

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

D-91-419-01



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

INDEX OF SHEETS

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IDOT HIGHWAY STANDARDS

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

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A.I. ROUTE 90/94 (DAN RYAN EXPRESSWAY)
SECTION 2004-096PM
PROJECT: IM-094-3(390)058

INSTALLATION OF PAVEMENT MARKINGS ALONG WENTWORTH AVENUE AND WELLS STREET FROM 63rd STREET TO 59th STREET
COOK COUNTY
C-91-361-04

PROJECT LOCATED IN CITY OF CHICAGO

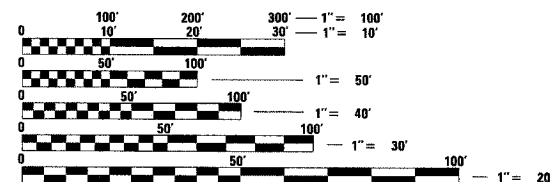
DESIGN DESIGNATION

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

ADT	DESIGN POSTED (2020)	DESIGN SPEED	POSTED SPEED
11,000	30	30	25
15,000	30	30	25

FRONTAGE ROADS:

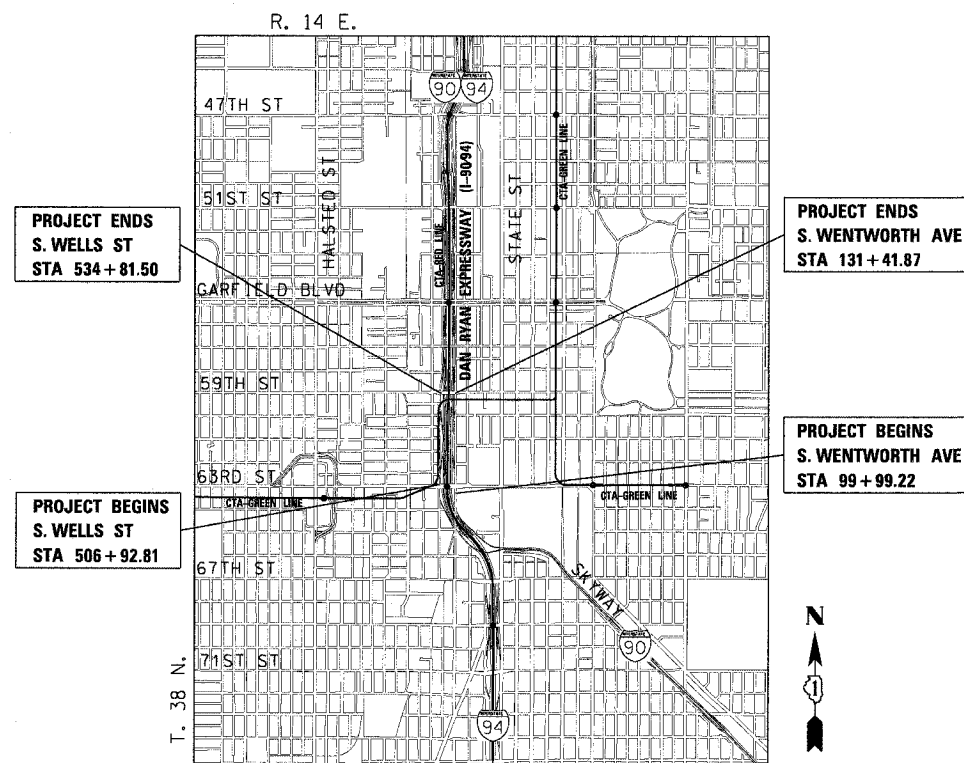
WENTWORTH AVE	11,000	30	25
WELLS ST	15,000	30	25



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. 62837



LOCATION MAP

0 1/2 MILE 1 MILE
1" = 1/2 MILE
GROSS LENGTH OF PROJECT = 5,931 FT (1.123 MILES)
NET LENGTH OF PROJECT = 5,931 FT (1.123 MILES)



Robert M. Goveia
ROBERT M. GOVEIA
11/30/05 EXPIRES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 10, 20 05

Dina O'Neil
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

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

May 13, 20 05
Victor Madariaga
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	2
STA. TO STA.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

62837

GENERAL NOTES:

-
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 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.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- 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.
- THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH:
 CONTRACT 62586 - ROADWAY AND RETAINING WALL IMPROVEMENTS (59TH ST TO 47TH ST)
 CONTRACT 62587 - WENTWORTH AVENUE OVERPASS AND WELLS STREET REALIGNMENTS
 CONTRACT 62693 - ROADWAY AND RETAINING WALL IMPROVEMENTS (63RD ST TO 59TH ST)
 CONTRACT 62799 - FRONTAGE ROAD PAVEMENT MARKING (59TH ST TO 47TH ST)
 CONTRACT 62813 - SEWER AND PAVING (WELLS ST 59TH ST TO 57TH ST)
 CONTRACT 62814 - SEWER AND PAVING (WENTWORTH AVE 59TH ST TO 57TH ST)
 CONTRACT 62835 - SIDEWALKS AND DRIVEWAYS (63RD ST TO 59TH ST)
 CONTRACT 62836 - FRONTAGE ROAD SIGNING (63RD ST TO 59TH ST)
 CONTRACT 62839 - 59TH ST TRAFFIC SIGNALS
 CONTRACT 62840 - 63RD ST TRAFFIC SIGNALS
 CONTRACT 62841 - SEWER TELEVISIONING (63RD ST TO 59TH ST)
 CONTRACT 62842 - CITY OF CHICAGO LIGHTING (63RD ST TO 59TH ST)
- TEMPORARY PAVEMENT MARKINGS HAVE BEEN INCLUDED IN THE CONTRACT AND SHALL BE USED IN LEIU OF THE ^{POLYUREA} EPOXY PAVEMENT MARKINGS IF THE ^{POLYUREA} EPOXY PAVEMENT MARKINGS CANNOT BE INSTALLED ACCORDING TO THE ^{POLYUREA} TEMPERATURE REQUIREMENT OF ARTICLE 780.09 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT MARKINGS AND INSTALL THE ^{POLYUREA} EPOXY PAVEMENT MARKINGS AT A LATER DATE ONCE THE TEMPERATURE, ACCORDING TO ARTICLE 780.09, IS MET.
- WORK ZONE PUBLIC INFORMATION SIGNS SHALL BE ERECTED.

PROJECT COMMITMENTS:

- 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.
- 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) 63rd ST TO 59th ST (PAVEMENT MARKINGS) GENERAL NOTES AND PROJECT COMMITMENTS
NAME	DATE	



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

Rev.

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ACTIVITY ID	ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	2005												2006		
					MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
CONTRACT 9C (62693) - WENTWORTH AVENUE																			
PRE-STAGE - SEWER RELOCATION																			
1	INSTALL TRAFFIC CONTROL	02-May-05	06-May-05																
2	SEWER RELOCATION (STA. 112+88 TO STA. 126+58)	06-May-05	03-Jun-05																
STAGE 1 - RETAINING WALLS & PAVE INSIDE FRONTAGE																			
1	INSTALL TRAFFIC CONTROL	01-Jun-05	06-Jun-05																
2	CONSTRUCT PROPOSED RETAINING WALLS																		
a.	S.N. 016-W882	06-Jun-05	05-Aug-05																
b.	S.N. 016-W886	06-Jun-05	09-Sep-05																
c.	S.N. 016-W901	06-Jun-05	19-Aug-05																
d.	S.N. 016-W887/W965	06-Jun-05	02-Sep-05																
e.	S.N. 016-WWRR	06-Jun-05	19-Aug-05																
3	COMED RELOCATION (60TH STREET)	18-Jul-05	05-Aug-05																
4	SEWER RELOCATION (STA. 126+58 TO STA. 131+12)	06-Jun-05	22-Jun-05																
5	CONSTRUCT PROPOSED FRONTAGE ROAD	03-Aug-05	10-Oct-05																
6	CONSTRUCT 14" TEMPORARY PAVEMENT & CONCRETE RAMPS	05-Aug-05	14-Oct-05																
STAGE 2 - PAVE OUTSIDE FRONTAGE																			
1	INSTALL TRAFFIC CONTROL	17-Oct-05	24-Oct-05																
2	CONSTRUCT PROPOSED FRONTAGE ROAD	24-Oct-05	23-Nov-05																
CONTRACT 9C (62693) - WELLS STREET																			
STAGE 1 - RETAINING WALLS & PAVE INSIDE FRONTAGE																			
1	INSTALL TRAFFIC CONTROL	02-May-05	09-May-05																
2	CONSTRUCT PROPOSED RETAINING WALLS																		
a.	S.N. 016-W894/964	09-May-05	22-Jul-05																
b.	S.N. 016-W903/W906	09-May-05	05-Aug-05																
c.	S.N. 016-W907	09-May-05	05-Aug-05																
4	CONSTRUCT PROPOSED FRONTAGE ROAD	20-Jun-05	23-Sep-05																
5	CONSTRUCT 14" TEMPORARY PAVEMENT & CONCRETE RAMPS	20-Jun-05	23-Aug-05																
STAGE 2 - PAVE OUTSIDE FRONTAGE																			
1	INSTALL TRAFFIC CONTROL	23-Sep-05	29-Sep-05																
2	CONSTRUCT PROPOSED FRONTAGE ROAD	30-Sep-05	11-Nov-05																
CONTRACT 9C1 (62835) - SIDEWALKS & DRIVEWAYS																			
WENTWORTH AVENUE																			
1	CONSTRUCT PROPOSED SIDEWALKS & DRIVEWAYS	14-Nov-05	16-Dec-05																
WELLS STREET																			
1	CONSTRUCT PROPOSED SIDEWALKS & DRIVEWAYS	31-Oct-05	02-Dec-05																
CONTRACT 9C4 (62836) - FRONTAGE ROAD SIGNING																			
WENTWORTH AVENUE																			
1	REMOVE EXISTING SIGNING	01-Jun-05	10-Jun-05																
2	INSTALL NEW SIGNAGE / REINSTALL SIGNAGE	28-Nov-05	09-Dec-05																
WELLS STREET																			
1	REMOVE EXISTING SIGNING	02-May-05	13-May-05																
2	INSTALL NEW SIGNAGE / REINSTALL SIGNAGE	14-Nov-05	23-Nov-05																
CONTRACT 9C5 (62837) - FRONTAGE ROAD PAVEMENT MARKING																			
STAGE 2 - WENTWORTH AVENUE																			
1	INSTALL PERMANENT PAVEMENT MARKINGS	28-Nov-05	09-Dec-05																
STAGE 2 - WELLS STREET																			
1	INSTALL PERMANENT PAVEMENT MARKINGS	14-Nov-05	23-Nov-05																
CONTRACT 9C6 (62838) - TREE REMOVAL																			
WENTWORTH AVENUE																			
1	REMOVE EMBANKMENT TREES	02-May-05	13-May-05																
WELLS STREET																			
1	REMOVE EMBANKMENT TREES	25-Apr-05	06-May-05																
CONTRACT 9C7 (62839) - 59TH STREET TRAFFIC SIGNALS																			
59TH STREET & WENTWORTH AVENUE																			
1	INSTALL AND MAINTAIN TEMPORARY TRAFFIC SIGNALS, REMOVE EXISTING AND INSTALL NEW LIGHTING AND TRAFFIC SIGNALS	02-May-05	23-Nov-05																
59TH STREET & WELLS STREET																			
1	INSTALL AND MAINTAIN TEMPORARY TRAFFIC SIGNALS, REMOVE EXISTING AND INSTALL NEW LIGHTING AND TRAFFIC SIGNALS	02-May-05	11-Nov-05																

NOTES: 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.

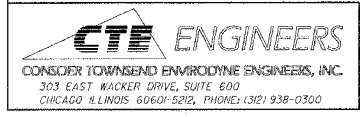
LEGEND:
 WORK PERFORMED IN CONTRACTS BY OTHERS
 WORK PERFORMED AS PART OF THIS CONTRACT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

SUGGESTED CONSTRUCTION SCHEDULE



SCALE: NONE DRAWN BY: AMM
 DATE: March 4, 2005 CHECKED BY: RMG



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ACTIVITY ID	ACTIVITY DESCRIPTION	EARLY START	EARLY FINISH	ORIG DUR	2005												2006										
					MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY								
CONTRACT 9C8 (62840) - 63RD STREET TRAFFIC SIGNALS																											
63RD STREET & WENTWORTH AVENUE																											
1	INSTALL AND MAINTAIN TEMPORARY TRAFFIC SIGNALS, REMOVE EXISTING AND INSTALL NEW LIGHTING AND TRAFFIC SIGNALS	02-May-05	23-Nov-05				02-May-05																				
63RD STREET & WELLS STREET																											
1	INSTALL AND MAINTAIN TEMPORARY TRAFFIC SIGNALS, REMOVE EXISTING AND INSTALL NEW LIGHTING AND TRAFFIC SIGNALS	02-May-05	11-Nov-05				02-May-05																				
CONTRACT 9C11 (62841) - SEWER TELEVISION																											
WENTWORTH AVENUE																											
1	TELEVISION EXISTING SEWER	02-May-05	13-May-05				02-May-05																				
2	TELEVISION EXISTING AND PROPOSED SEWER	14-Nov-05	23-Nov-05																								
WELLS STREET																											
1	TELEVISION EXISTING SEWER	02-May-05	13-May-05				02-May-05																				
2	TELEVISION EXISTING AND PROPOSED SEWER	31-Oct-05	11-Nov-05																								
CONTRACT 9C12 (62842) - CONDUIT & LIGHT POLE FOUNDATIONS																											
STAGE 2 - WENTWORTH AVENUE																											
1	CONSTRUCT NEW LIGHTING FOUNDATIONS	17-Oct-05	23-Nov-05																								
STAGE 2 - WELLS STREET																											
1	CONSTRUCT NEW LIGHTING FOUNDATIONS	26-Sep-05	28-Oct-05																								

NOTES: 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



CONSER 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)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)
 SUGGESTED CONSTRUCTION SCHEDULE

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

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SUMMARY OF QUANTITIES

URBAN
90% FED.
10% STATE

CODE NO.	ITEM	UNIT	QUANTITY	ROADWAY SFTY-ID
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	SQ FT	7,086	7,086
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	603	603
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	7,992	7,992
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3,513	3,513
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	775	775
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	504	504
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	521	521
78008200	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	SQ FT	603	603
78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	7,992	7,992
78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	3,513	3,513
78008240	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 8"	FOOT	775	775
78008250	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	FOOT	504	504
78008270	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"	FOOT	521	521
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52
X7015000	CHANGEABLE MESSAGE SIGN	CAL MD	2	2
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
Z0076600	TRAINEES	-HOUR-		

~~01080~~

PAVEMENT MARKING SCHEDULE

STATION TO STATION	SHEET	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 8"	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 24"
		SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT
WENTWORTH AVENUE							
99+99.22 TO 108+00.00	1	39	1,466	481	2	70	91
108+00.00 TO 122+00.00	2	-	410	178	142	53	35
122+00.00 TO 131+41.87	3	99	1,506	551	219	154	119
SUB-TOTALS		138	3,382	1,210	363	277	245
WELLS STREET							
506+92.81 TO 511+50.00	1	87	1,234	437	156	78	106
511+50.00 TO 525+50.00	2	-	362	233	-	-	41
525+50.00 TO 534+81.50	3	39	1,232	695	256	149	129
SUB-TOTALS		126	2,828	1,365	412	227	276
63RD STREET BRIDGE							
	1	184	905	360	-	-	-
59TH STREET BRIDGE							
	3	155	877	578	-	-	-
TOTALS		603	7,992	3,513	775	504	521

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

SUMMARY OF QUANTITIES
SCHEDULE OF QUANTITIES

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



10/5/2005 AM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	6
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

