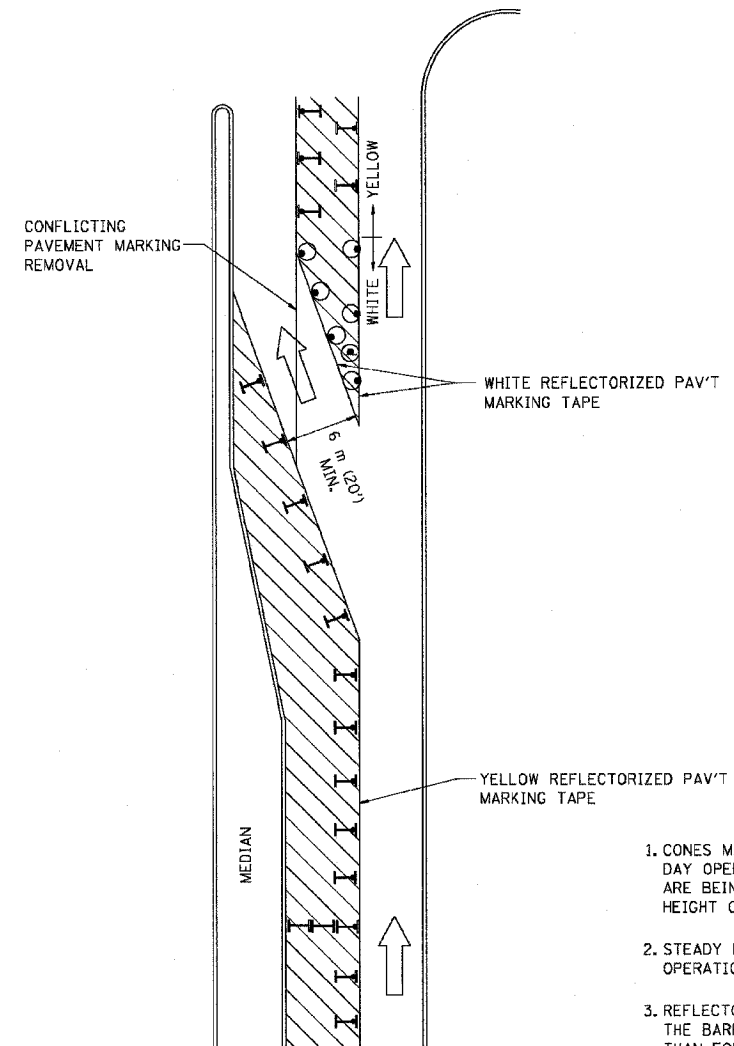
47TH STREET

- NOTES:
1. ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
 2. SEE DISTRICT 1 STANDARD TC-24 FOR PAVEMENT MARKING DETAILS AND LOCATIONS.
 3. FOR FRONTAGE ROAD PAVEMENT MARKINGS, SEE PAVEMENT MARKING PLAN DRAWINGS 1-7
 4. STOP BAR DIMENSIONS ARE TO THE CENTER OF THE STOP BAR.



REVISIONS	
NAME	DATE

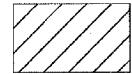
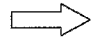




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GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

