

### INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET AND INDEX OF SHEETS
2	GENERAL NOTES AND PROJECT COMMITMENTS
3	SUMMARY OF QUANTITIES
4-14	ALIGNMENT PLANS, SURVEY TIES AND CONTROL POINTS
15-16	ROADWAY REMOVAL PLANS
17-18	PROPOSED ROADWAY PLANS
19-20	EROSION CONTROL PLANS
21-22	WATER SERVICE LINE PLANS
23	PLANTING SCHEDULES
24-25	LANDSCAPING PLANS
26-27	LANDSCAPING LAYOUT PLANS
28-29	IRRIGATION PLANS
30	LANDSCAPING DETAILS
31-35	CONSTRUCTION DETAILS
36-39	DISTRICT 1 DETAILS

### IDOT HIGHWAY STANDARDS

STANDARD	DESCRIPTION
000001	STANDARD SYMBOLS ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
442201	CLASS C AND D PATCHES
701101	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701601	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON TRAVERSABLE MEDIAN
701701	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801	LANE CLOSURE MULTI LANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES

### DESIGN NUMBER

**D-91-107-06**

**PROJECT LOCATED IN CITY OF CHICAGO**

### DESIGN DESIGNATION

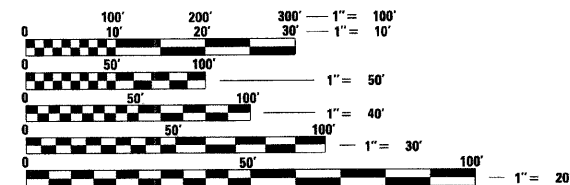
WENTWORTH AVE: 6259 (20) URBAN COLLECTOR  
 WELLS ST: 8275 (20) URBAN COLLECTOR  
 NB LOCAL LANES: 8568 (35) URBAN INTERSTATE 264.46 (CRC-30)  
 SB LOCAL LANES: 6042 (35) URBAN INTERSTATE 264.46 (CRC-30)

	ADT (2020)	DESIGN SPEED	POSTED SPEED
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I-90/94:			
NB LOCAL LANES	71,230	60	45
SB LOCAL LANES	71,715	60	45

RAMPS:			
RAMP 63A	9,050	40	30
RAMP 63B	12,690	40	30

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.

BEFORE EXCAVATING CALL:  
 CHICAGO UTILITY ALERT NETWORK  
 (312) 744-7000

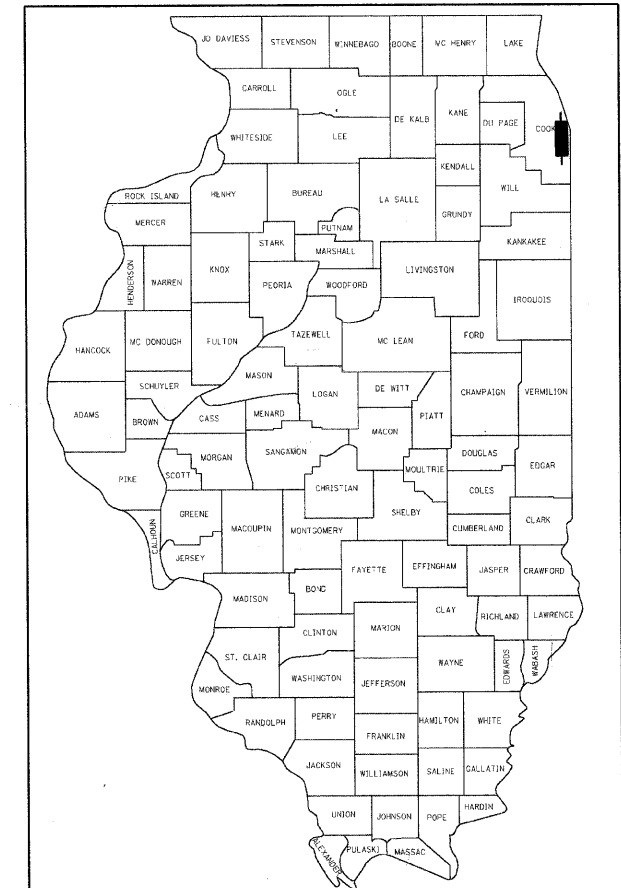
**CONTRACT NO. 60A77**

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

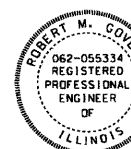
# PLANS FOR PROPOSED FEDERAL AID HIGHWAY