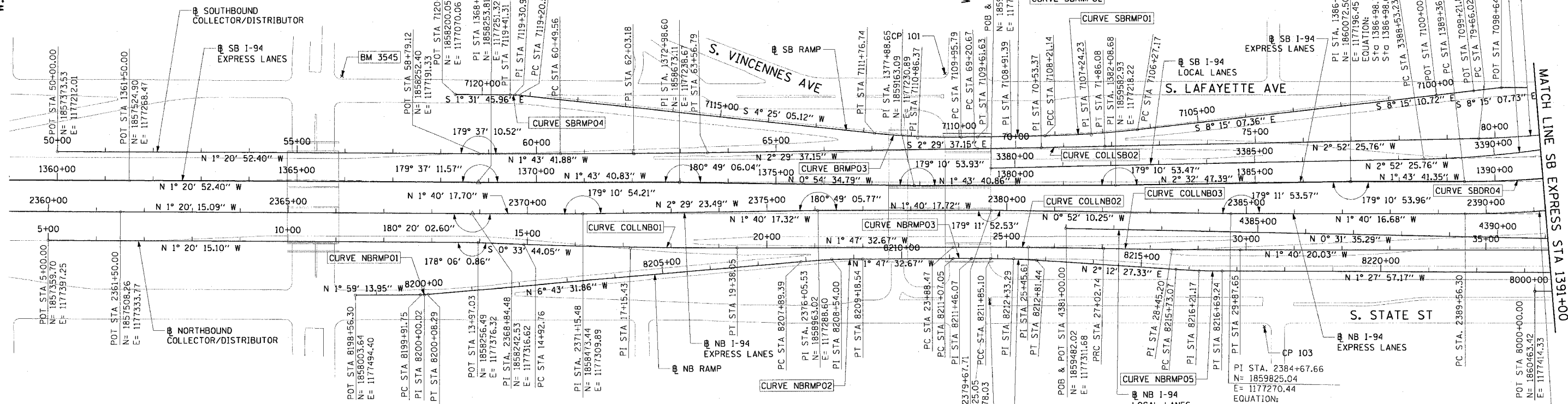
62837

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' 38" 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= 23,000.00' 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= 40,000.00' 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= 6° 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

W. 72nd ST

W. 71st ST

W. 69th ST



BENCH MARK NO. 3528 ELEV. 16.20	BENCH MARK NO. 3535 ELEV. 19.31
DESCRIPTION: CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE	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	BENCH MARK NO. 3536 ELEV. 18.37
DESCRIPTION: CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST	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	BENCH MARK NO. 3537 ELEV. 17.71
DESCRIPTION: CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST	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	BENCH MARK NO. 3538 ELEV. 17.31
DESCRIPTION: HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.	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	BENCH MARK NO. 3544 ELEV. 19.38
DESCRIPTION: BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST	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	CURVE NBRMPO2	CURVE NBRMPO3	CURVE NBRMPO4
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	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	P.I. STA= 8211+46.07 N= 1,859,287.39 E= 1,177,380.27 Δ= 0° 19' 12" D= 3° 49' 11" R= 1,500.00' 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	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

CURVE NBRMPO5	CURVE SBLOC01
P.I. STA= 8216+21.17 N= 1,859,762.21 E= 1,177,392.97 Δ= 3° 40' 25" 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= 8215+73.07 N= 1,859,714.14 E= 1,177,391.11 P.T. STA= 8216+69.24 N= 1,859,810.29 E= 1,177,391.74	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

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)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS



2/24/2005 3:20:00 PM

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 NBLOCO1
 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 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= 857.27'
 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 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= 346.35'
 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

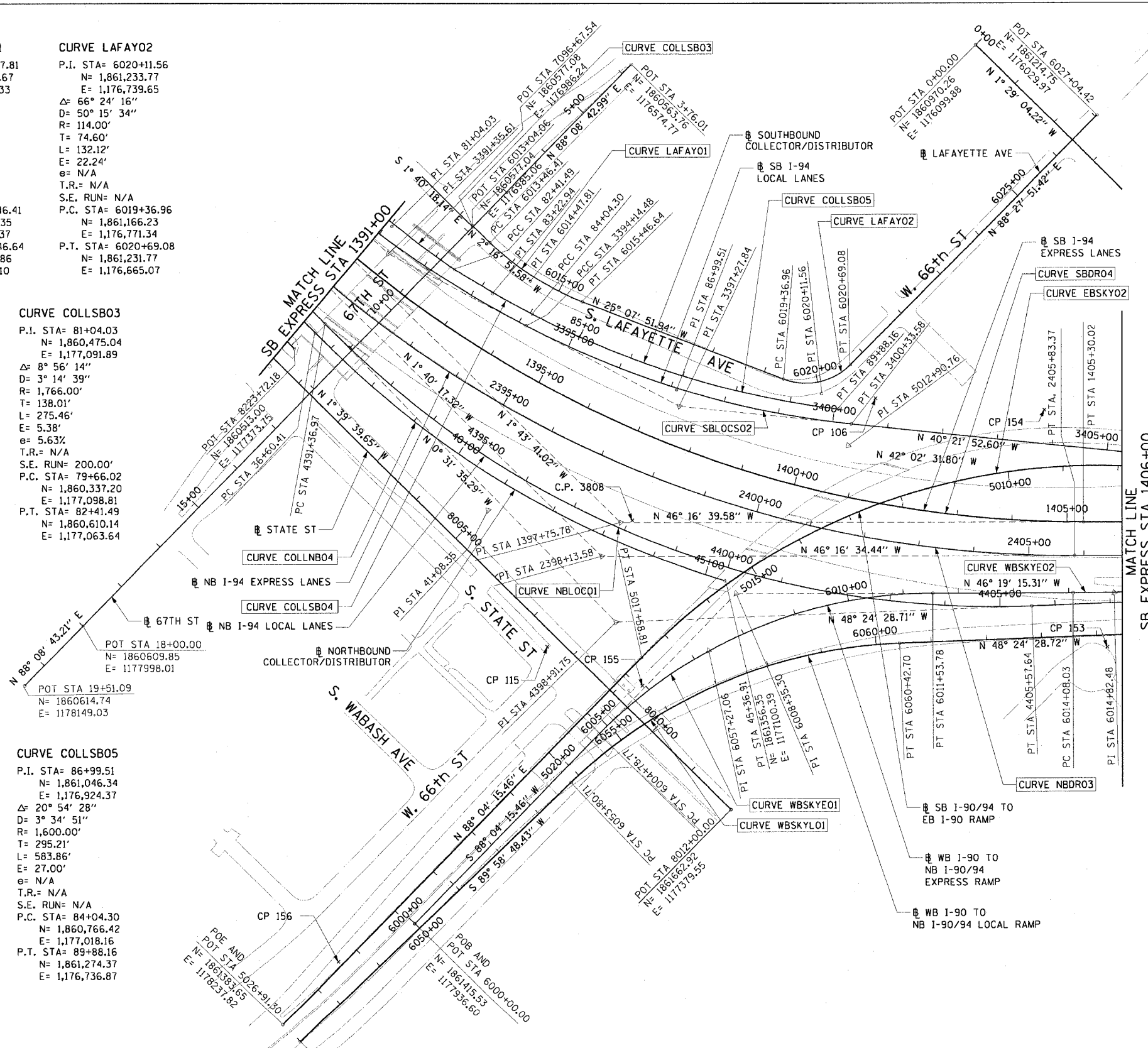
CURVE WBSKYEO1
 P.I. STA= 6008+35.30
 N= 1,861,387.41
 E= 1,177,101.77
 Δ= 45° 36' 29"
 D= 6° 45' 24"
 R= 848.00'
 T= 356.54'
 L= 675.02'
 E= 71.90'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 96' (179.23')
 P.C. STA= 6004+78.77
 N= 1,861,399.41
 E= 1,177,458.10
 P.T. STA= 6011+53.78
 N= 1,861,633.64
 E= 1,176,843.91

CURVE WBSKYEO2
 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 SBLOCSO2
 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

CURVE EBSKYO2
 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 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



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)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

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

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

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 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+84.51
N= 1,862,218.28
E= 1,175,927.50

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

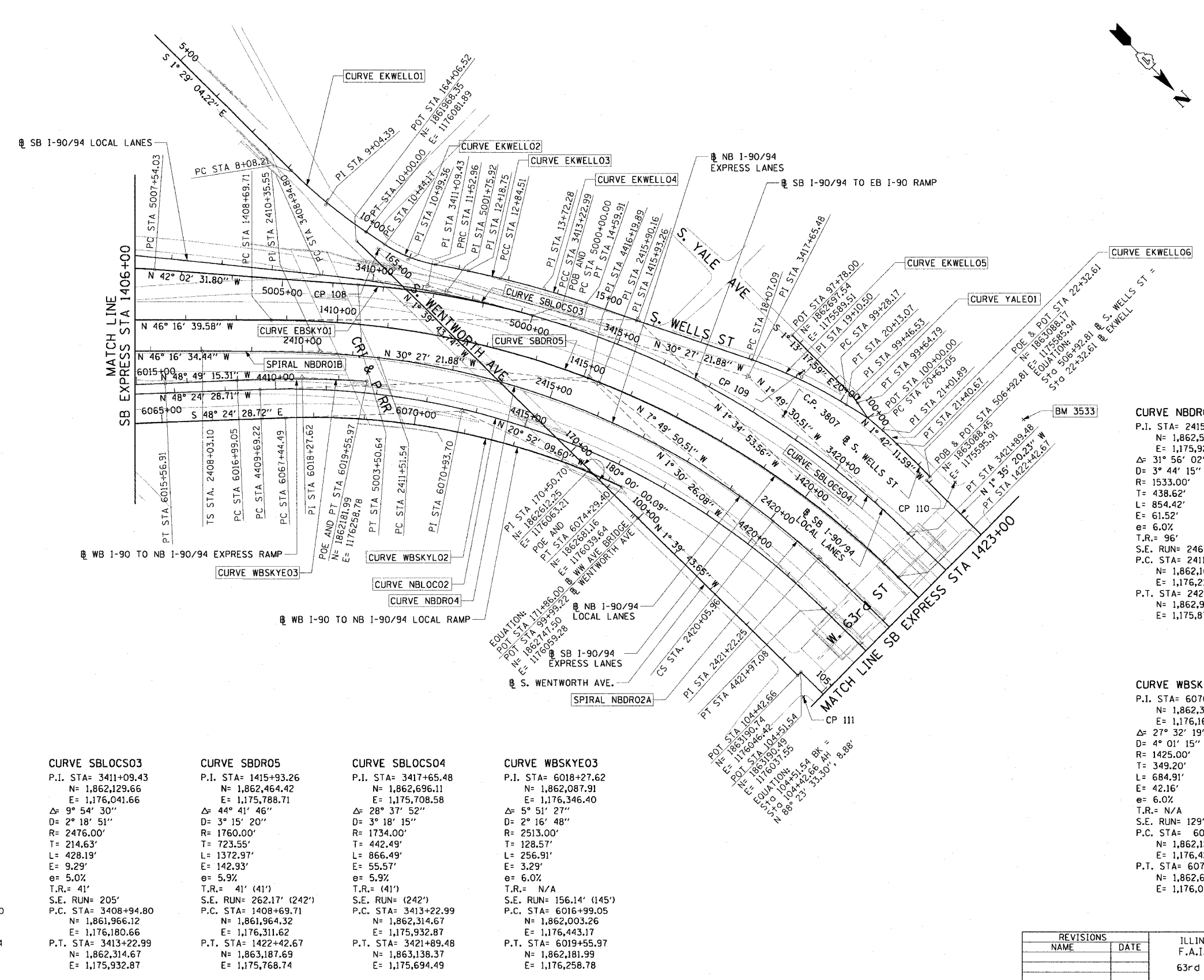
SPIRAL NBDRO1B
P.I. STA= 2410+35.55
N= 1,862,075.46
E= 1,176,284.87
Δ= 6° 30' 41"
LS= 348.44'
YS= 13.19'
XS= 347.99'
P= 3.30'
K= 174.15'
LT= 232.45'
ST= 116.29'
LC= 348.24'
T.S. STA= 2408+03.10
N= 1,861,914.79
E= 1,176,452.86
S.C. STA= 2411+51.54
N= 1,862,164.85
E= 1,176,210.49

CURVE 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 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 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

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= 1,862,314.67
E= 1,175,932.87
P.T. STA= 5003+50.64
N= 1,862,032.38
E= 1,176,139.85



CURVE NBLOC02
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 WBSKY02
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 YALE01
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:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

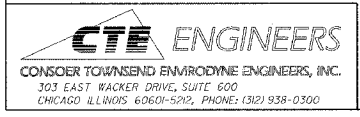
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

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

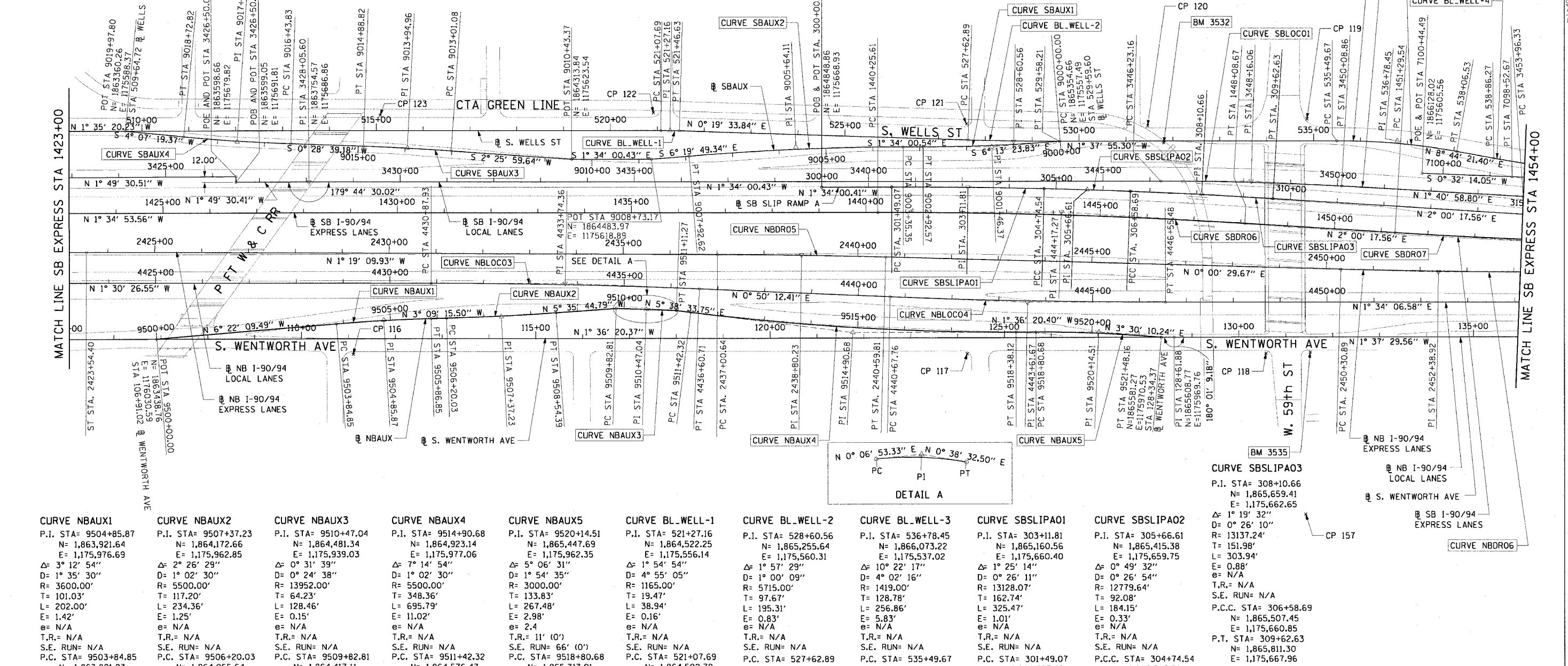
DRAWN BY: NJH/AMM
CHECKED BY: JAL/JMS



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CURVE SBAUX1	CURVE SBAUX2	CURVE SBAUX3	CURVE SBAUX4	CURVE SBLOCO1	CURVE SBDR06	CURVE SBDR07	CURVE NBDR05	CURVE NBDR06	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= 6.13' 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' 01" D= 0° 27' 31" R= 12490.00' T= 387.09' 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° 19' 01" D= 0° 22' 11" R= 15500.00' T= 359.17' L= 416.02' 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' 21" D= 0° 22' 55" R= 15000.00' T= 208.03' L= 572.79' E= 1.44' 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= 286.43' 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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	9
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62837				



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= 695.79' 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= 3000.00' 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= 1165.00' 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= 1,175,559.75 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= 128.74' 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° 00' 09" 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.C.C. 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' 11" R= 12779.64' T= 92.08' L= 184.15' E= 0.33' e= N/A T.R.= N/A S.E. RUN= N/A P.C.C. STA= 306+58.69 N= 1,865,507.45 E= 1,175,660.85 P.T. STA= 309+62.63 N= 1,865,811.30 E= 1,175,667.96