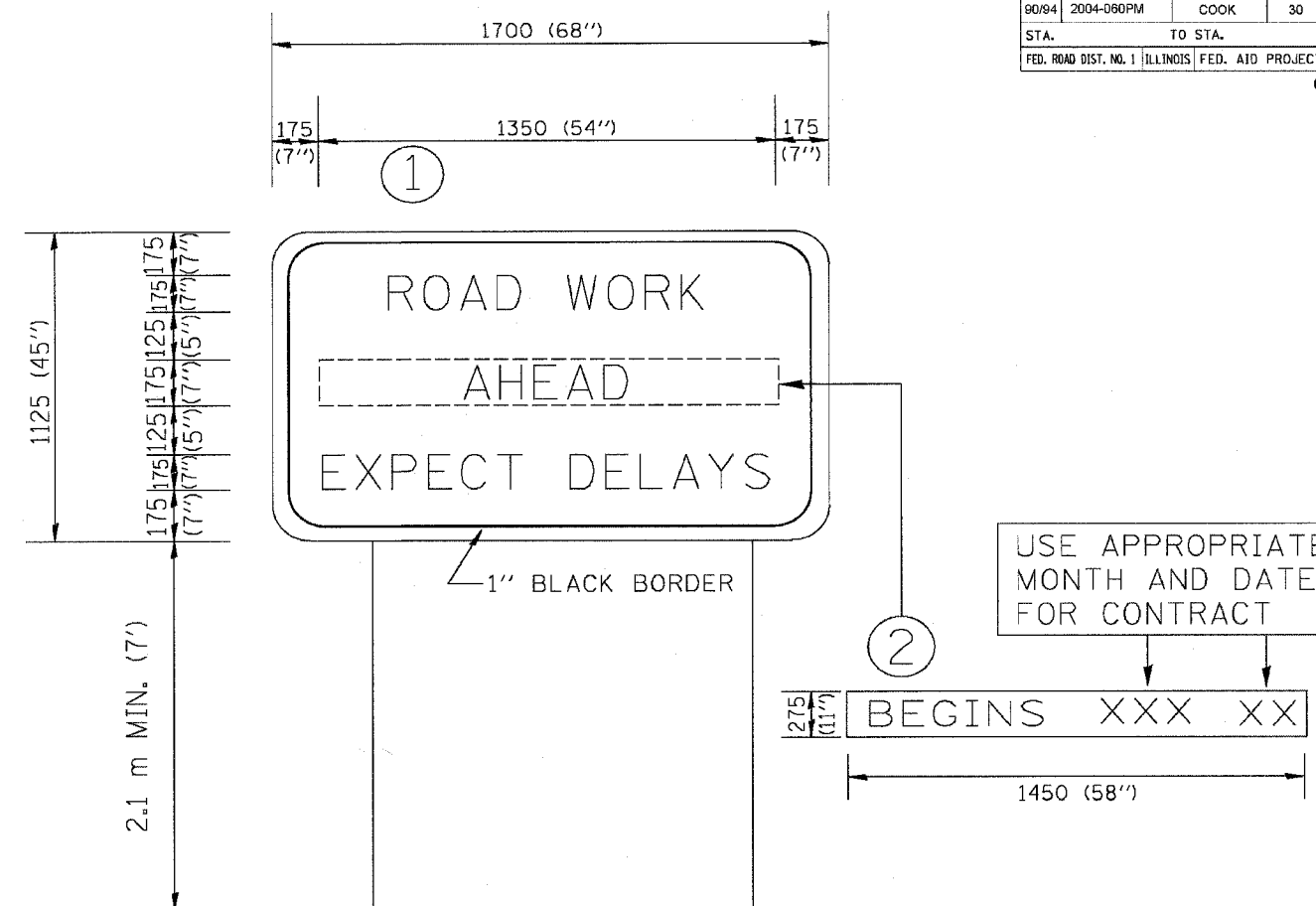
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

SCALE: NONE
 DATE: 10/18/2002
 DRAWN BY
 CHECKED BY LHA
 TC-14
 REVISION DATE: 01/06/00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80/94	2004-060PM	COOK	30	28
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
62799				