**F.A.I. ROUTE 90/94 (DAN RYAN EXPRESSWAY)  
 SECTION 2005-071 LS**

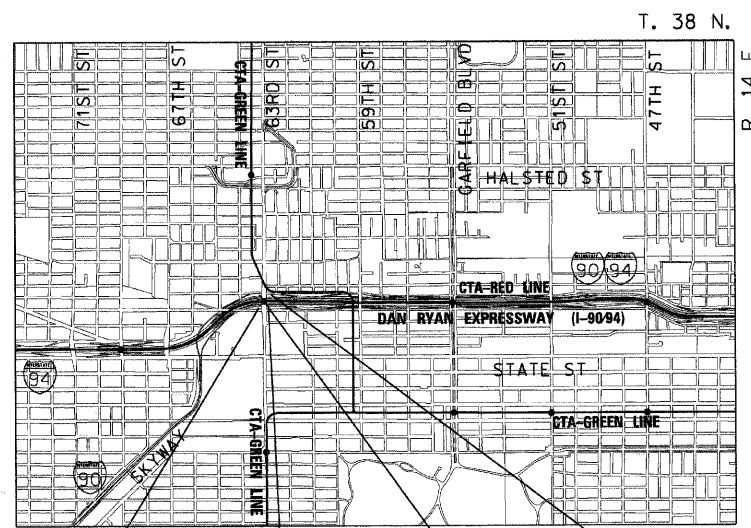
## GATEWAY LANDSCAPING AND IRRIGATION AT 63RD STREET COOK COUNTY C-91-107-06



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

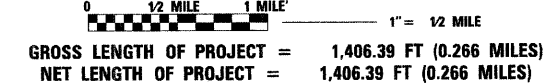


SIGNATURE *Robert M. Covey*  
 DATE 5/2/08  
 EXPIRES 11/24/09



PROJECT BEGINS NB LOCAL LANES STA 4418 + 85.26	PROJECT ENDS NB LOCAL LANES STA 4425 + 69.85	PROJECT BEGINS SB LOCAL LANES STA 3418 + 77.83	PROJECT ENDS SB LOCAL LANES STA 3425 + 99.63
--	--	--	--

### LOCATION MAP



STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED APRIL 30, 2008

*Deane M. O'Keefe*  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*June 27, 2008*  
*Eric F. Harn*  
 ENGINEER OF DESIGN AND ENVIRONMENT

*June 27, 2008*  
*Christine M. Reed*  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

DISTRICT ONE DESIGN/CONSULTANT SERVICES PROJECT MANAGER  
 RAJENDRA SHAH (847) 705-4555

**GENERAL NOTES:**

- UTILITY LOCATIONS SHOWN ON THESE PLANS MAY NOT BE CORRECT OR COMPLETE. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 312-744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES (48 HOUR NOTIFICATION IS REQUIRED). CONTACT THE DEPARTMENT OF WATER MANAGEMENT PERMIT SECTION AT (312) 747-7893 FOR WATER AND SEWER LOCATIONS.
- 10 FOOT TRANSITION LENGTHS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 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 VARIATION IN WIDTH OF THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT NO GAP REMAINS BETWEEN PROPOSED FENCING OR WHERE PROPOSED FENCING TERMINATES AND EXISTING FENCE REMAINS IN PLACE.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY SAFETY PRECAUTIONS TO PROTECT AND PROVIDE ACCESS TO ABUTTING PROPERTY, UTILITIES, PEDESTRIANS, AND VEHICULAR TRAFFIC.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED, THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS. THE ENGINEER OR AN AUTHORIZED SURVEYOR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE, IF PROVIDED, SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.
- ALL ELEVATIONS SHOWN ARE BASED ON THE CHICAGO CITY DATUM. THE CONVERSION EQUATION FROM CCD TO NAVD 88 IS: NAVD 88 ELEVATION = CCD + 579.19.
- THE CONTRACTOR SHALL COORDINATE ALL ACTIVITIES WITH:  
 CONTRACT 62985 - INSTALLATION OF FLUTED KNEE WALL ALONG WENTWORTH AVENUE AND WELLS STREET FROM 63RD STREET TO 62ND STREET  
 CONTRACT 60A02 - INSTALLATION OF FENCING AND GATING ALONG WENTWORTH AVENUE AND WELLS STREET FROM 63RD STREET TO 47TH STREET  
 CONTRACT 60A72 - NORTHBOUND ROADSIDE EMBANKMENT LANDSCAPING  
 CONTRACT 60A73 - SOUTHBOUND ROADSIDE EMBANKMENT LANDSCAPING  
 CONTRACT 62983 - INSTALLATION OF FLUTTED KNEEWALL NORTHBOUND (71ST STREET TO 63RD STREET)  
 CONTRACT 62984 - INSTALLATION OF FLUTTED KNEEWALL SOUTHBOUND (71ST STREET TO 63RD STREET)  
 CONTRACT 60B88 - INSTALLATION OF FENCING AND GATING (71ST STREET TO 63RD STREET)  
 CONTRACT 62583 - LIGHTING AND SURVEILLANCE FROM 31ST STREET TO I-57 INTERCHANGE
- PRIOR AUTHORIZATION IS REQUIRED TO MAKE ANY STRUCTURAL MODIFICATIONS, INCLUDING MANHOLE FRAME AND LID ADJUSTMENTS TO ALL METROPOLITAN WATER RECLAMATION DISTRICT (MWRD) STRUCTURES. (AUTHORIZATION MAY BE OBTAINED BY CONTACTING MR. THOMAS K. O'CONNOR CHIEF OF MAINTENANCE AND OPERATIONS DEPARTMENT, AT 312-751-5101.)
- THE CONTRACTOR SHALL ABIDE BY THE NPDES GUIDELINES AND REQUIREMENTS. THE COST FOR THESE REQUIREMENTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT PAY ITEMS.
- THE CONTRACTOR SHALL SHOW PROOF OF PROCUREMENT, SOURCES, QUANTITIES AND VARIETIES FOR ALL SHRUBS, TREES, GROUND COVERS, PERENNIAL AND ORNAMENTAL GRASSES WITHIN 21 DAYS FOLLOWING THE AWARD OF CONTRACT. TIMELY PROCUREMENT OF ALL PLANT MATERIAL IS ESSENTIAL TO THE SUCCESSFUL COMPLETION AND SUBSTANTIAL COMPLETION ACCEPTANCE OF THE OVERALL PROJECT.
- THERE SHALL BE NO STOCKPILING OR STAGING ALLOWED ON CITY OF CHICAGO PARKWAYS.
- THE CONTRACTOR SHALL HAND DIG AROUND ALL PUBLIC AND PRIVATE UTILITIES.
- THIS AREA HAS HEAVILY POPULATED UNDERGROUND ELECTRIC AND FIBER OPTIC CABLE, BEFORE ANY WORK IS TO BEGIN A UTILITY LOCATE BY THE CONTRACTOR OF CONTRACT 62583 MUST BE CALLED IN 48 HOURS IN ADVANCE OF EXCAVATION WORK, THE LOCATE NUMBER IS (773) 287-7600, TRENCHES SHALL BE HAND DUG AROUND THE LOCATED UTILITIES, USE OF A TRENCH MACHINE OR BACKHOE COULD RESULT IN DAMAGE TO IDOT BEO CABLES AND REPAIRS WILL BE PAID FOR AT THE CONTRACTORS EXPENSE. THE CONTRACTOR WILL RECEIVE ONE (1) LOCATE PER LOCATION AND SHALL BE REQUIRED TO MAINTAIN THE MARKS, ANY ADDITIONAL LOCATES REQUIRED BY THE CONTRACT 62583 WILL BE PAID FOR AT THE CONTRACTORS EXPENSE.