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

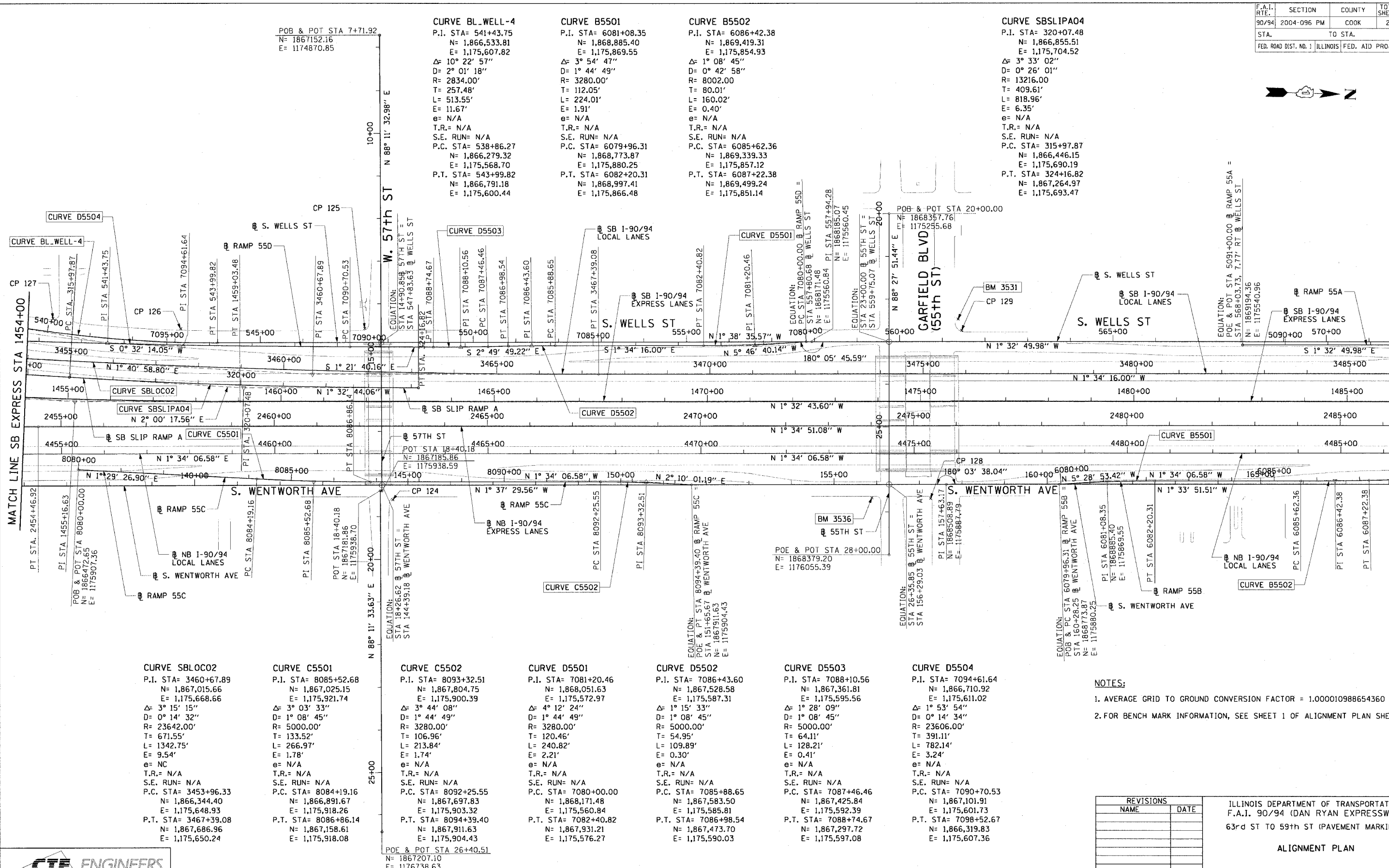
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

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

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

2/24/2005 3:20:04 PM



CURVE SBLOCO2
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' 45"
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+43.60
N= 1,867,528.58
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+74.67
N= 1,867,297.72
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:
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)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005
DRAWN BY: NJH/AMM
CHECKED BY: JAL/JMS

2/24/2005 3:20:05 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	11
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		62837

CURVE C4701
 P.I. STA= 8068+34.90
 N= 1,872,302.10
 E= 1,175,769.16
 Δ= 2° 04' 05"
 D= 1° 08' 45"
 R= 5000.00'
 T= 90.24'
 L= 180.47'
 E= 0.81'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 8067+44.66
 N= 1,872,211.86
 E= 1,175,768.33
 P.T. STA= 8069+25.12
 N= 1,872,392.31
 E= 1,175,766.72

CURVE D4702
 P.I. STA= 7071+15.85
 N= 1,872,344.72
 E= 1,175,380.81
 Δ= 3° 54' 33"
 D= 0° 57' 38"
 R= 5964.00'
 T= 203.53'
 L= 406.91'
 E= 3.47'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7069+12.32
 N= 1,872,548.03
 E= 1,175,371.29
 P.T. STA= 7073+19.22
 N= 1,872,142.54
 E= 1,175,404.17

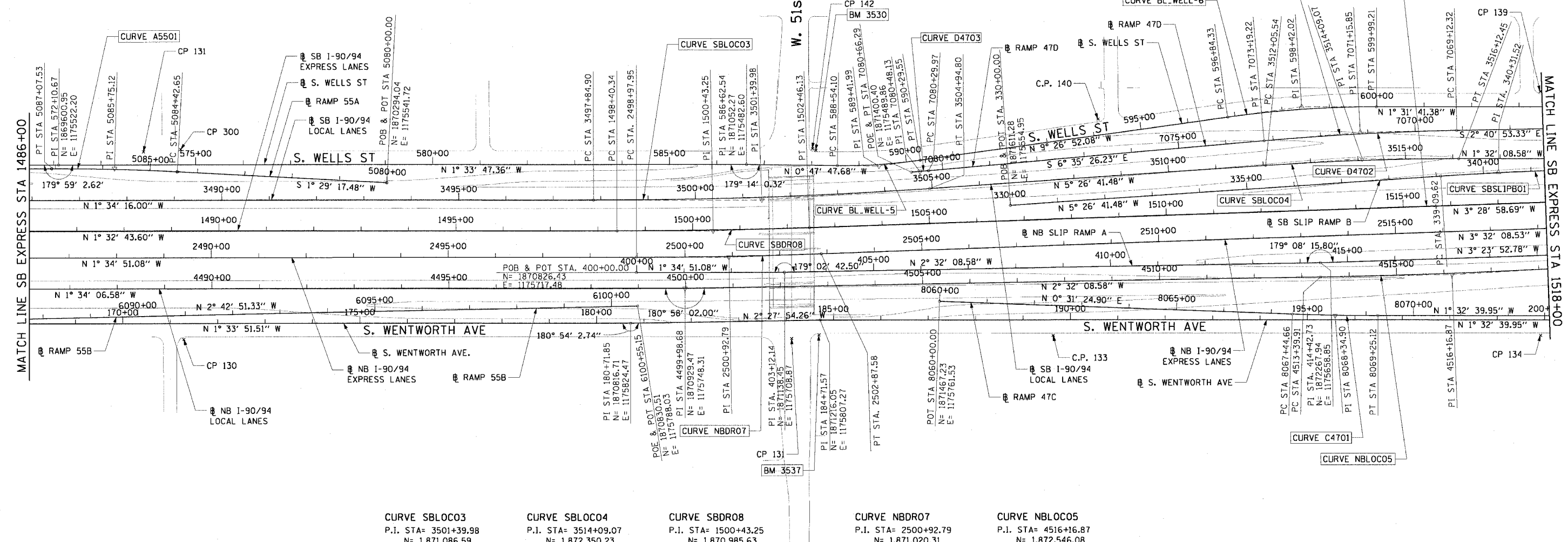
CURVE D4703
 P.I. STA= 7080+48.13
 N= 1,871,418.45
 E= 1,175,487.83
 Δ= 0° 11' 56"
 D= 0° 32' 51"
 R= 10464.00'
 T= 18.16'
 L= 36.32'
 E= 0.02'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 7080+29.97
 N= 1,871,436.49
 E= 1,175,485.75
 P.T. STA= 7080+66.29
 N= 1,871,400.40
 E= 1,175,489.86

CURVE A5501
 P.I. STA= 5085+75.12
 N= 1,869,719.11
 E= 1,175,526.79
 Δ= 3° 02' 07"
 D= 1° 08' 45"
 R= 5000.00'
 T= 132.48'
 L= 264.89'
 E= 1.75'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 5084+42.65
 N= 1,869,851.55
 E= 1,175,530.23
 P.T. STA= 5087+07.53
 N= 1,869,586.69
 E= 1,175,530.36

CURVE BL_WELL-5
 P.I. STA= 589+41.99
 N= 1,871,331.70
 E= 1,175,478.71
 Δ= 8° 39' 04"
 D= 4° 55' 51"
 R= 1162.00'
 T= 87.89'
 L= 175.45'
 E= 3.32'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 588+54.10
 N= 1,871,243.82
 E= 1,175,479.94
 P.T. STA= 590+29.55
 N= 1,871,418.40
 E= 1,175,464.29

CURVE BL_WELL-6
 P.I. STA= 598+42.02
 N= 1,872,219.86
 E= 1,175,330.92
 Δ= 7° 55' 11"
 D= 2° 30' 55"
 R= 2278.00'
 T= 157.69'
 L= 314.87'
 E= 5.45'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 596+84.33
 N= 1,872,064.31
 E= 1,175,356.80
 P.T. STA= 599+99.21
 N= 1,872,377.49
 E= 1,175,326.72

CURVE SB SLIPB01
 P.I. STA= 340+31.52
 N= 1,872,638.15
 E= 1,175,457.07
 Δ= 2° 00' 00"
 D= 0° 49' 13"
 R= 6984.00'
 T= 121.91'
 L= 243.79'
 E= 1.06'
 e= N/A
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 339+09.62
 N= 1,872,516.79
 E= 1,175,468.64
 P.T. STA= 341+53.40
 N= 1,872,759.83
 E= 1,175,449.75



CURVE SBLOC03
 P.I. STA= 3501+39.98
 N= 1,871,086.59
 E= 1,175,557.00
 Δ= 3° 52' 25"
 D= 0° 32' 44"
 R= 10500.00'
 T= 355.09'
 L= 709.90'
 E= 6.00'
 e= RC
 T.R.= 96' (96')
 S.E. RUN= 62' (62')
 P.C. STA= 3497+84.90
 N= 1,870,731.64
 E= 1,175,566.73
 P.T. STA= 3504+94.80
 N= 1,871,440.08
 E= 1,175,523.31

CURVE SBLOC4
 P.I. STA= 3514+09.07
 N= 1,872,350.23
 E= 1,175,436.55
 Δ= 3° 54' 33"
 D= 0° 57' 39"
 R= 5964.00'
 T= 203.53'
 L= 406.91'
 E= 3.47'
 e= 2.8%
 T.R.= 41' (41')
 S.E. RUN= 115' (115')
 P.C. STA= 3512+05.54
 N= 1,872,147.61
 E= 1,175,455.86
 P.T. STA= 3516+12.45
 N= 1,872,553.69
 E= 1,175,431.10

CURVE SBDR08
 P.I. STA= 1500+43.25
 N= 1,870,985.63
 E= 1,175,625.10
 Δ= 1° 56' 15"
 D= 0° 28' 39"
 R= 12000.00'
 T= 202.92'
 L= 405.79'
 E= 1.72'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 1498+40.34
 N= 1,870,782.79
 E= 1,175,630.57
 P.T. STA= 1502+46.13
 N= 1,871,188.17
 E= 1,175,612.77

CURVE NBDRO7
 P.I. STA= 2500+92.79
 N= 1,871,020.31
 E= 1,175,680.12
 Δ= 1° 57' 17"
 D= 0° 30' 06"
 R= 11420.00'
 T= 194.84'
 L= 389.63'
 E= 1.66'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 2498+97.95
 N= 1,870,825.55
 E= 1,175,685.50
 P.T. STA= 2502+87.58
 N= 1,871,214.78
 E= 1,175,668.10

CURVE NBLOC05
 P.I. STA= 4516+16.87
 N= 1,872,546.08
 E= 1,175,676.71
 Δ= 2° 26' 28"
 D= 0° 26' 27"
 R= 13000.00'
 T= 276.96'
 L= 553.84'
 E= 2.95'
 e= NC
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 4513+39.91
 N= 1,872,269.39
 E= 1,175,688.97
 P.T. STA= 4518+93.75
 N= 1,872,822.00
 E= 1,175,652.69

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)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

ALIGNMENT PLAN

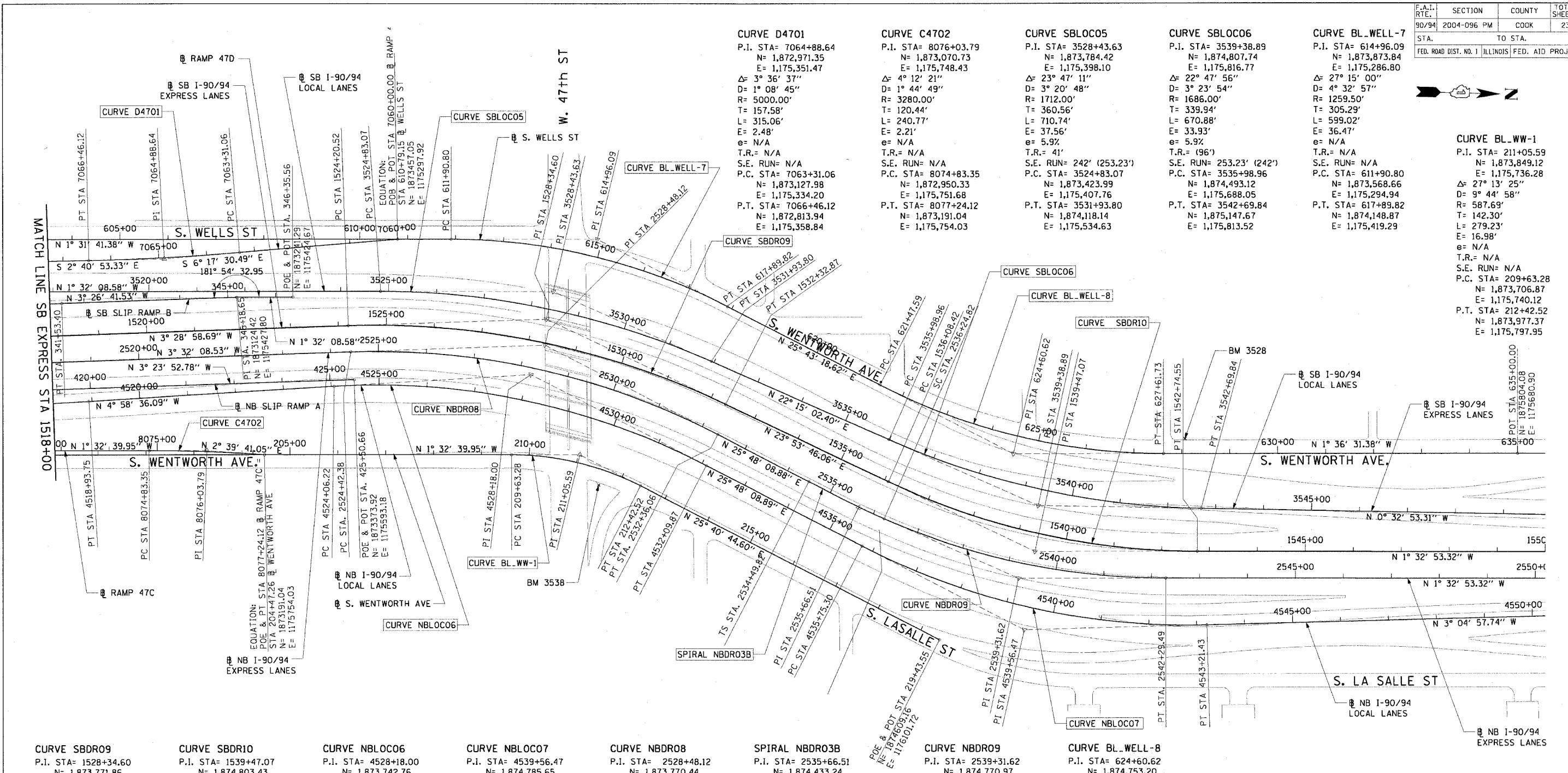
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DRAWN BY: NJH/AMM
 CHECKED BY: JAL/MS