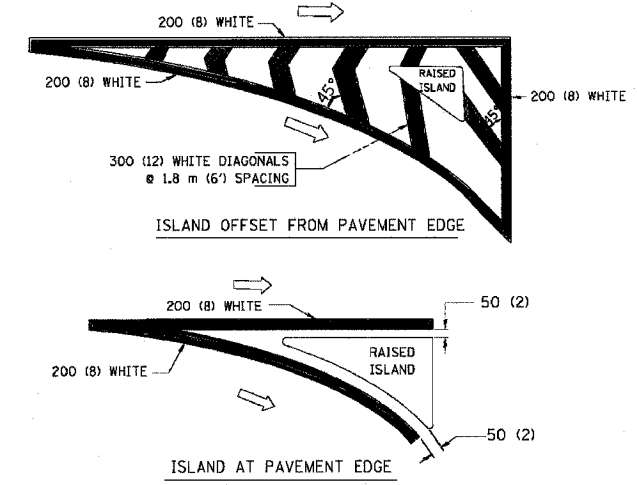
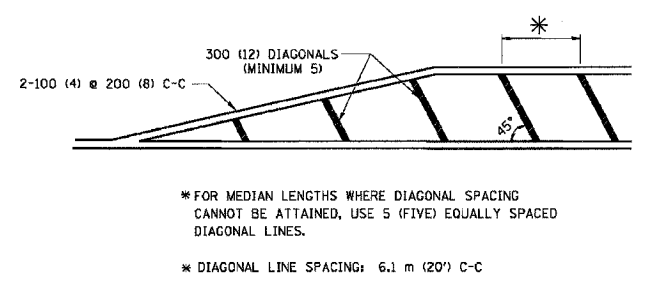
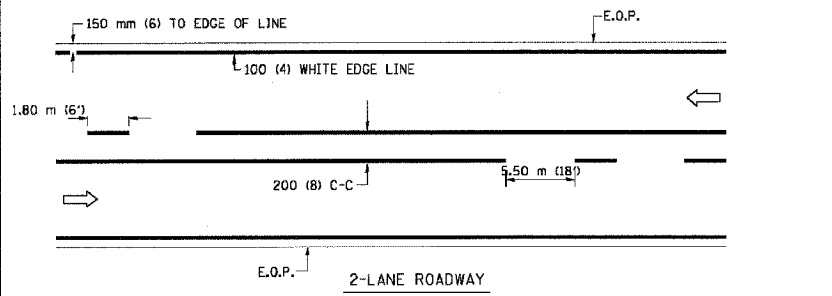
NOTES:

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

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

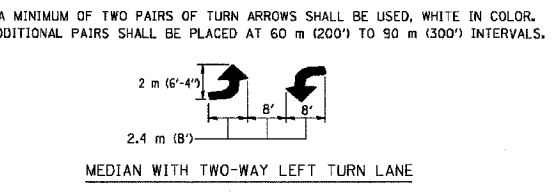
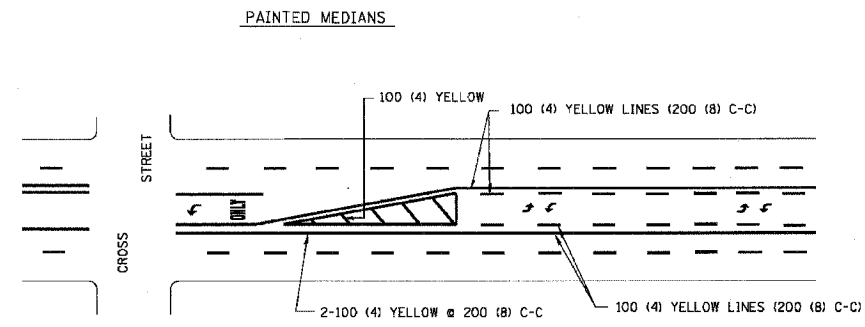
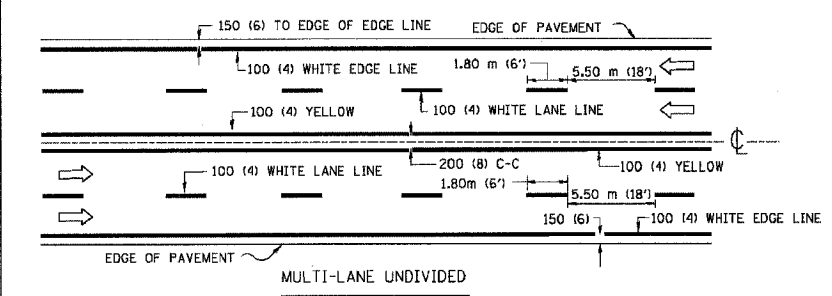
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY INFORMATION SIGNING
NAME	DATE	
R. MIRS	9-15-97	
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

SCALE: DATE 10/18/2002
DRAWN BY: BUR. OF DESIGN
CHECKED BY:

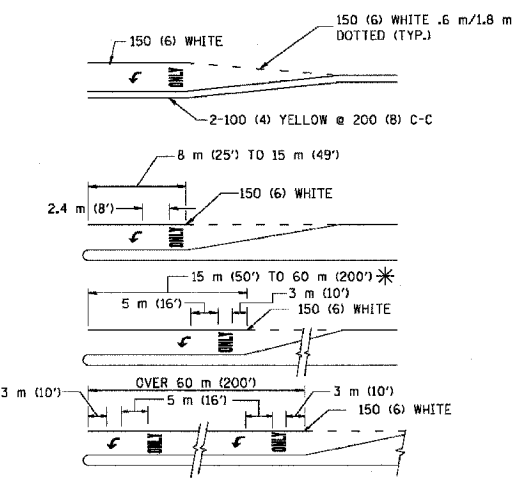
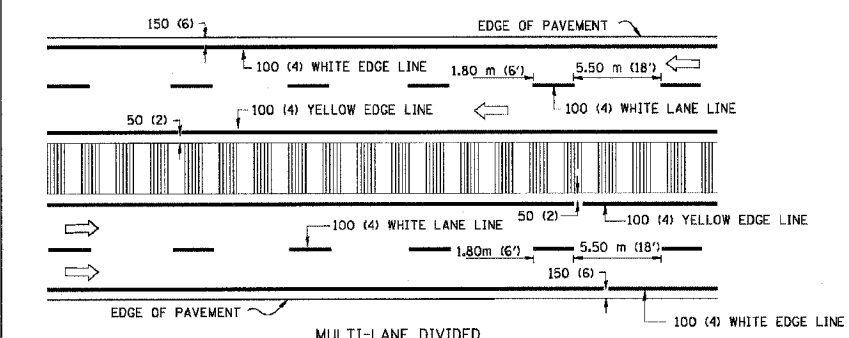


TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	1.80 m (6') LINE WITH 5.50 m (18') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	200 (8) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (4) 2 @ 100 (4)	SOLID SOLID	YELLOW YELLOW	200 (8) C-C
LANE LINES	100 (4) 125 (5) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	1.80 m (6') LINE WITH 5.50 m (18') SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	600 (2') LINE WITH 1.8 (6') SPACE
EDGE LINES	100 (4)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	150 (6) LINE; FULL SIZE LETTERS & SYMBOLS (2.4 m (8'))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 100 (4) EACH DIRECTION 2.4 m (8') LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	1.8 m (6') LINE WITH 5.50 m (18') SPACE FOR SKIP-DASH; 200 (8) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 150 (6) 300 (12) @ 45° 200 (8) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 1.8 m (6') APART 600 (2') APART 700 (2'-4") APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	600 (24)	SOLID	WHITE	PLACE 1.2 m (4') IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 100 (4) WITH 300 (12) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	200 (8) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	200 (8) WITH 300 (12) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 6.1 m (20') (LESS THAN 50 km/h (30 MPH))
RAILROAD CROSSING	600 (24) TRANSVERSE LINES; "RR" 15 1.8 m (6') LETTERS; 400 (16) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=0.33m ² (3.6 SQ. FT.) EACH "X"=5.0 m ² (54.0 SQ. FT.)



TYPICAL PAINTED MEDIAN MARKING

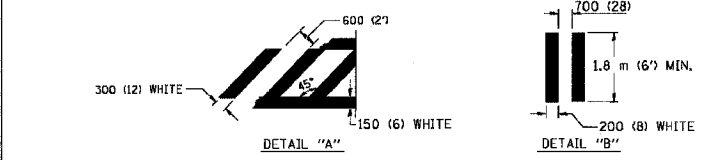
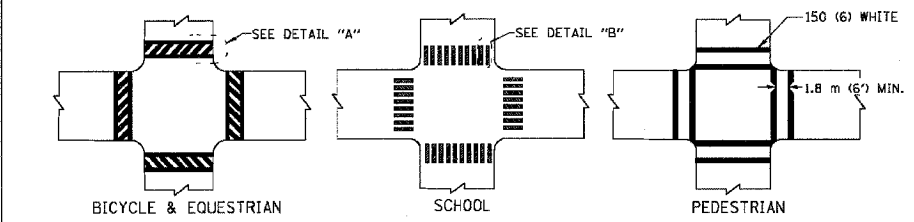