**GENERAL NOTES: CITY OF CHICAGO**

- A PERMIT FROM THE DEPARTMENT OF WATER MANAGEMENT IS REQUIRED IN ADVANCE FOR ANY UNDERGROUND SEWER WORK INCLUDING ADJUSTMENT OF STRUCTURES, REMOVAL/REPLACEMENT OF FRAMES AND LIDS, TELEVISION SURVEYS, CLEANING, LINING, AND INSPECTIONS. THE DEPARTMENT OF WATER MANAGEMENT PERMIT MUST BE OBTAINED BY A LICENSED SEWER DRAIN LAYER PRIOR TO START OF CONSTRUCTION. THE LICENSED SEWER CONTRACTOR/SUBCONTRACTOR MUST SUBMIT TWO SETS OF PLANS APPROVED BY THE DEPARTMENT OF WATER MANAGEMENT FOR THE ISSUE OF THE SEWER PERMIT TO 1000 EAST OHIO STREET, JARDINE WATER PURIFICATION PLANT, CHICAGO, IL 60611. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT 312-747-7001.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT AT 1000 EAST OHIO, JARDINE WATER PURIFICATION PLANT, CHICAGO, IL 60611.
- THE RESIDENT ENGINEER AND THE CONTRACTOR SHALL FIELD-VERIFY THE CITY'S EXISTING SEWER FACILITIES INCLUDING PUBLIC AND PRIVATE DRAIN CONNECTIONS IN THE LIMITS OF THE SUBJECT PROJECT FOR ANY CONFLICTS DUE TO THE PROPOSED IMPROVEMENTS. ANY CONFLICTS SHOULD BE RESOLVED WITH THE DEPARTMENT OF WATER MANAGEMENT PRIOR TO THE START OF CONSTRUCTION.
- IN LOCATIONS WHERE THE MAIN SEWERS, DRAINAGE STRUCTURES, PUBLIC, AND PRIVATE DRAIN CONNECTIONS ARE DISTURBED OR DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE AND REPLACE THE DAMAGED FACILITIES AT HIS/HER OWN EXPENSE TO THE SATISFACTION OF THE DEPARTMENT OF WATER MANAGEMENT. THE SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES.
- EXTREME CAUTION IS TO BE TAKEN TO ENSURE THAT NO FACILITY OWNED AND MAINTAINED BY THE DEPARTMENT OF WATER MANAGEMENT IS DAMAGED DURING CONSTRUCTION. IF ANY DAMAGE OCCURS TO ANY FACILITIES, THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR THE COST OF REPAIRING OR REPLACING THEM.

**SUGGESTED SCHEDULE**

MARCH 1, 2009 TO JUNE 1, 2009:  
 CONSTRUCTION OF CORNER GARDENS, INSTALLATION OF WATER SERVICE AND IRRIGATION SYSTEMS FOR ALL GATEWAY AND CORNER GARDENS, INSTALLATION OF ALL WOODY PLANT MATERIALS AND PERENNIAL PLANTS.

JUNE 1, 2009:  
 INTERIM COMPLETION DATE

JUNE 1, 2009:  
 CERTIFICATION TO THE BUREAU OF MAINTENANCE THAT ALL PLANTS HAVE BEEN INSTALLED AND ARE IN A LIVE HEALTHY CONDITION AND ELIGIBLE FOR A SEPTEMBER PERIOD OF ESTABLISHMENT INSPECTIONS.

JUNE 1, 2009 TO MAY 1, 2010:  
 PROVIDE PLANT CARE REQUIRED FOR ALL PLANTS (WEEDING WATERING, OR OTHER WORK WHICH IS NECESSARY TO MAINTAIN HEALTH AND SATISFACTORY APPEARANCE OF THE GATEWAY AND CORNER GARDENS) DURING THE PERIOD OF ESTABLISHMENT AND ACCORDING TO THE LANDSCAPE MAINTENANCE SPECIAL PROVISION.

SEPT. 1, 2009 TO SEPT 30, 2009:  
 PERIOD OF ESTABLISHMENT INSPECTION PERIOD.

OCT. 1, 2009 TO OCT. 31, 2009:  
 FALL SHUT DOWN

APRIL 1, 2010 TO MAY 1, 2010  
 SPRING START UP

MAY 1, 2010:  
 COMPLETION DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
<b>60A77</b>				