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	12
STA.	TO STA.		FED. AID PROJECT	
FED. ROAD DIST. NO. 1	ILLINOIS		62837	



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= 1536+08.42
N= 1,874,493.81
E= 1,175,775.38
P.T. STA= 1542+14.55
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= 1,874,332.54
E= 1,175,608.23
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= 246' (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 NBDR08
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') 246'
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 NBDR03B
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'
XS= 174.94'
P= 0.88'
K= 87.49'
LT= 116.69'
ST= 58.35'
LC= 174.97'
T.S. STA= 2534+49.82
N= 1,874,328.19
E= 1,175,779.85
S.C. STA= 2536+24.82
N= 1,874,487.21
E= 1,175,852.82

CURVE NBDR09
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:**
- 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)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

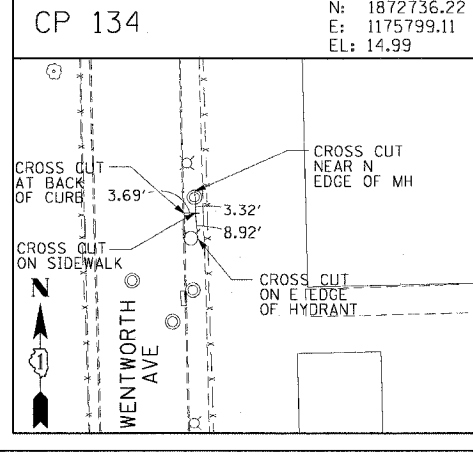
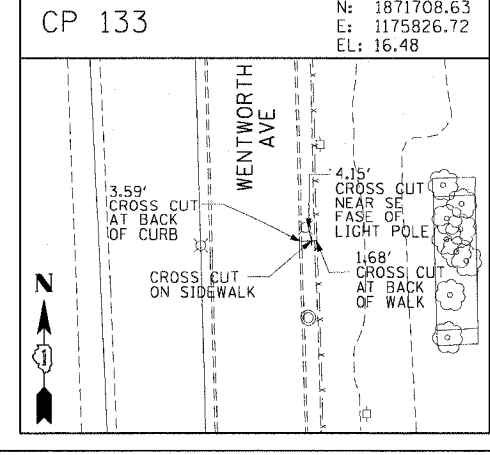
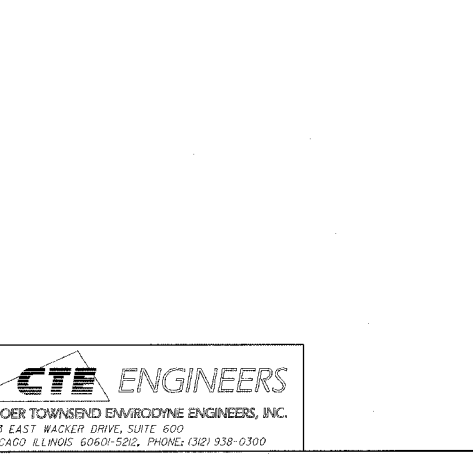
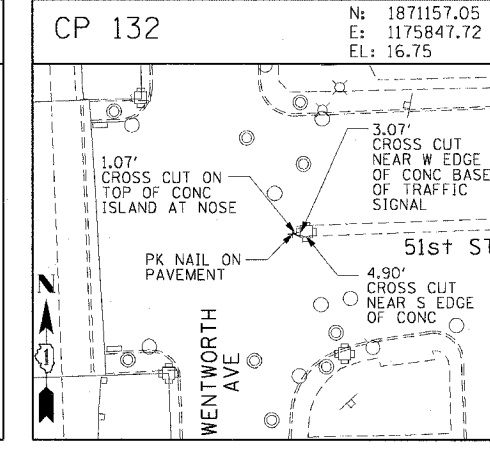
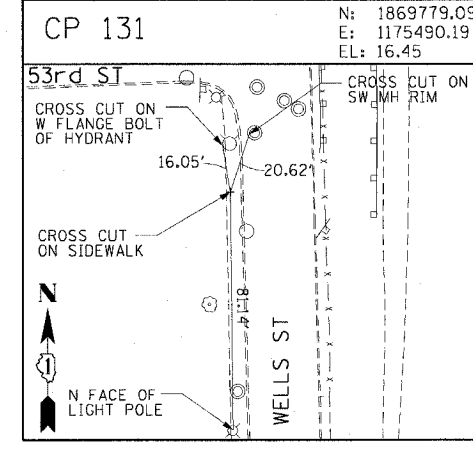
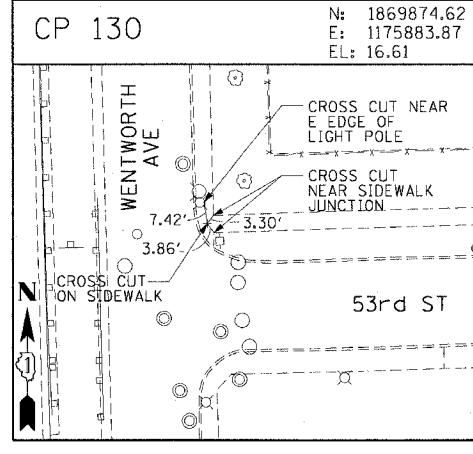
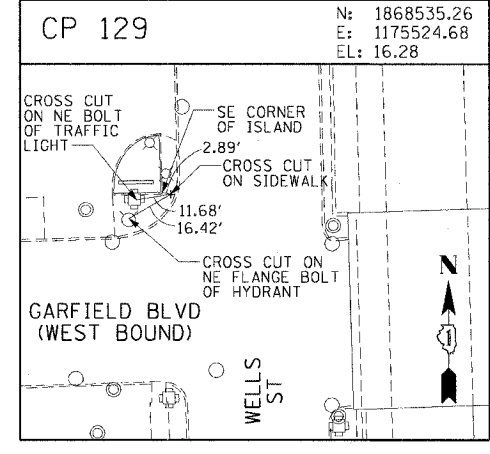
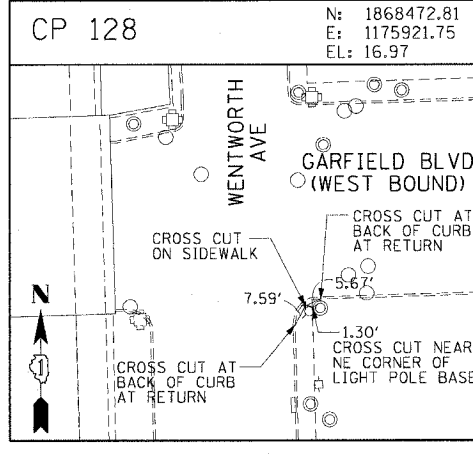
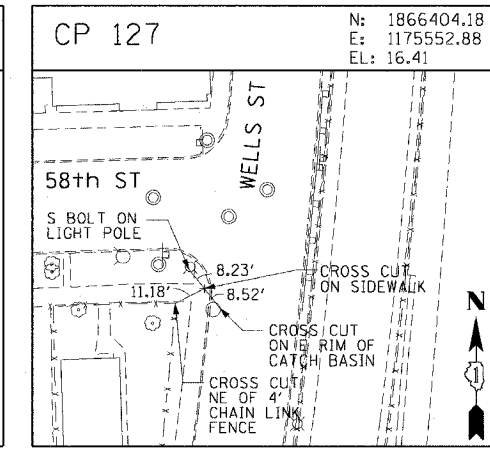
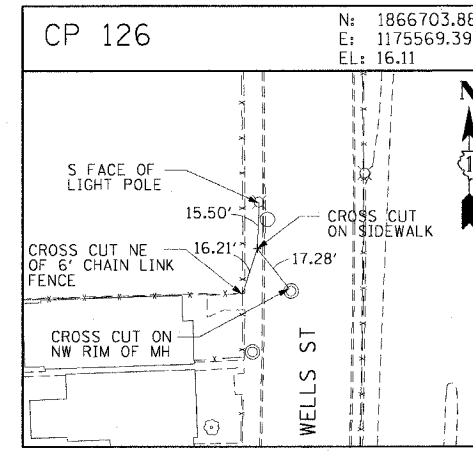
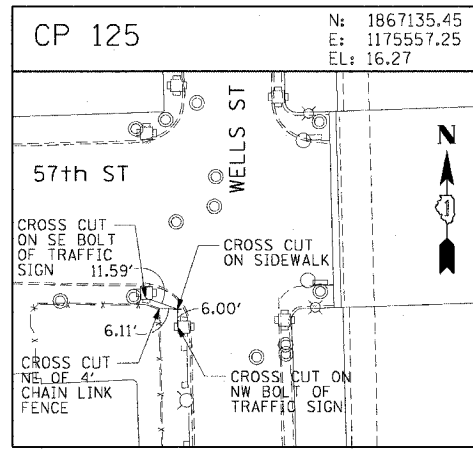
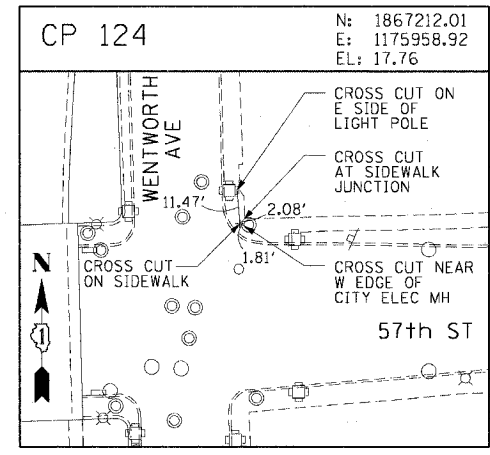
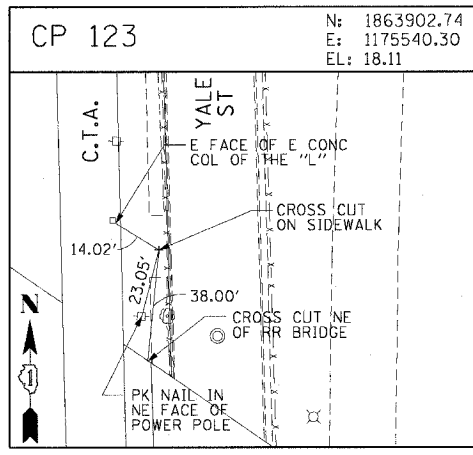
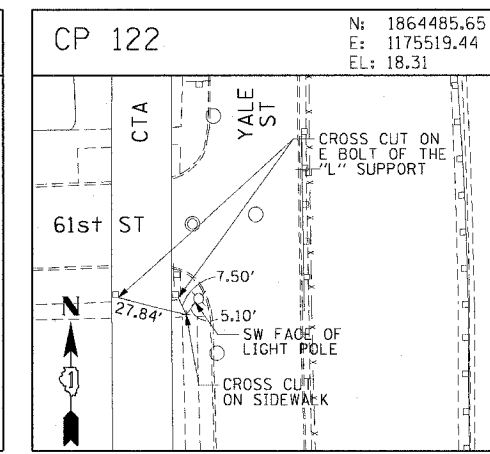
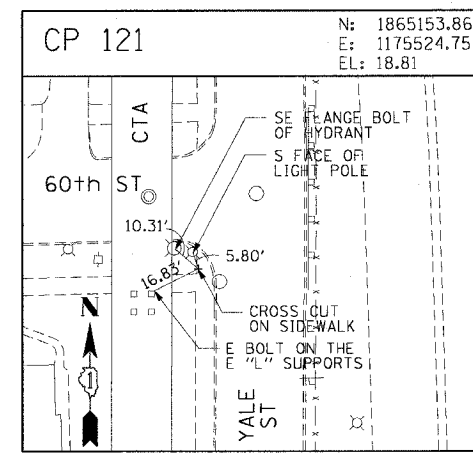
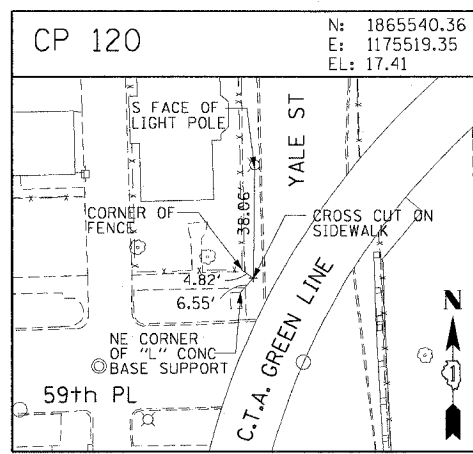
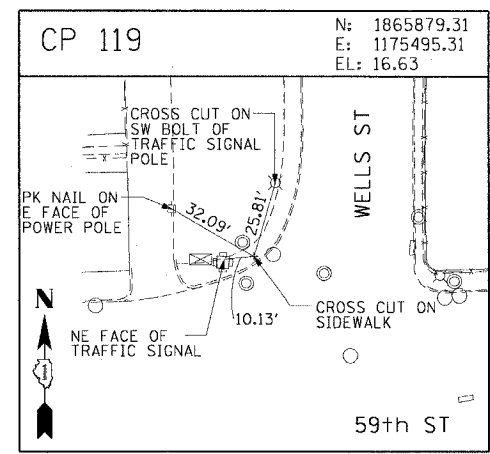
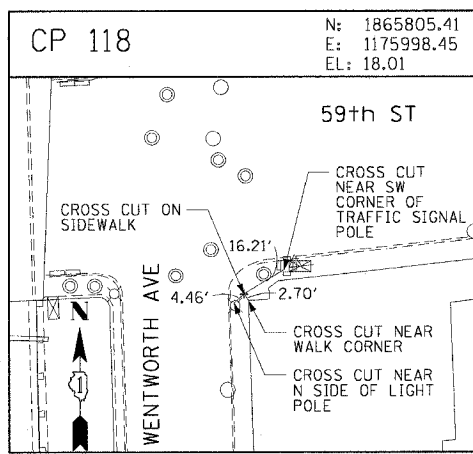
ALIGNMENT PLAN

SCALE: 1"=100'
DATE: March 4, 2005
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	14
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
62837				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