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.47 m² (15.8 SQ. FT.) ONLY AREA = 2.13 m² (22.9 SQ. FT.)
* TURN LANES IN EXCESS OF 120 m (400') IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

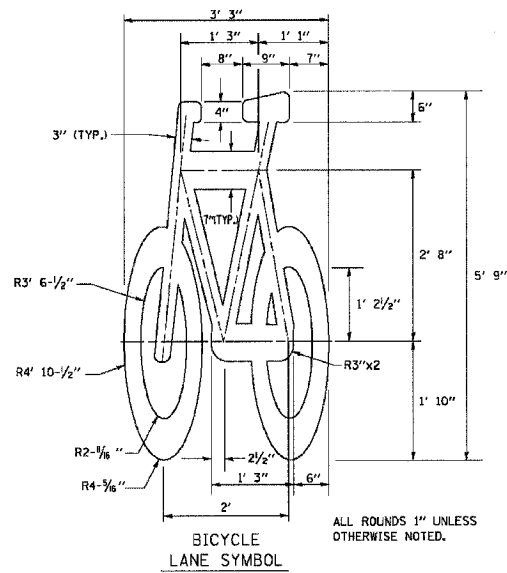
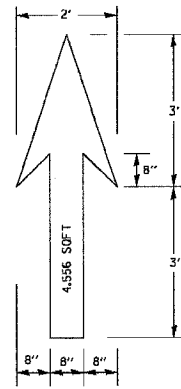
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

All dimensions are in millimeters (inches) unless otherwise shown. 1 OF 2

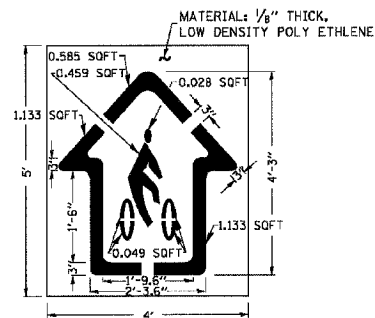
ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE
DATE 10/18/2002
DRAWN BY CADD
CHECKED BY
TC-24
REVISION DATE: 12/07/00

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00



ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

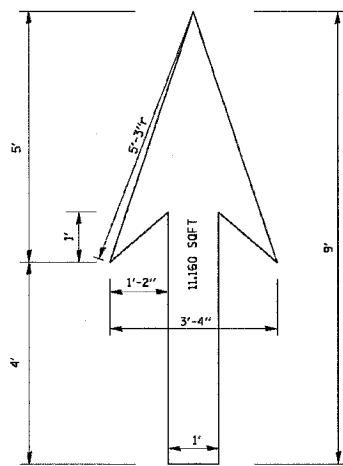


NOTE:

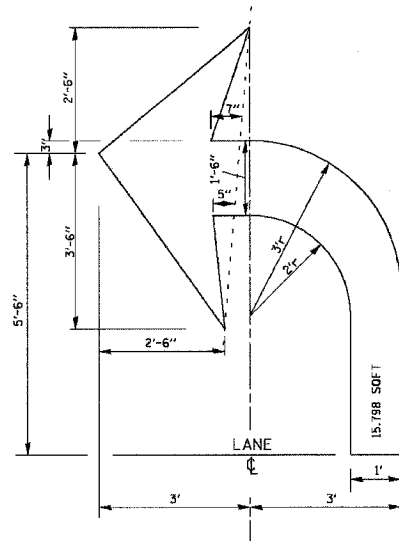
- FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC SYMBOL MANUFACTURED BY 3M, PRODUCT "STAMARK" #3801
- THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING #28