**LANDSCAPING:**

- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

**SPECIAL COMMITMENTS:**

- THE CONTRACTOR & THE ENGINEER SHALL SUBMIT THE IRRIGATION SHOP DRAWINGS FOR REVIEW & APPROVAL BY THE CITY OF CHICAGO - STREETScape UNIT, 4 WEEKS IN ADVANCE, PRIOR TO THE START OF THE IRRIGATION WORK.
- THE CITY OF CHICAGO - STREETScape UNIT REPRESENTATIVES SHALL BE INVITED TO PARTICIPATE IN THE CONSTRUCTION PROGRESS MEETINGS. THE MEETINGS SCHEDULE SHALL BE PROVIDED TO THE CITY IN ADVANCE.
- THE CITY OF CHICAGO-STREETScape UNIT REPRESENTATIVES SHALL BE AFFORDED THE OPPORTUNITY TO OBSERVE ALL LANDSCAPING & IRRIGATION WORK IN COORDINATION WITH & CONCURRENCE OF THE ENGINEER.
- THE CONTRACTOR & THE ENGINEER, IN COORDINATION WITH IDOT'S LANDSCAPING REPRESENTATIVE, SHALL PROVIDE A WRITTEN DESCRIPTION OF THE TURN OVER PROCEDURE OF THE IRRIGATION WORK AT THE END OF THE PROJECT TO THE CITY OF CHICAGO- STREETScape UNIT.
- THE CITY OF CHICAGO-STREETScape UNIT REPRESENTATIVES SHALL BE INVITED BY THE CONTRACTOR AND THE ENGINEER TO ATTEND & PARTICIPATE IN THE FINAL

**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 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	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
**63RD STREET GATEWAY LANDSCAPING AND IRRIGATION**  
**GENERAL NOTES & PROJECT COMMITMENTS**

SCALE: NONE  
 DATE: MAY 02, 2008

DRAWN BY: RMG  
 CHECKED BY: JAL

05/01/2008 12:54:21 PM

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	URBAN 100% STATE QUANTITY	ROADWAY		LANDSCAPING Y003	CODE NO.	ITEM	UNIT	URBAN 100% STATE QUANTITY	ROADWAY		LANDSCAPING Y003
				J000	J000						J000	J000	
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25			X0325105	IRRIGATION SYSTEM	SO YD	8.44		8.44	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	55	23		32	X0325106	IRRIGATION SYSTEM FALL SHUT-DOWN	EACH	3		3	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	42	23		19	X0325107	IRRIGATION SYSTEM SPRING START-UP	EACH	3		3	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	36	23		13	X0325108	BACKFLOW PREVENTER (RPZ), 2 INCH	EACH	3		3	
25100630	EROSION CONTROL BLANKET	SQ YD	1222	1222			X6065740	CONCRETE MEDIAN SURFACE, 5" (MODIFIED)	SQ FT	152		152	
28000510	INLET FILTERS	EACH	14	14			X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	LSUM	1	1		
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	5		5		XX006326	TYPE K COPPER PIPE 2"	FOOT	150		150	
42001300	PROTECTIVE COAT	SQ YD	107		107		XX104800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12	FOOT	15		15	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	5		5		XX152400	SAND CUSHION, 3 INCH	CU YD	2.6		2.6	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	273		273		Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	5		5		<del>Z0076600</del>	<del>TRAINEES</del>	<del>HOOR</del>				
44000300	CURB REMOVAL	FOOT	18		18		A2002012	TREE, AESCULUS FLAVA (YELLOW SWEET BUCKEYE), 3" CALIPER, BALLED AND BURLAPPED	EACH	13			13
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	30		30		X0326146	SOIL CONDITIONER	SQ YD	1714			1714
44000600	SIDEWALK REMOVAL	SQ FT	273		273		K1003460	LANDSCAPE MAINTENANCE	CAL MO	12			12
44003100	MEDIAN REMOVAL	SQ FT	152		152		C2C06026	SHRUB, RHUS TYPHINA 'TIGER EYES', (TIGER EYES CUTLEAF STAGHORN SUMAC), 24" HEIGHT, CONTAINER	EACH	522			522
44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	45		45								
56104600	WATER VALVES 2"	EACH	3		3								
60601005	CONCRETE CURB, TYPE B (SPECIAL)	FOOT	18		18								
60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	15		15								
67100100	MOBILIZATION	LSUM	1	1									
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1									
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12									
<del>67000500</del>	<del>ENGINEER'S FIELD OFFICE, TYPE B</del>	<del>CAL MO</del>	<del>16</del>	<del>16</del>									
B2006120	TREE, SYRINGA PEKINENSIS MORTON (CHINA SNOW PEKING LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	11			11							
K0030400	PERENNIAL PLANTS, DAYLILIES	UNIT	13.30			13.30							
K0030470	PERENNIAL PLANTS, ORNAMENTAL GRASS TYPE	UNIT	16.50			16.50							
X0301407	PERENNIAL PLANTS, GALLON POT	UNIT	20.92			20.92							
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52									
X0325604	WEED CONTROL, PRE-EMERGENT HERBICIDE	GALLON	1			1							
X0325103	WATER METER IN VAULT, 2 INCH	EACH	3		3								
X0325104	WATER TAP, 2 INCH	EACH	3		3								