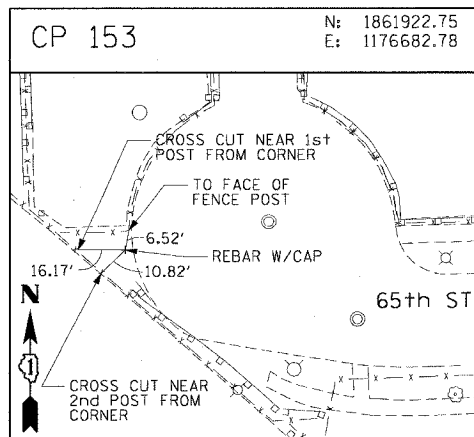
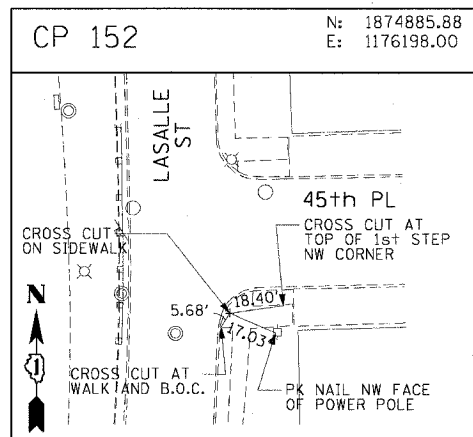
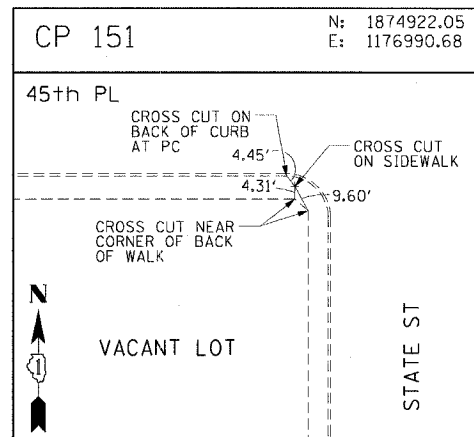
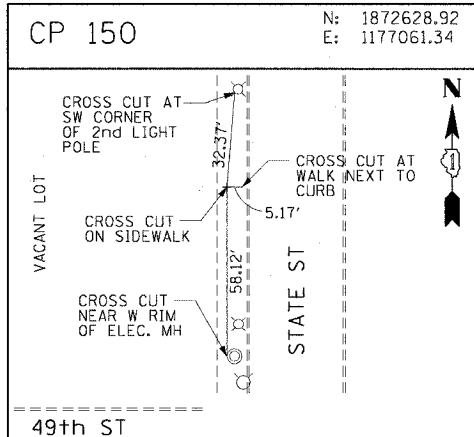
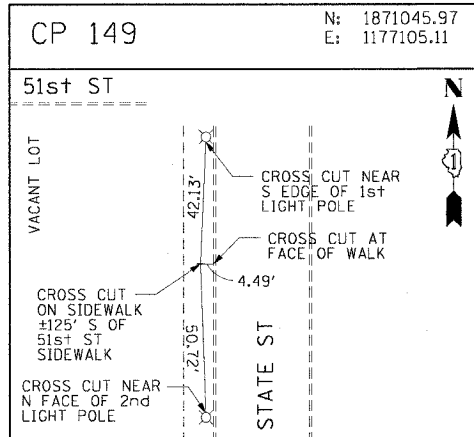
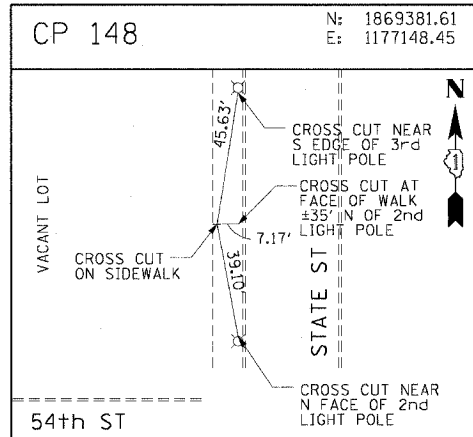
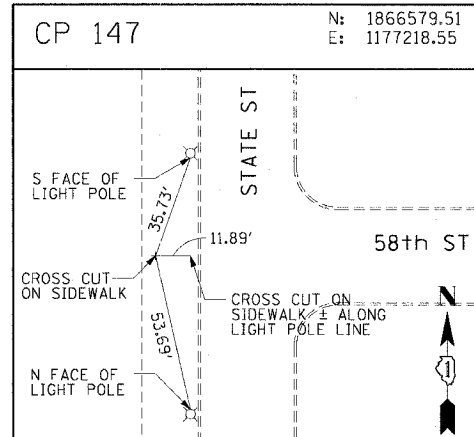
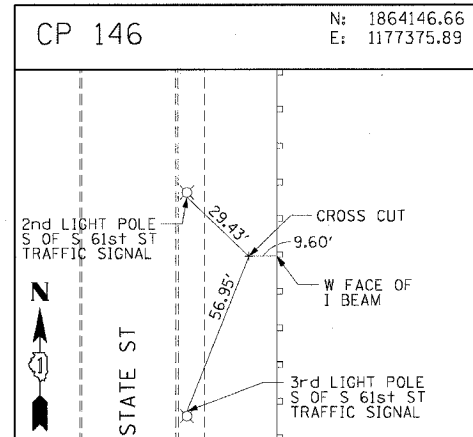
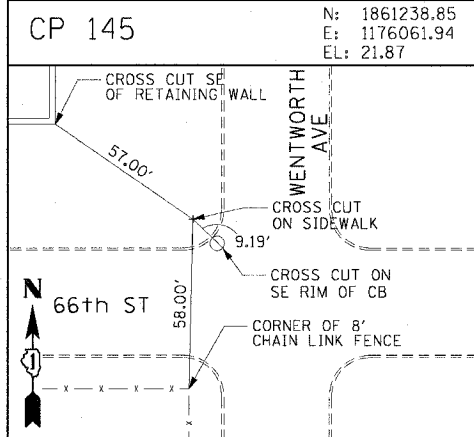
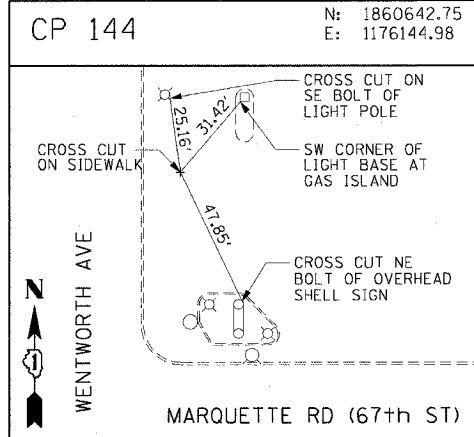
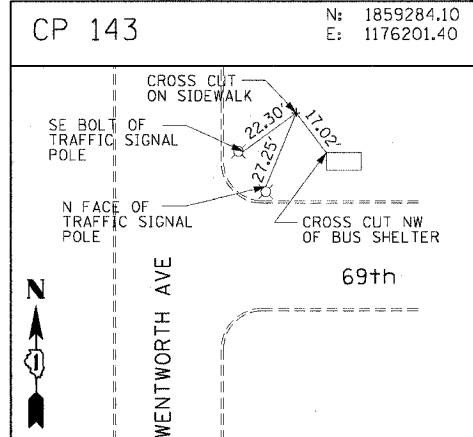
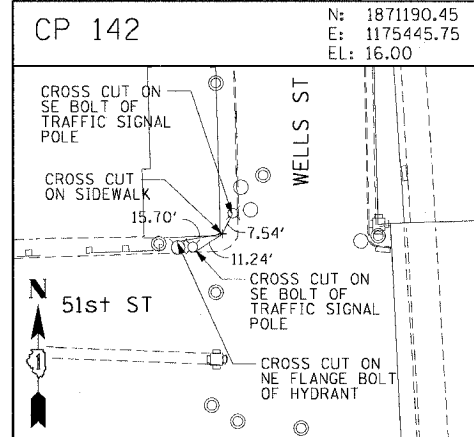
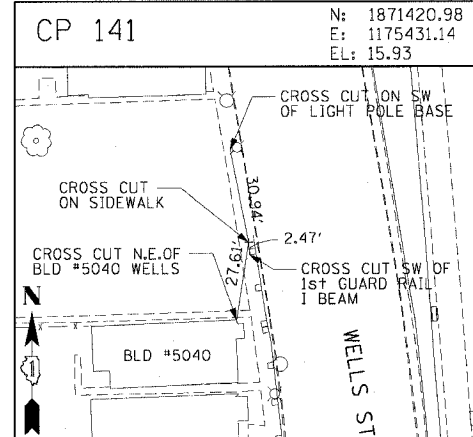
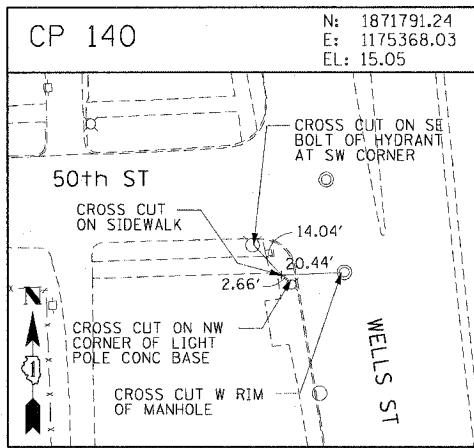
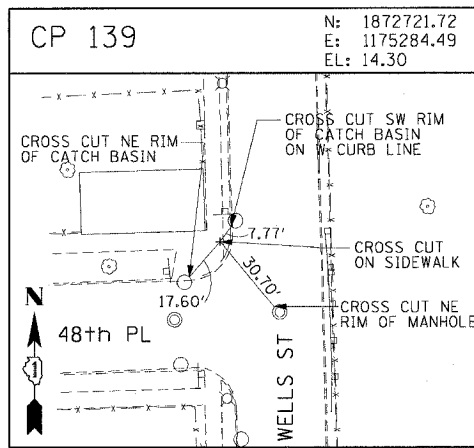
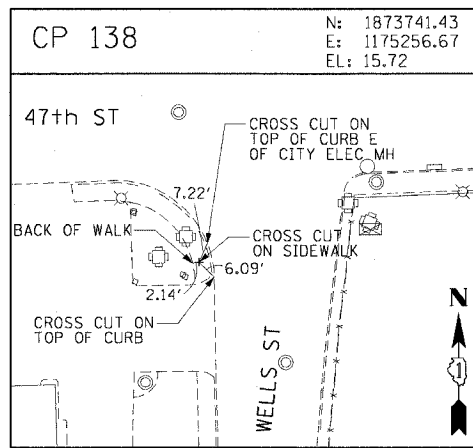
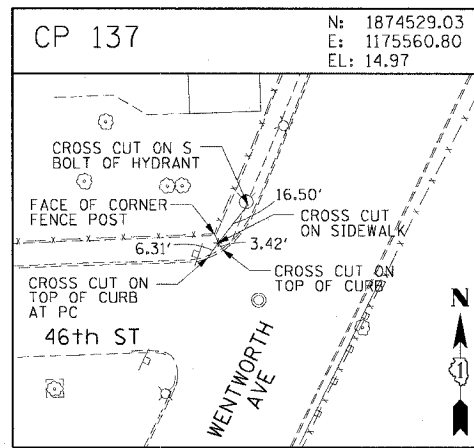
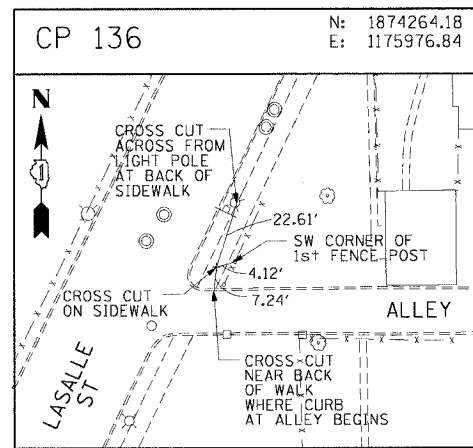
SURVEY TIES AND CONTROL POINTS

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 DRAWN BY: MRK
 CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	15
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

62837



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63rd ST TO 59th ST (PAVEMENT MARKINGS)
SURVEY TIES AND CONTROL POINTS

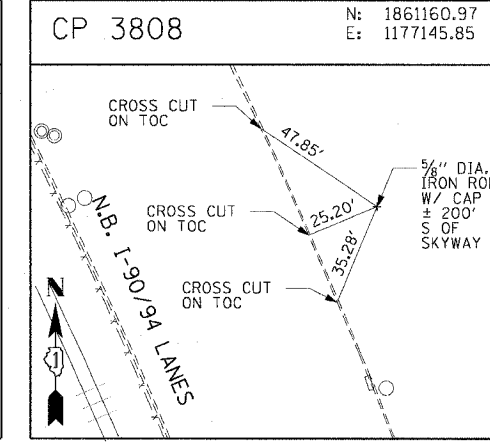
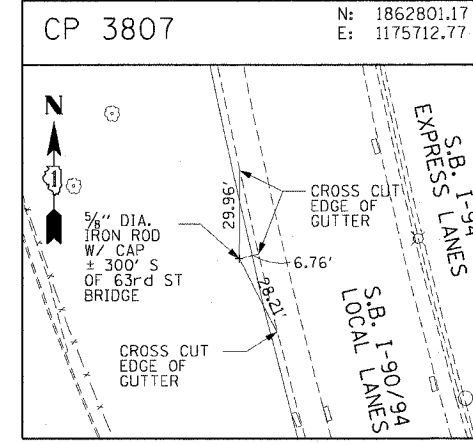
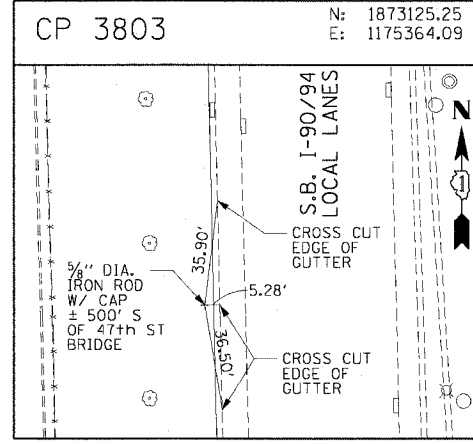
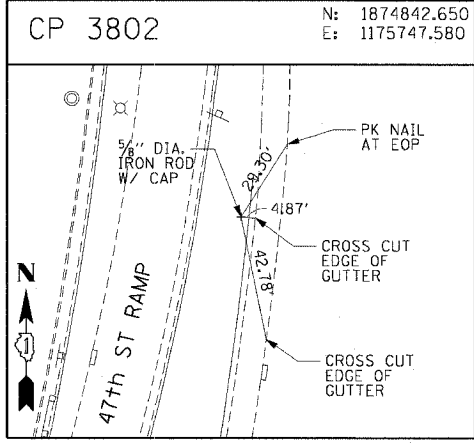
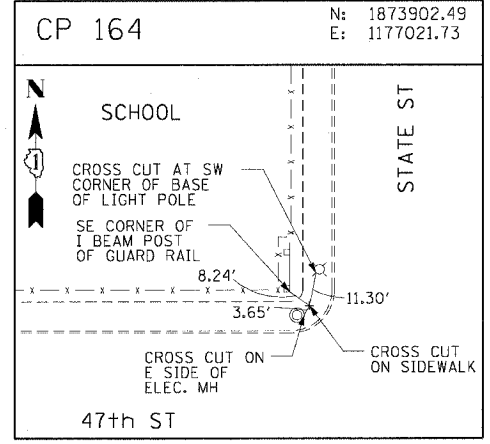
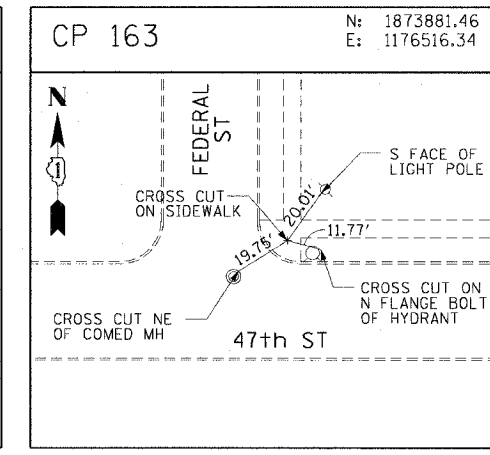
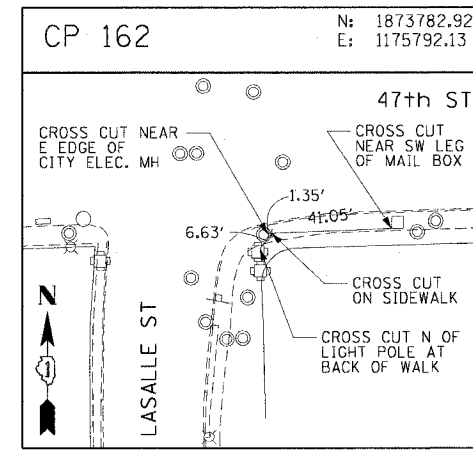
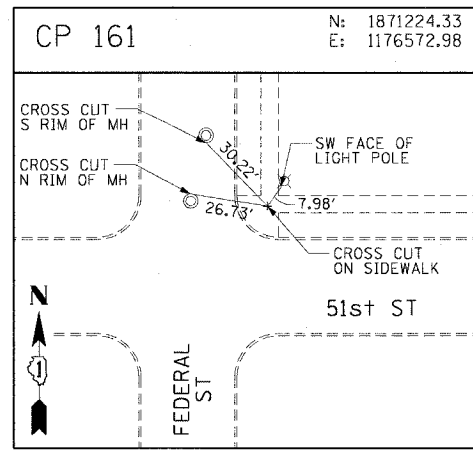
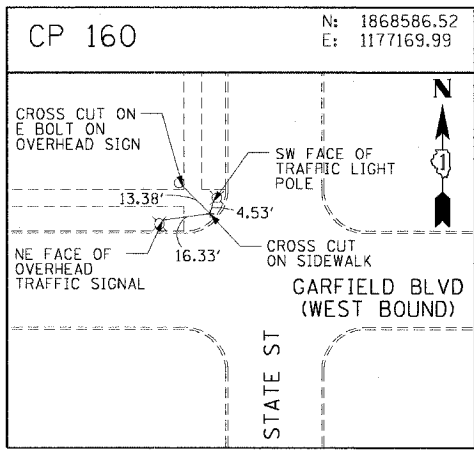
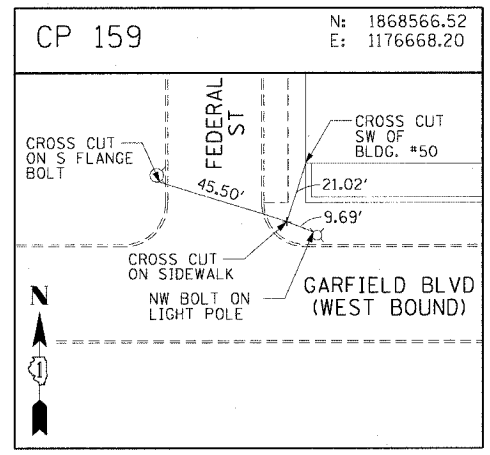
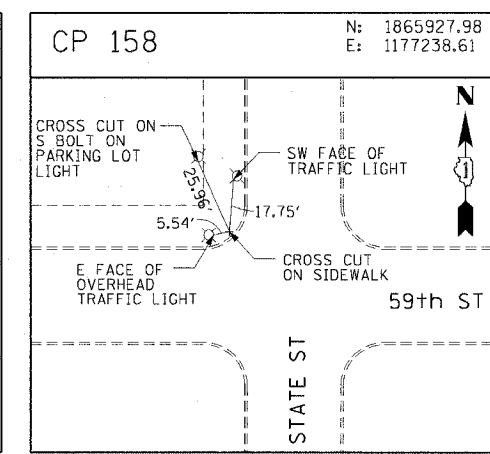
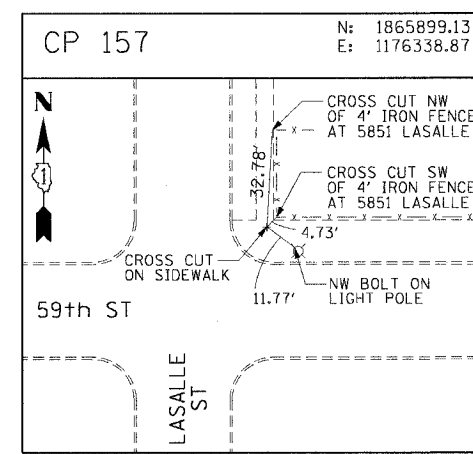
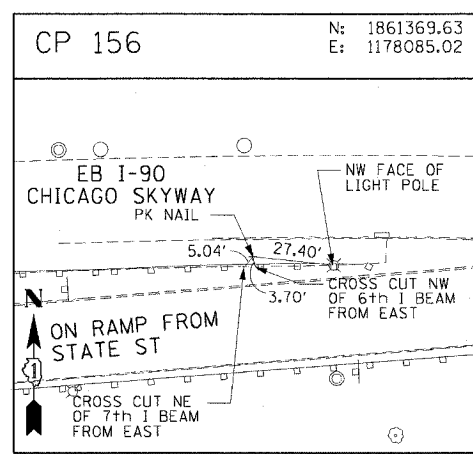
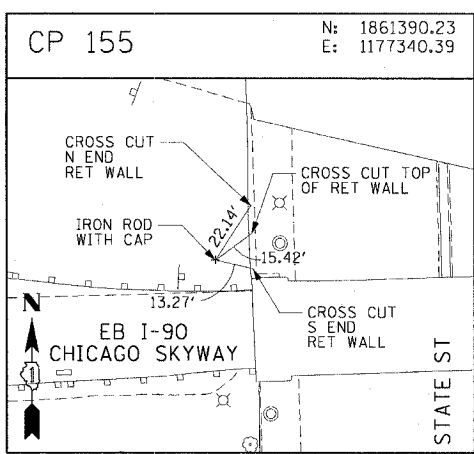
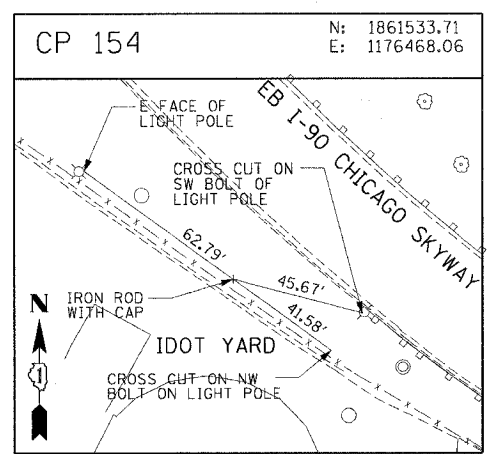
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DATE: March 4, 2005