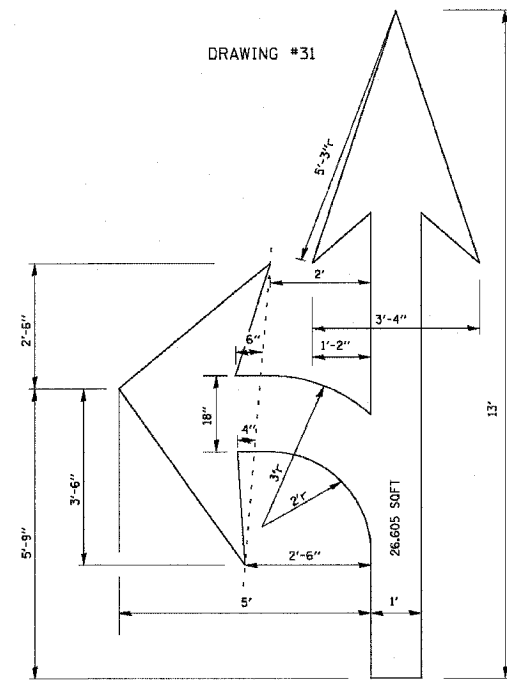
DRAWING #29



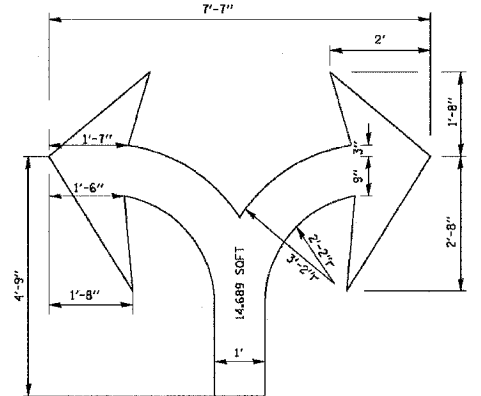
DRAWING #30



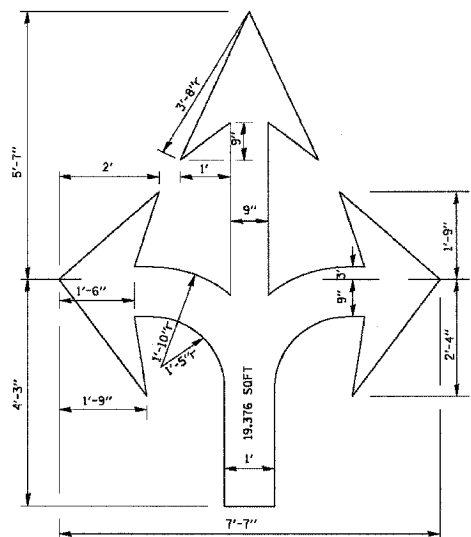
DRAWING #31



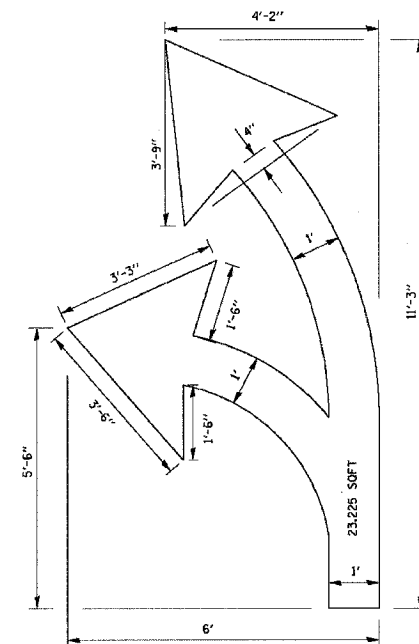
DRAWING #32



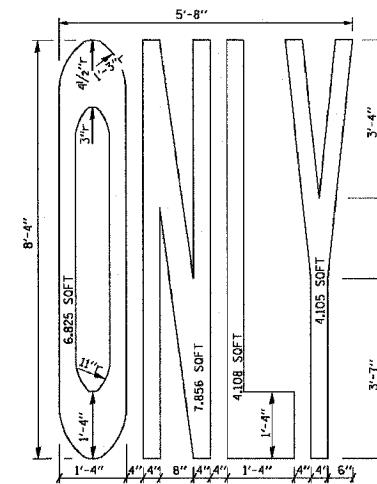
DRAWING #33



DRAWING #34



DRAWING #35



NOTE:

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT
MARKINGS.

SCALE: NONE
DATE 10/18/2002

DRAWN BY
CHECKED BY
TC-24