• DENOTES SPECIALTY ITEMS

CTE | AECOM

Rev. SOQ-1

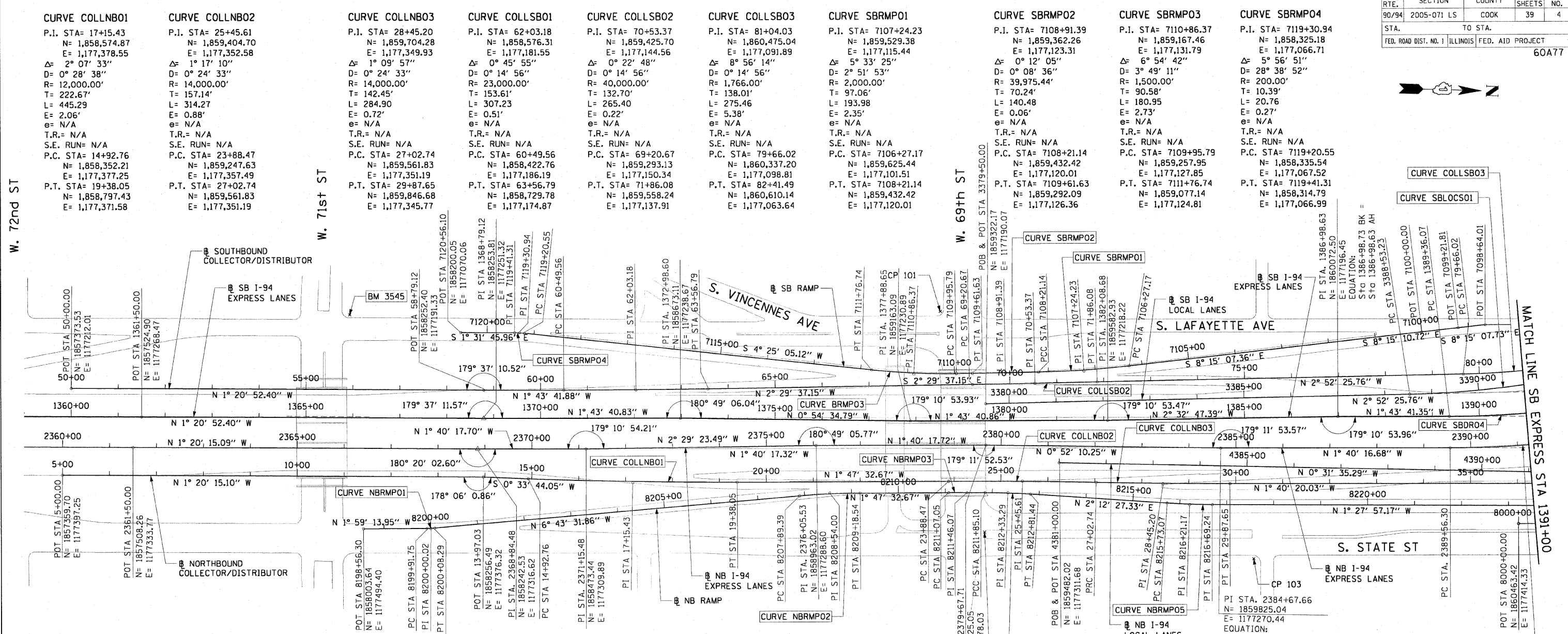
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION
NAME	DATE	
		SUMMARY OF QUANTITIES

SCALE: NONE  
DATE: MAY 02, 2008

DRAWN BY: RMG  
CHECKED BY: JAL

05/01/2008 12:54:22 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	4
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
60A77				



- 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. 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. 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. 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. 3533 ELEV. 19.71**  
DESCRIPTION: BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST

- 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. 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. 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. 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. 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= 8211+07.05  
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

- CURVE NBRMPO5**  
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
- 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= 5.5'  
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

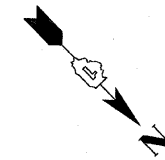
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: MAY 02, 2008

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

F:\P\40468\Civil\29\_gateway\_1\irrigations\60A77.dwg (6/3/2008 03:49:05 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 COLLSBO3**  
 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 COLLSBO5**  
 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= 1420.69'  
 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

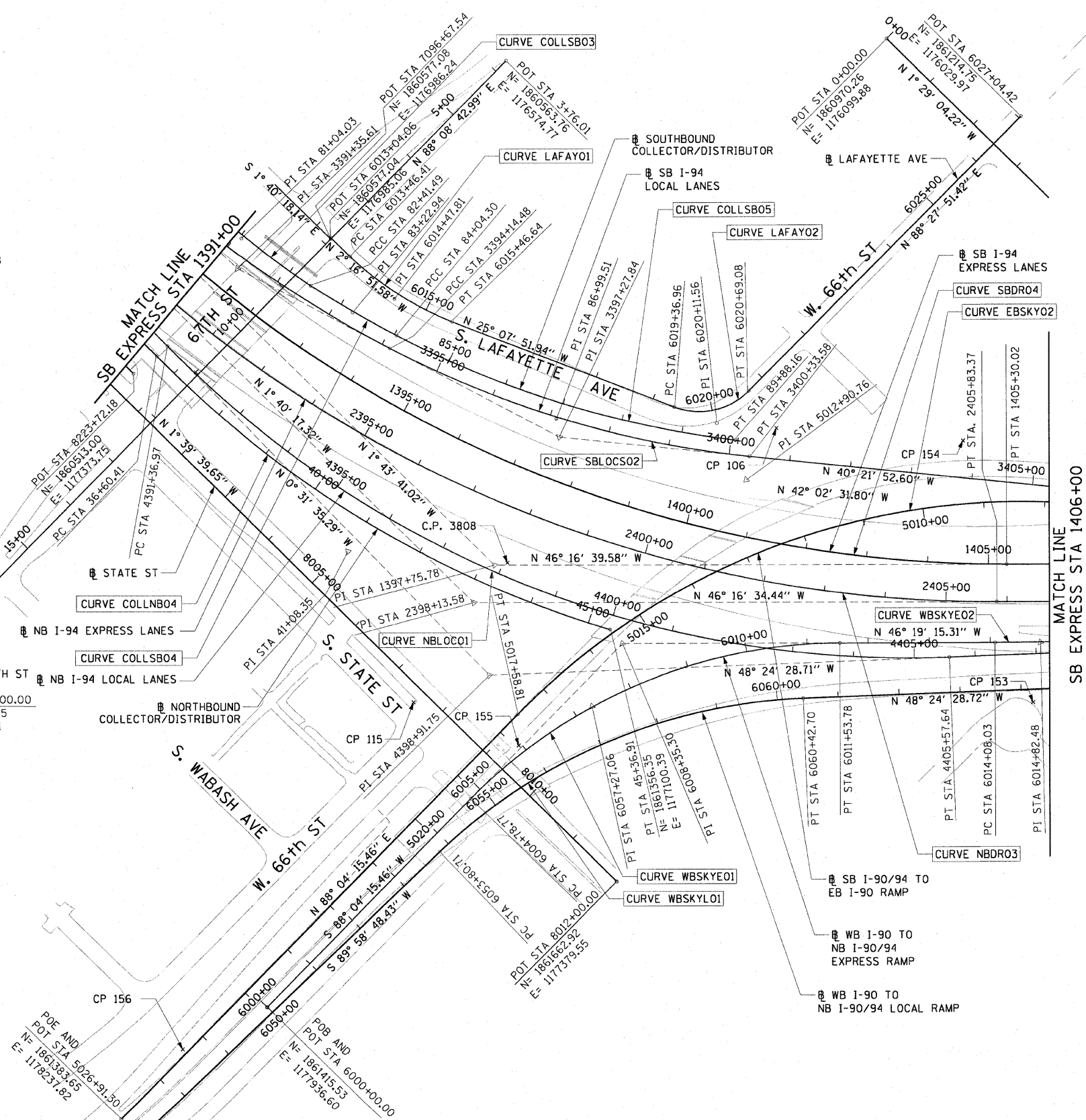
**CURVE WBSKYEO1**  
 P.I. STA= 6008+35.30  
 N= 1,861,860.65  
 E= 1,177,101.77  
 Δ= 45° 36' 29"  
 D= 6° 45' 24"  
 R= 848.00'  
 T= 356.54'  
 L= 675.02'  
 E= 71.90'  
 e= 6.0%  
 T.R.= N/A  
 S.E. RUN= 96' (179.23')  
 P.C. STA= 6004+78.77  
 N= 1,861,399.41  
 E= 1,177,458.10  
 P.T. STA= 6011+53.78  
 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= 2° 47' 42"  
 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