DRAWN BY: MRK
CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-096 PM	COOK	23	16
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

62837

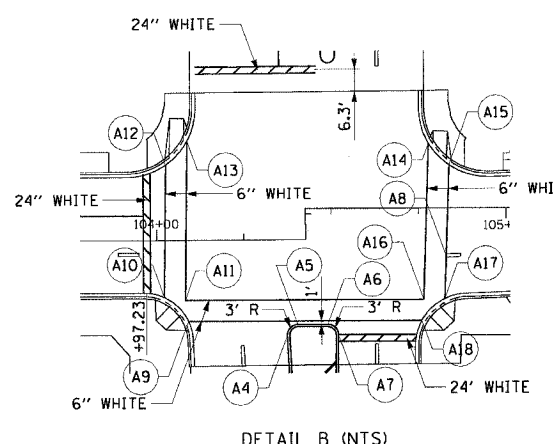
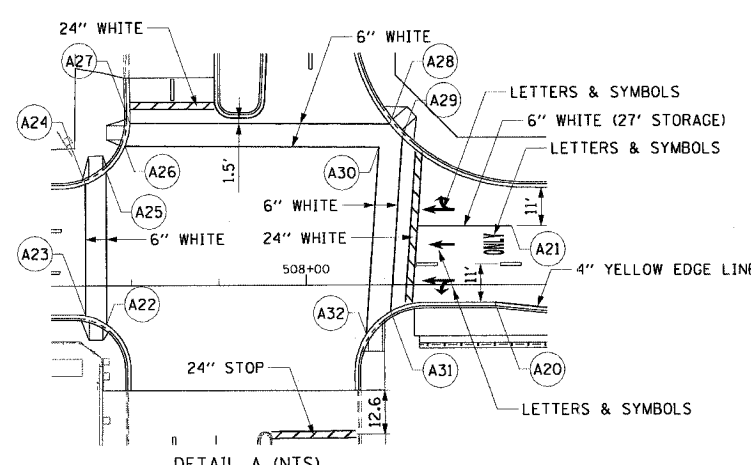
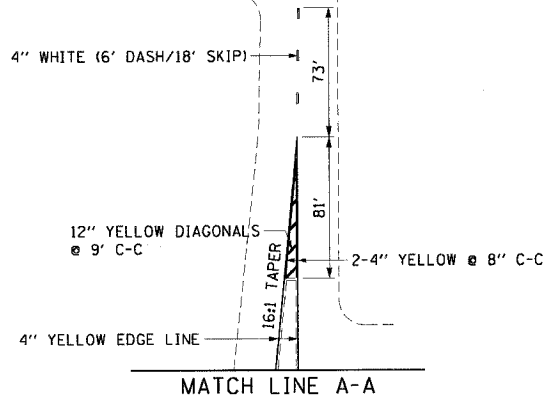
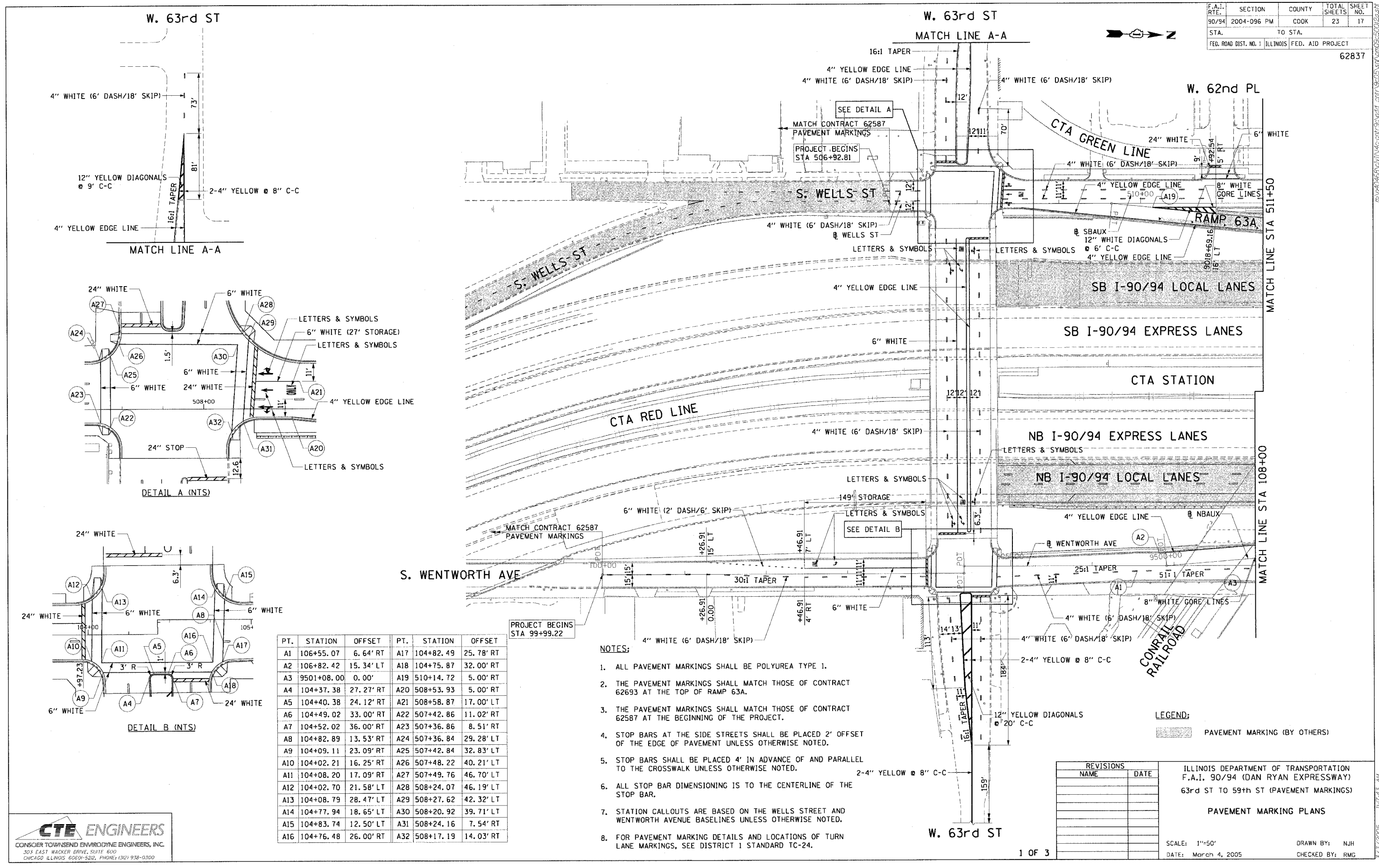


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)
 SURVEY TIES AND CONTROL POINTS

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

DRAWN BY: MRK
 CHECKED BY: JAL



PT.	STATION	OFFSET	PT.	STATION	OFFSET
A1	106+55.07	6.64' RT	A17	104+82.49	25.78' RT
A2	106+82.42	15.34' LT	A18	104+75.87	32.00' RT
A3	9501+08.00	0.00'	A19	510+14.72	5.00' RT
A4	104+37.38	27.27' RT	A20	508+53.93	5.00' RT
A5	104+40.38	24.12' RT	A21	508+58.87	17.00' LT
A6	104+49.02	33.00' RT	A22	507+42.86	11.02' RT
A7	104+52.02	36.00' RT	A23	507+36.86	8.51' RT
A8	104+82.89	13.53' RT	A24	507+36.84	29.28' LT
A9	104+09.11	23.09' RT	A25	507+42.84	32.83' LT
A10	104+02.21	16.25' RT	A26	507+48.22	40.21' LT
A11	104+08.20	17.09' RT	A27	507+49.76	46.70' LT
A12	104+02.70	21.58' LT	A28	508+24.07	46.19' LT
A13	104+08.79	28.47' LT	A29	508+27.62	42.32' LT
A14	104+77.94	18.65' LT	A30	508+20.92	39.71' LT
A15	104+83.74	12.50' LT	A31	508+24.16	7.54' RT
A16	104+76.48	26.00' RT	A32	508+17.19	14.03' RT

- NOTES:**
- ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
 - THE PAVEMENT MARKINGS SHALL MATCH THOSE OF CONTRACT 62693 AT THE TOP OF RAMP 63A.
 - THE PAVEMENT MARKINGS SHALL MATCH THOSE OF CONTRACT 62587 AT THE BEGINNING OF THE PROJECT.
 - STOP BARS AT THE SIDE STREETS SHALL BE PLACED 2' OFFSET OF THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 - STOP BARS SHALL BE PLACED 4' IN ADVANCE OF AND PARALLEL TO THE CROSSWALK UNLESS OTHERWISE NOTED.
 - ALL STOP BAR DIMENSIONING IS TO THE CENTERLINE OF THE STOP BAR.
 - STATION CALLOUTS ARE BASED ON THE WELLS STREET AND WENTWORTH AVENUE BASELINES UNLESS OTHERWISE NOTED.
 - FOR PAVEMENT MARKING DETAILS AND LOCATIONS OF TURN LANE MARKINGS, SEE DISTRICT 1 STANDARD TC-24.

REVISIONS	
NAME	DATE

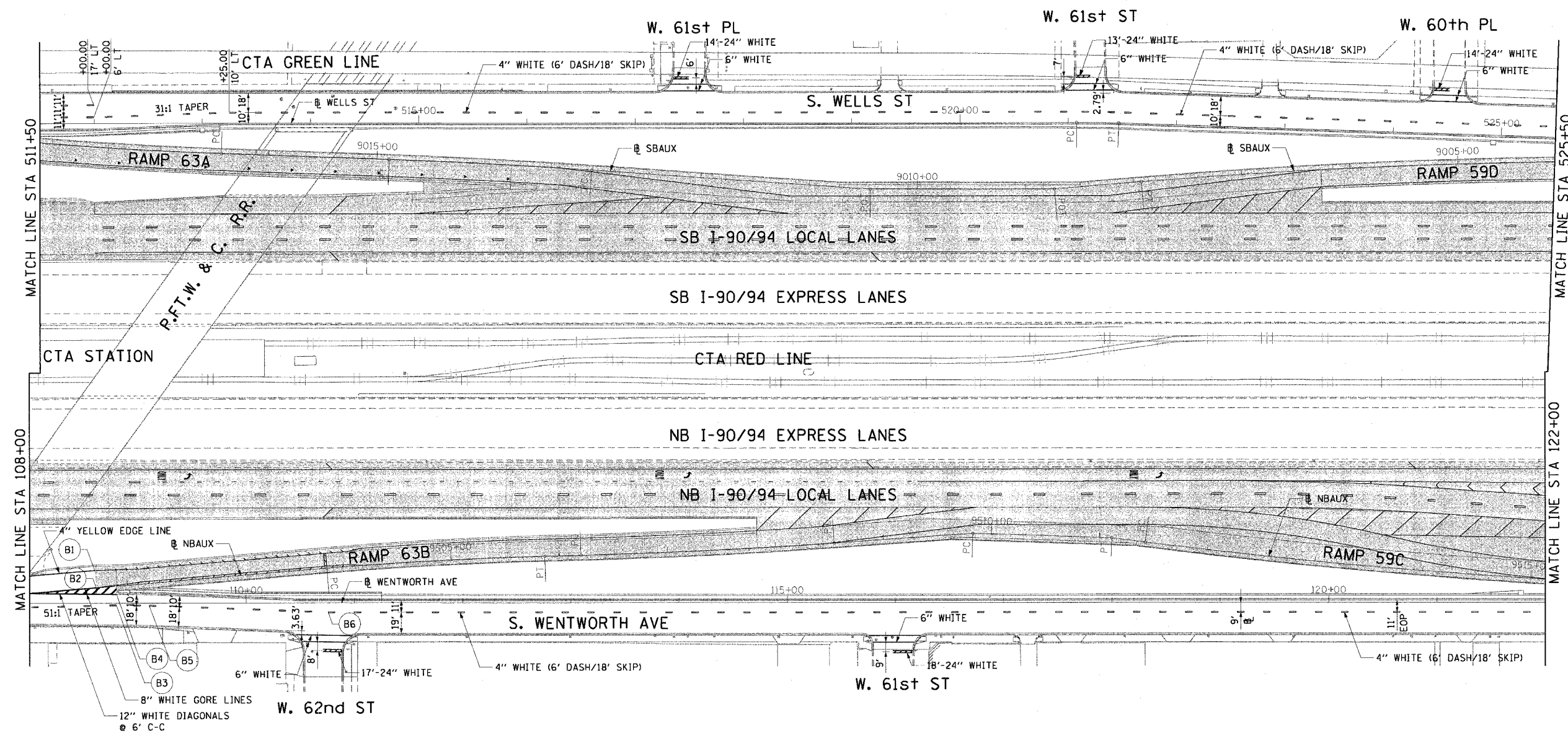
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)

PAVEMENT MARKING PLANS

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

DRAWN BY: NJH
 CHECKED BY: RMG

3/31/2005 11:17:43 AM



LEGEND:

PAVEMENT MARKING (BY OTHERS)

NOTES:

- ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
- THE PAVEMENT MARKINGS SHALL MATCH THOSE OF CONTRACT 62693 AT THE TOP OF RAMP 63B.
- STOP BARS AT THE SIDE STREETS SHALL BE PLACED 2' OFFSET OF THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- STOP BARS SHALL BE PLACED 4' IN ADVANCE OF AND PARALLEL TO THE CROSSWALK UNLESS OTHERWISE NOTED.
- ALL STOP BAR DIMENSIONING IS TO THE CENTERLINE OF THE STOP BAR.
- STATION CALLOUTS ARE BASED ON THE WELLS STREET AND WENTWORTH AVENUE BASELINES UNLESS OTHERWISE NOTED.
- FOR PAVEMENT MARKING DETAILS AND LOCATIONS OF TURN LANE MARKINGS, SEE DISTRICT 1 STANDARD TC-24.

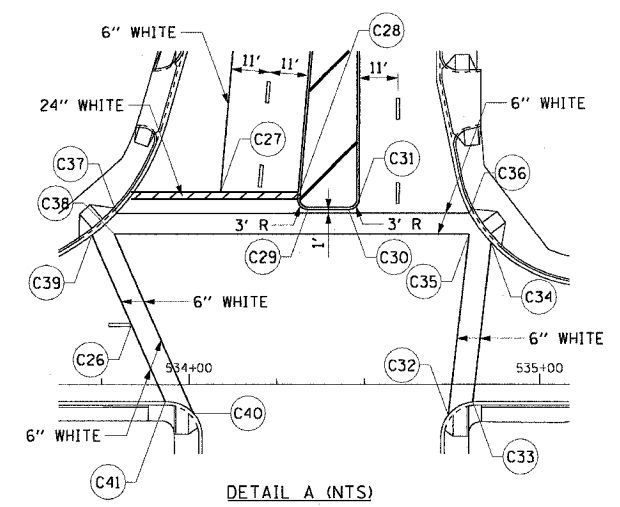
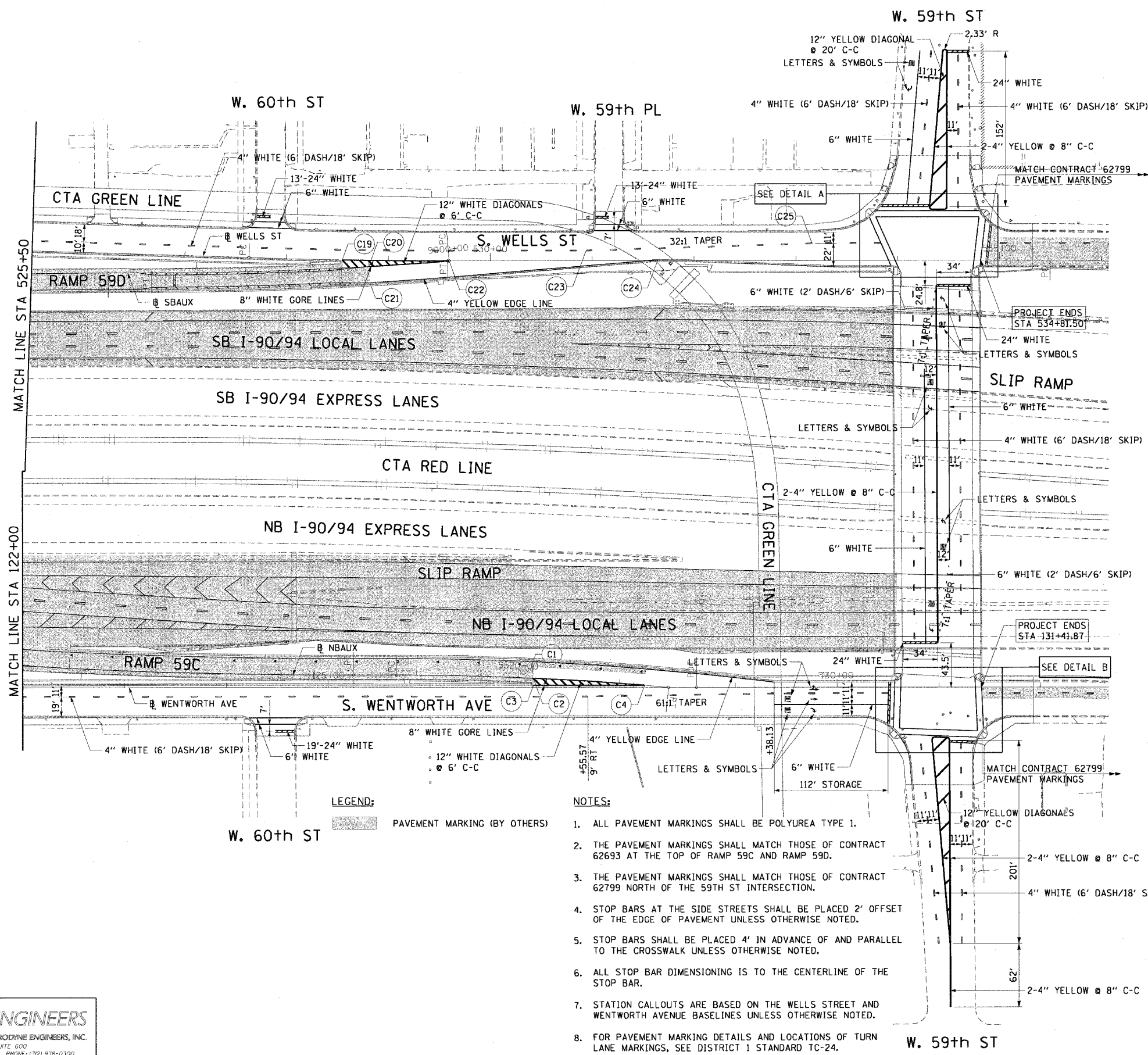
PT.	STATION	OFFSET
B1	9501+71.08	16.00' LT
B2	9501+71.08	0.00' LT
B3	108+80.05	2.02' RT
B4	108+80.13	7.98' LT
B5	109+10.30	2.38' RT
B6	110+75.77	9.00' RT

REVISIONS	
NAME	DATE

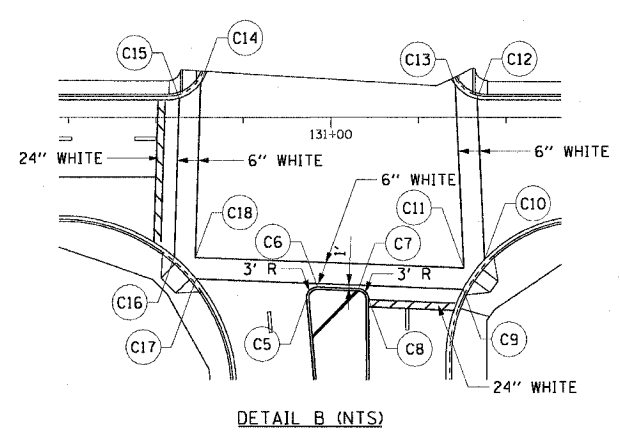
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63rd ST TO 59th ST (PAVEMENT MARKINGS)

PAVEMENT MARKING PLANS

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



PT.	STATION	OFFSET	PT.	STATION	OFFSET	PT.	STATION	OFFSET
C1	9520+14.00	16.00' LT	C15	130+56.69	5.44' LT	C29	534+34.00	50.00' LT
C2	9520+15.09	0.00'	C16	130+55.23	39.77' RT	C30	534+45.59	50.00' LT
C3	127+01.48	2.00' LT	C17	130+61.41	45.99' RT	C31	534+48.59	52.99' LT
C4	128+10.97	2.00' LT	C18	130+61.22	39.99' RT	C32	534+73.94	8.82' RT
C5	130+92.95	51.59' RT	C19	528+54.54	0.00'	C33	539+62.85	16.17' LT
C6	130+96.06	48.33' RT	C20	9000+79.24	0.00'	C34	534+86.17	40.58' LT
C7	131+07.78	48.78' RT	C21	9000+79.24	16.00' LT	C35	534+79.90	43.00' LT
C8	131+10.66	51.77' RT	C22	529+59.60	0.00'	C36	534+80.09	49.00' LT
C9	131+37.56	48.93' RT	C23	530+94.26	10.00' LT	C37	533+79.35	49.00' LT
C10	131+43.73	40.43' RT	C24	531+64.46	1.00' LT	C38	533+78.74	43.00' LT
C11	131+37.84	42.94' RT	C25	533+15.89	17.00' LT	C39	533+72.34	42.65' LT
C12	131+41.62	5.28' LT	C26	533+83.58	17.00' LT	C40	534+01.22	8.30' RT
C13	131+35.44	9.21' LT	C27	534+09.08	55.00' LT	C41	533+93.22	5.00' RT
C14	130+62.83	9.69' LT	C28	534+31.01	53.20' LT			



LEGEND:

PAVEMENT MARKING (BY OTHERS)

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE POLYUREA TYPE 1.
2. THE PAVEMENT MARKINGS SHALL MATCH THOSE OF CONTRACT 62693 AT THE TOP OF RAMP 59C AND RAMP 59D.
3. THE PAVEMENT MARKINGS SHALL MATCH THOSE OF CONTRACT 62799 NORTH OF THE 59TH ST INTERSECTION.
4. STOP BARS AT THE SIDE STREETS SHALL BE PLACED 2' OFFSET OF THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
5. STOP BARS SHALL BE PLACED 4' IN ADVANCE OF AND PARALLEL TO THE CROSSWALK UNLESS OTHERWISE NOTED.
6. ALL STOP BAR DIMENSIONING IS TO THE CENTERLINE OF THE STOP BAR.
7. STATION CALLOUTS ARE BASED ON THE WELLS STREET AND WENTWORTH AVENUE BASELINES UNLESS OTHERWISE NOTED.
8. FOR PAVEMENT MARKING DETAILS AND LOCATIONS OF TURN LANE MARKINGS, SEE DISTRICT 1 STANDARD TC-24.

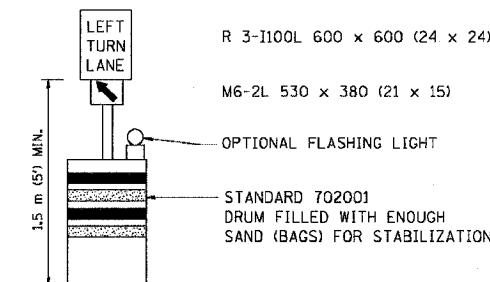
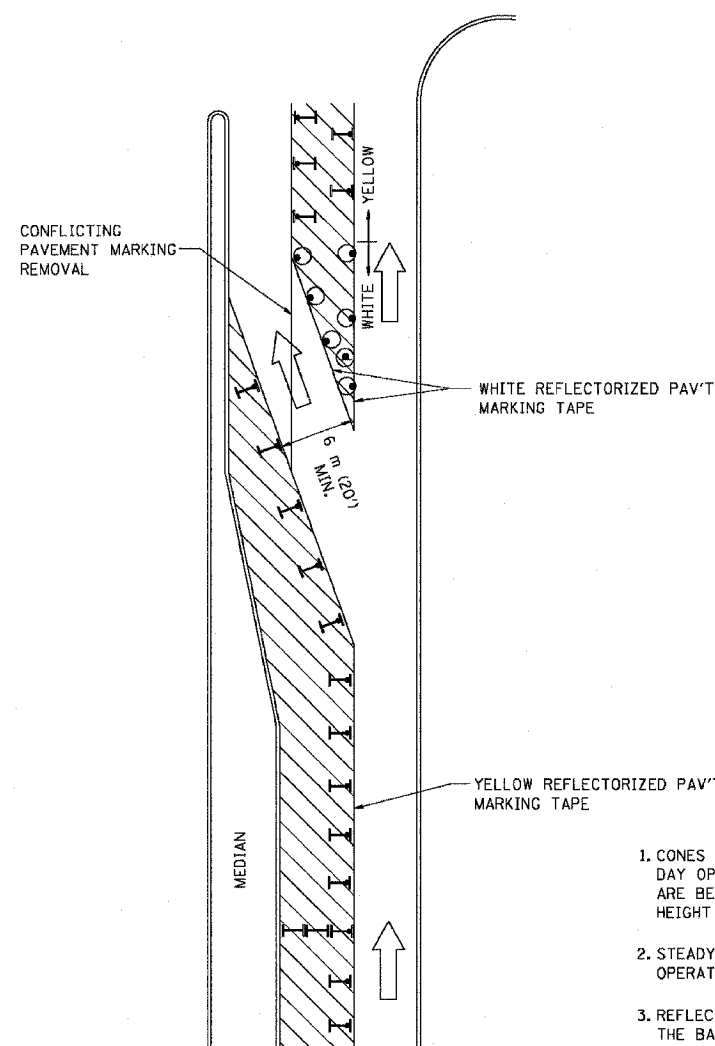
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 63rd ST TO 59th ST (PAVEMENT MARKINGS)
PAVEMENT MARKING PLANS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2004-098PM	COOK	23	20
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

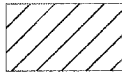





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GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 7:0 (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)**

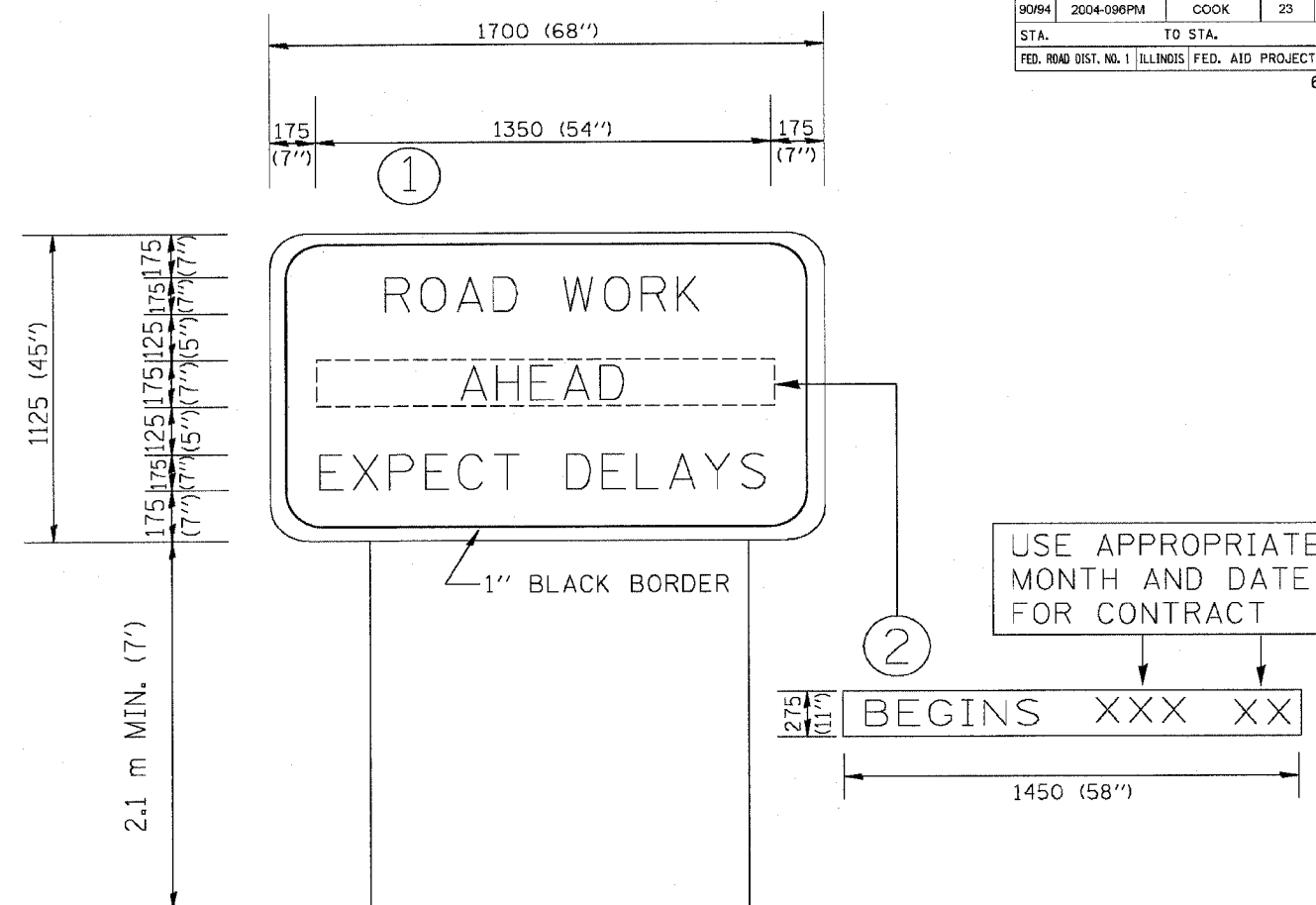
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