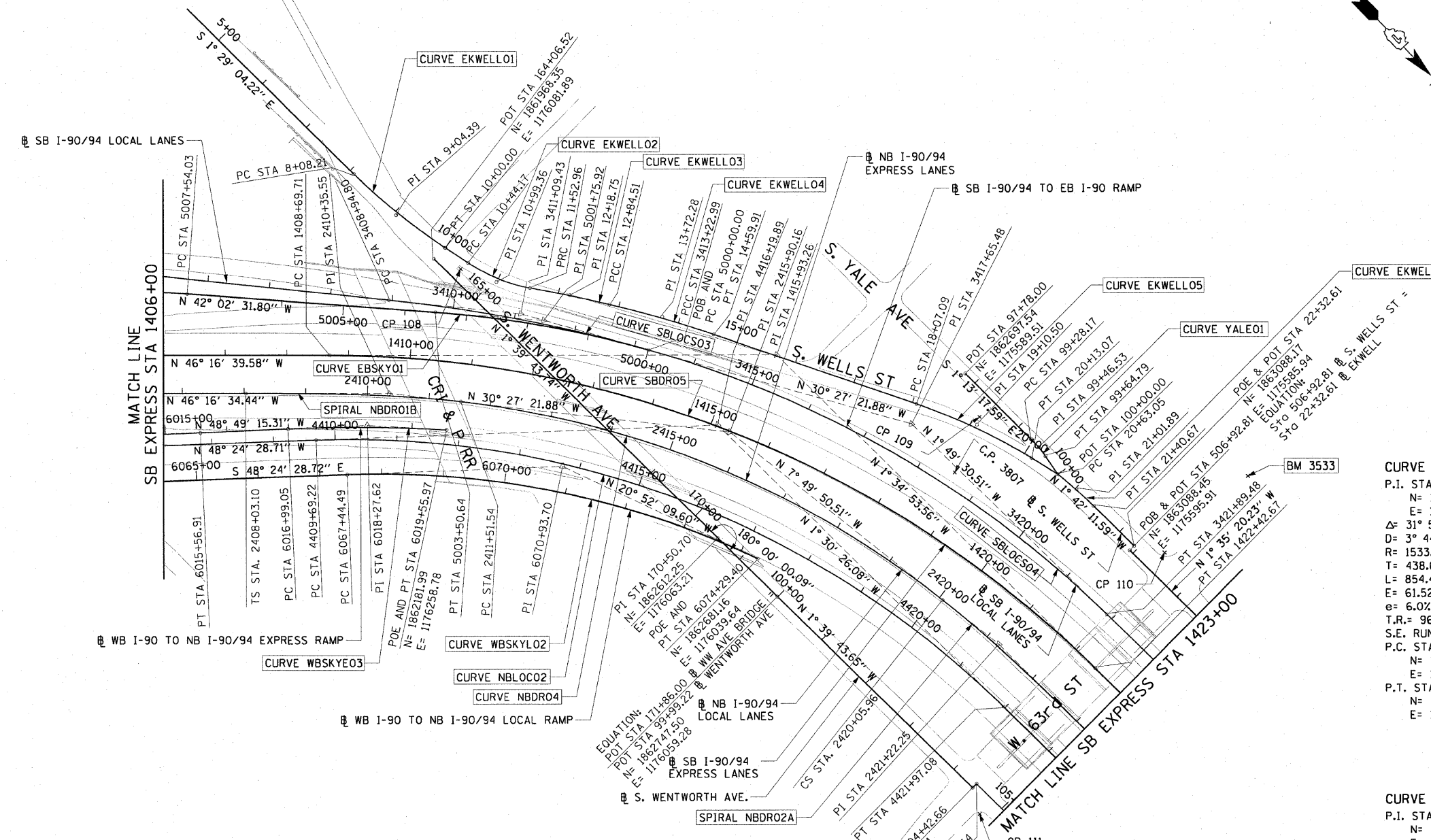
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 ALIGNMENT PLAN

SCALE: 1"=100'  
 DATE: MAY 02, 2008

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	6
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	60A77	

<b>CURVE EKWELLO1</b> P.I. STA= 9+04.39 N= 1,861,874.35 E= 1,176,076.45 $\Delta= 10^{\circ} 52' 16''$ D= 5^{\circ} 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	<b>CURVE EKWELLO2</b> P.I. STA= 10+99.36 N= 1,862,065.35 E= 1,176,034.61 $\Delta= 23^{\circ} 41' 58''$ D= 21^{\circ} 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
<b>CURVE EKWELLO3</b> P.I. STA= 12+18.75 N= 1,862,163.15 E= 1,175,963.41 $\Delta= 2^{\circ} 58' 46''$ D= 2^{\circ} 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	<b>CURVE EKWELLO4</b> P.I. STA= 13+72.28 N= 1,862,291.83 E= 1,175,879.60 $\Delta= 5^{\circ} 48' 38''$ D= 3^{\circ} 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
<b>CURVE EKWELLO5</b> P.I. STA= 19+10.50 N= 1,862,770.39 E= 1,175,632.97 $\Delta= 12^{\circ} 45' 31''$ D= 6^{\circ} 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	<b>CURVE EKWELLO6</b> P.I. STA= 21+01.89 N= 1,862,957.45 E= 1,175,589.82 $\Delta= 5^{\circ} 16' 59''$ D= 6^{\circ} 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
<b>SPIRAL NBDRO1B</b> P.I. STA= 2410+35.55 N= 1,862,075.46 E= 1,176,284.87 $\Delta= 6^{\circ} 30' 41''$ 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	<b>CURVE EBSKY01</b> P.I. STA= 5001+75.92 N= 1,862,163.03 E= 1,176,022.04 $\Delta= 11^{\circ} 35' 10''$ D= 3^{\circ} 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



<b>CURVE NBLOCO2</b> P.I. STA= 4416+19.89 N= 1,862,479.88 E= 1,175,936.27 $\Delta= 46^{\circ} 54' 02''$ D= 3^{\circ} 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	<b>SPIRAL NBDRO2A</b> P.I. STA= 2421+22.25 N= 1,863,051.74 E= 1,175,854.32 $\Delta= 6^{\circ} 30' 41''$ 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
<b>CURVE NBDR04</b> P.I. STA= 2415+90.16 N= 1,862,502.01 E= 1,175,929.93 $\Delta= 31^{\circ} 56' 02''$ D= 3^{\circ} 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	<b>CURVE YALEO1</b> P.I. STA= 99+46.53 N= 1,862,866.03 E= 1,175,585.91 $\Delta= 10^{\circ} 29' 32''$ D= 28^{\circ} 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

<b>CURVE SBLOCS03</b> P.I. STA= 3411+09.43 N= 1,862,129.66 E= 1,176,041.66 $\Delta= 9^{\circ} 54' 30''$ D= 2^{\circ} 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= 1,861,966.12 E= 1,176,180.66 P.T. STA= 3413+22.99 N= 1,862,314.67 E= 1,175,932.87	<b>CURVE SBDR05</b> P.I. STA= 1415+93.26 N= 1,862,464.42 E= 1,175,788.71 $\Delta= 44^{\circ} 41' 46''$ D= 3^{\circ} 15' 20'' R= 1760.00' T= 723.55' L= 1372.97' e= 142.93' e= 5.9% T.R.= (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
<b>CURVE SBLOCS04</b> P.I. STA= 3417+65.48 N= 1,862,696.11 E= 1,175,708.58 $\Delta= 28^{\circ} 37' 52''$ D= 3^{\circ} 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	<b>CURVE WBSKY03</b> P.I. STA= 6018+27.62 N= 1,862,087.91 E= 1,176,346.40 $\Delta= 5^{\circ} 51' 27''$ D= 2^{\circ} 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

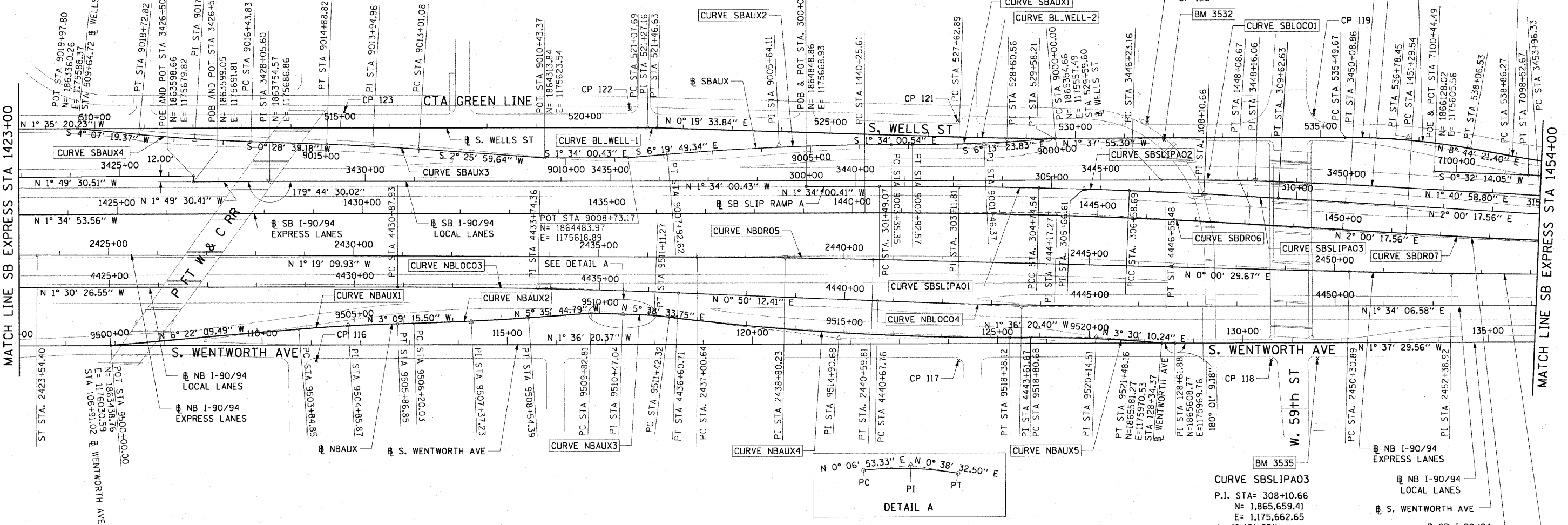
- NOTES:
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
  - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION
NAME	DATE	
		ALIGNMENT PLAN
		SCALE: 1"=100'
		DATE: MAY 02, 2008
		DRAWN BY: NJH/AMM
		CHECKED BY: JAL/MS