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.
90/94	2004-096PM	COOK	23	21
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62837				



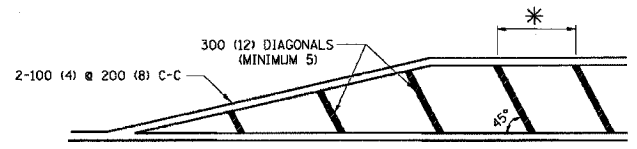
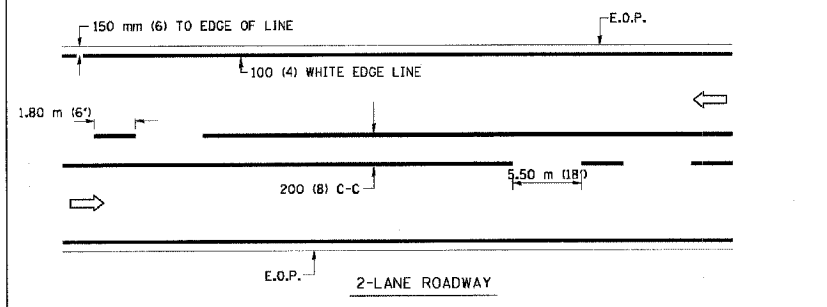
NOTES:

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.)

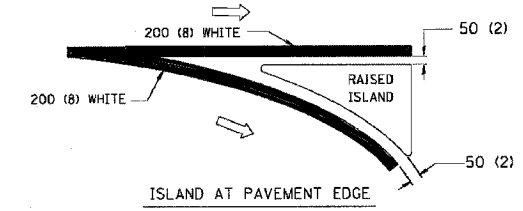
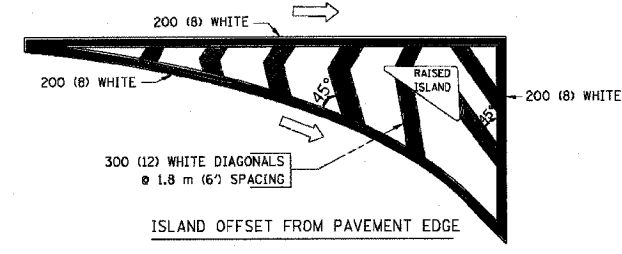
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

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:

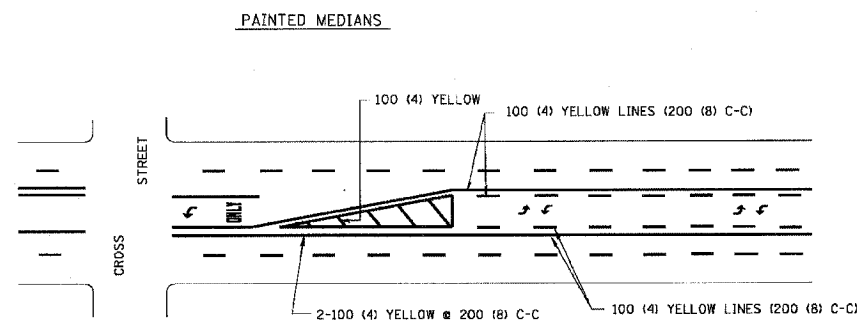
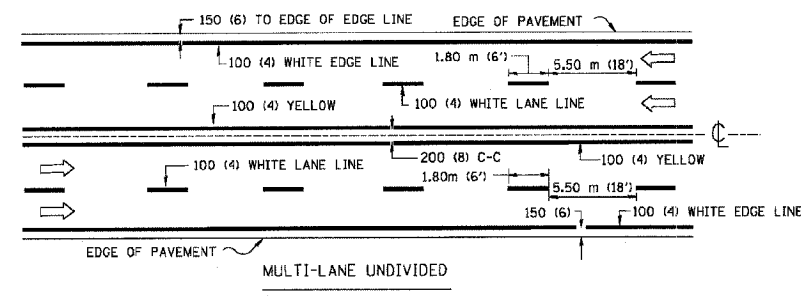


* FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
* DIAGONAL LINE SPACING: 6.1 m (20') C-C

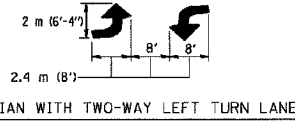


TYPICAL ISLAND MARKING

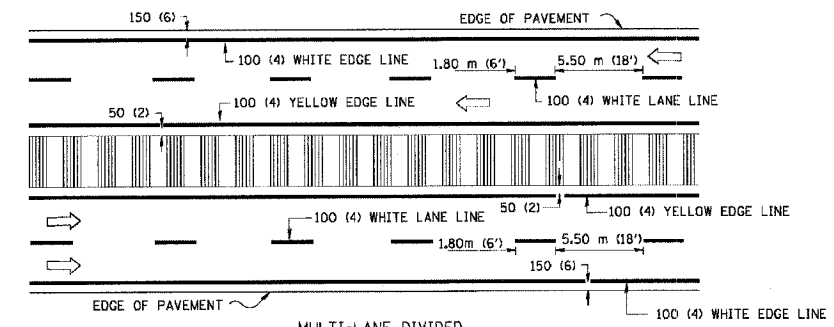
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	100 (4)	SKIP-DASH	YELLOW	1.80 m (6') LINE WITH 5.50 m (18') SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 100 (4)	SOLID	YELLOW	200 (8) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	100 (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 (24) 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 (24) 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" IS 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.)



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.

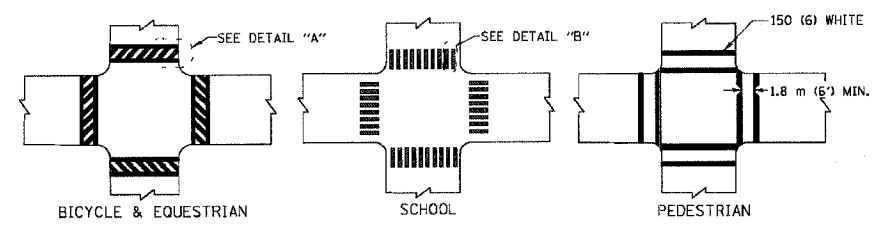


TYPICAL PAINTED MEDIAN MARKING

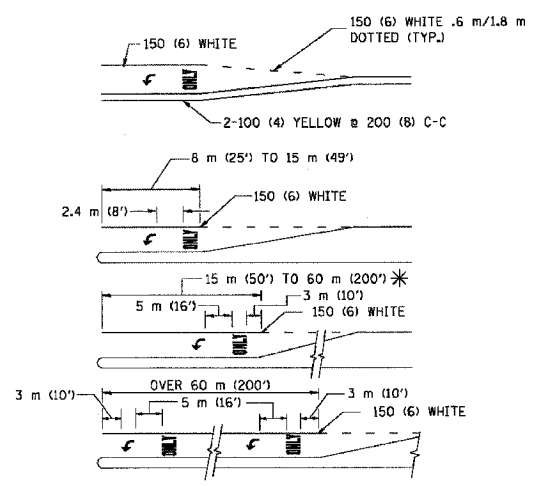


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK 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

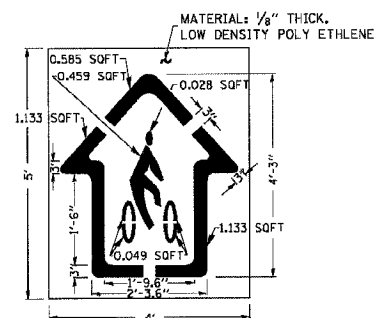
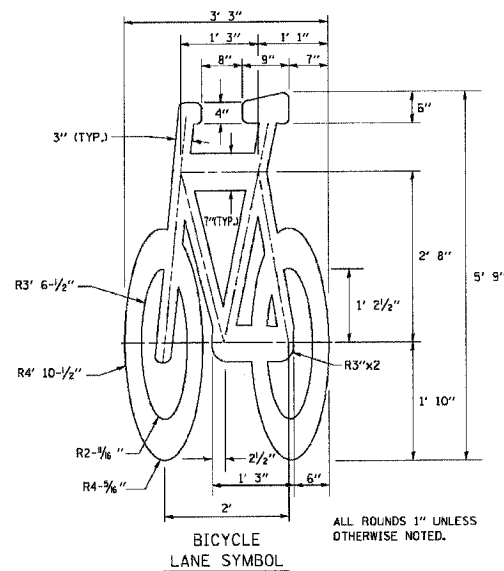
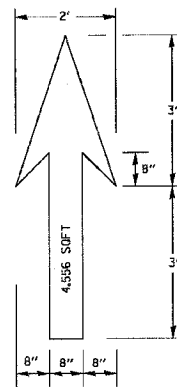
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

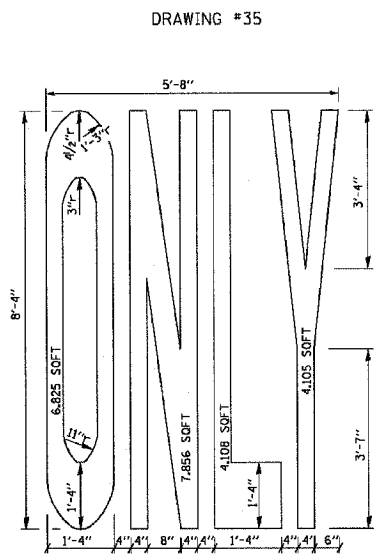
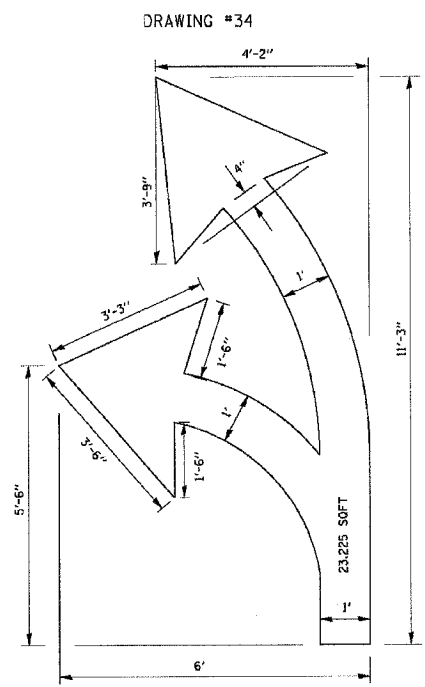
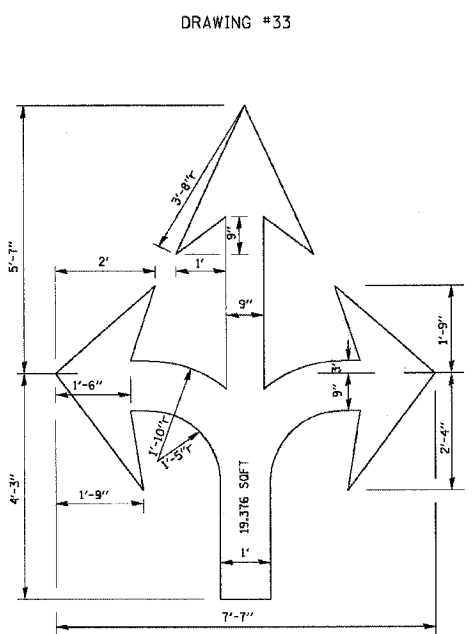
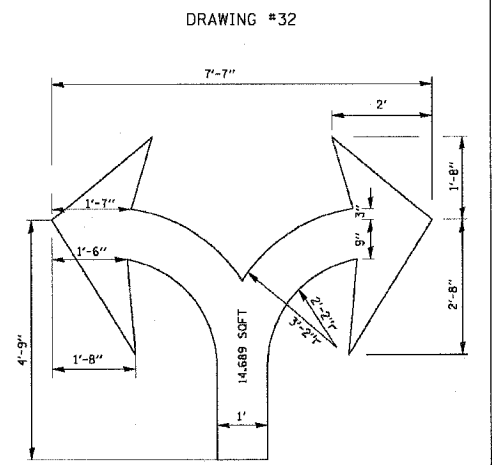
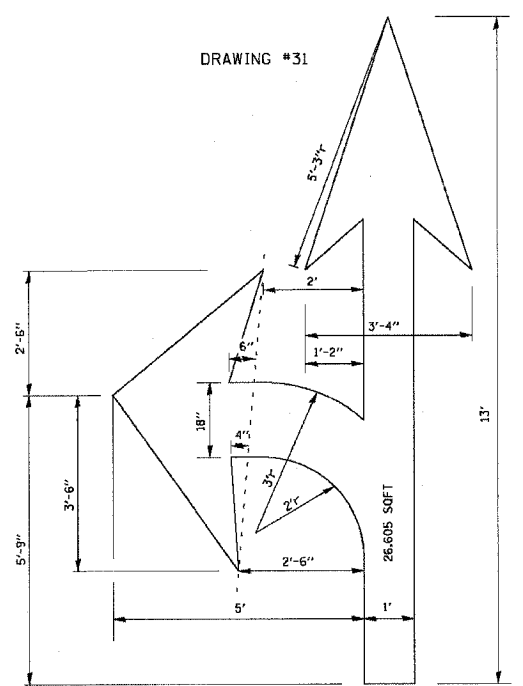
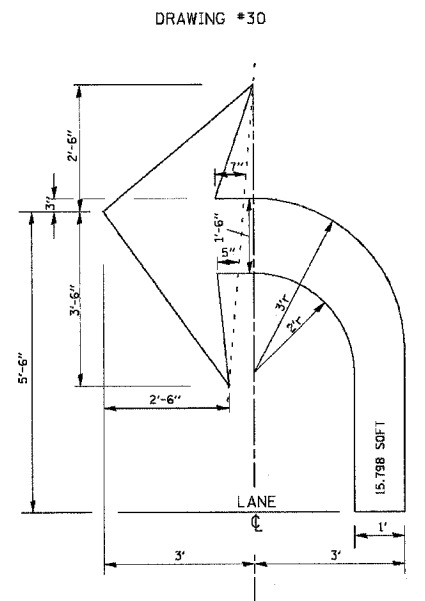
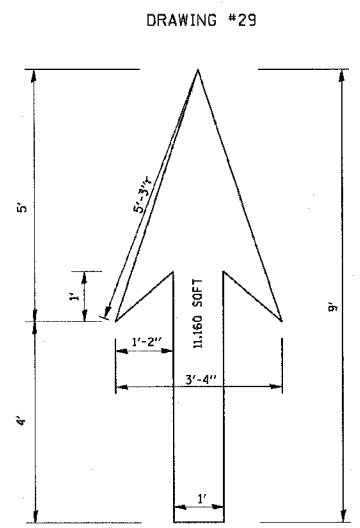
REVISIONS	
NAME	DATE
T. RAMMACHER	12/07/00

SCALE: NONE
DATE 10/18/2002
DRAWN BY CADD
CHECKED BY TC-24



NOTE:
 1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC SYMBOL MANUFACTURED BY 3M, PRODUCT "STAMARK" #3801
 2.) 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



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

REVISION DATE: 12/07/00