CTE | AECOM

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	7
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		60A77

<b>CURVE SBAUX1</b> P.I. STA= 9001+46.37 N= 1,865,209.16 E= 1,175,573.36 $\Delta$ = 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	<b>CURVE SBAUX2</b> P.I. STA= 9005+64.11 N= 1,864,791.41 E= 1,175,584.78 $\Delta$ = 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	<b>CURVE SBAUX3</b> P.I. STA= 9013+94.96 N= 1,863,962.56 E= 1,175,608.62 $\Delta$ = 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	<b>CURVE SBAUX4</b> P.I. STA= 9017+58.36 N= 1,863,599.16 E= 1,175,605.59 $\Delta$ = 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	<b>CURVE SBLOCO1</b> P.I. STA= 3448+16.06 N= 1,865,764.28 E= 1,175,631.89 $\Delta$ = 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	<b>CURVE SBDR06</b> P.I. STA= 1444+17.27 N= 1,865,361.46 E= 1,175,708.72 $\Delta$ = 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	<b>CURVE SBDR07</b> P.I. STA= 1455+16.63 N= 1,866,460.40 E= 1,175,747.19 $\Delta$ = 3° 33' 01" D= 0° 27' 31" R= 12490.00' T= 387.09' L= 773.94' E= 6.13' 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	<b>CURVE NBDR05</b> P.I. STA= 2438+80.23 N= 1,864,809.56 E= 1,175,813.83 $\Delta$ = 1° 19' 40" D= 0° 22' 11" R= 15500.00' T= 391.66' 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	<b>CURVE NBDR06</b> P.I. STA= 2452+38.92 N= 1,866,460.26 E= 1,175,814.03 $\Delta$ = 1° 35' 21" D= 0° 22' 55" R= 15000.00' T= 208.03' L= 416.02' 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	<b>CURVE NBLOCO3</b> P.I. STA= 4433+74.36 N= 1,864,307.20 E= 1,175,888.18 $\Delta$ = 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	<b>CURVE NBLOCO4</b> P.I. STA= 4443+61.67 N= 1,865,294.49 E= 1,175,902.60 $\Delta$ = 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
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<b>CURVE NBAUX1</b> P.I. STA= 9504+85.87 N= 1,863,921.64 E= 1,175,976.69 $\Delta$ = 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	<b>CURVE NBAUX2</b> P.I. STA= 9507+37.23 N= 1,864,172.66 E= 1,175,962.85 $\Delta$ = 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	<b>CURVE NBAUX3</b> P.I. STA= 9510+47.04 N= 1,864,481.34 E= 1,175,939.03 $\Delta$ = 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	<b>CURVE NBAUX4</b> P.I. STA= 9514+90.68 N= 1,864,923.14 E= 1,175,977.06 $\Delta$ = 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	<b>CURVE NBAUX5</b> P.I. STA= 9520+14.51 N= 1,865,447.69 E= 1,175,962.35 $\Delta$ = 5° 06' 31" D= 1° 02' 30" 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	<b>CURVE BL_WELL-1</b> P.I. STA= 521+27.16 N= 1,864,522.25 E= 1,175,556.14 $\Delta$ = 1° 54' 54" D= 0° 54' 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	<b>CURVE BL_WELL-2</b> P.I. STA= 528+60.56 N= 1,865,255.64 E= 1,175,560.31 $\Delta$ = 1° 57' 29" D= 0° 50' 09" R= 5715.00' T= 97.67' L= 195.31' E= 5.83' 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	<b>CURVE BL_WELL-3</b> P.I. STA= 536+78.45 N= 1,866,073.22 E= 1,175,537.02 $\Delta$ = 10° 22' 17" D= 0° 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	<b>CURVE SBLSIPA01</b> P.I. STA= 303+11.81 N= 1,865,160.56 E= 1,175,660.40 $\Delta$ = 1° 25' 14" D= 0° 09' 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	<b>CURVE SBLSIPA02</b> P.I. STA= 305+66.61 N= 1,865,415.38 E= 1,175,659.75 $\Delta$ = 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= 304+74.54 N= 1,865,323.30 E= 1,175,659.99 P.C.C. STA= 306+58.69 N= 1,865,507.45 E= 1,175,660.85	<b>CURVE SBLSIPA03</b> P.I. STA= 308+10.66 N= 1,865,659.41 E= 1,175,662.65 $\Delta$ = 1° 19' 32" D= 0° 26' 10" R= 13137.24' T= 151.98' L= 303.94' E= 0.88' 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
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CTE | AECOM

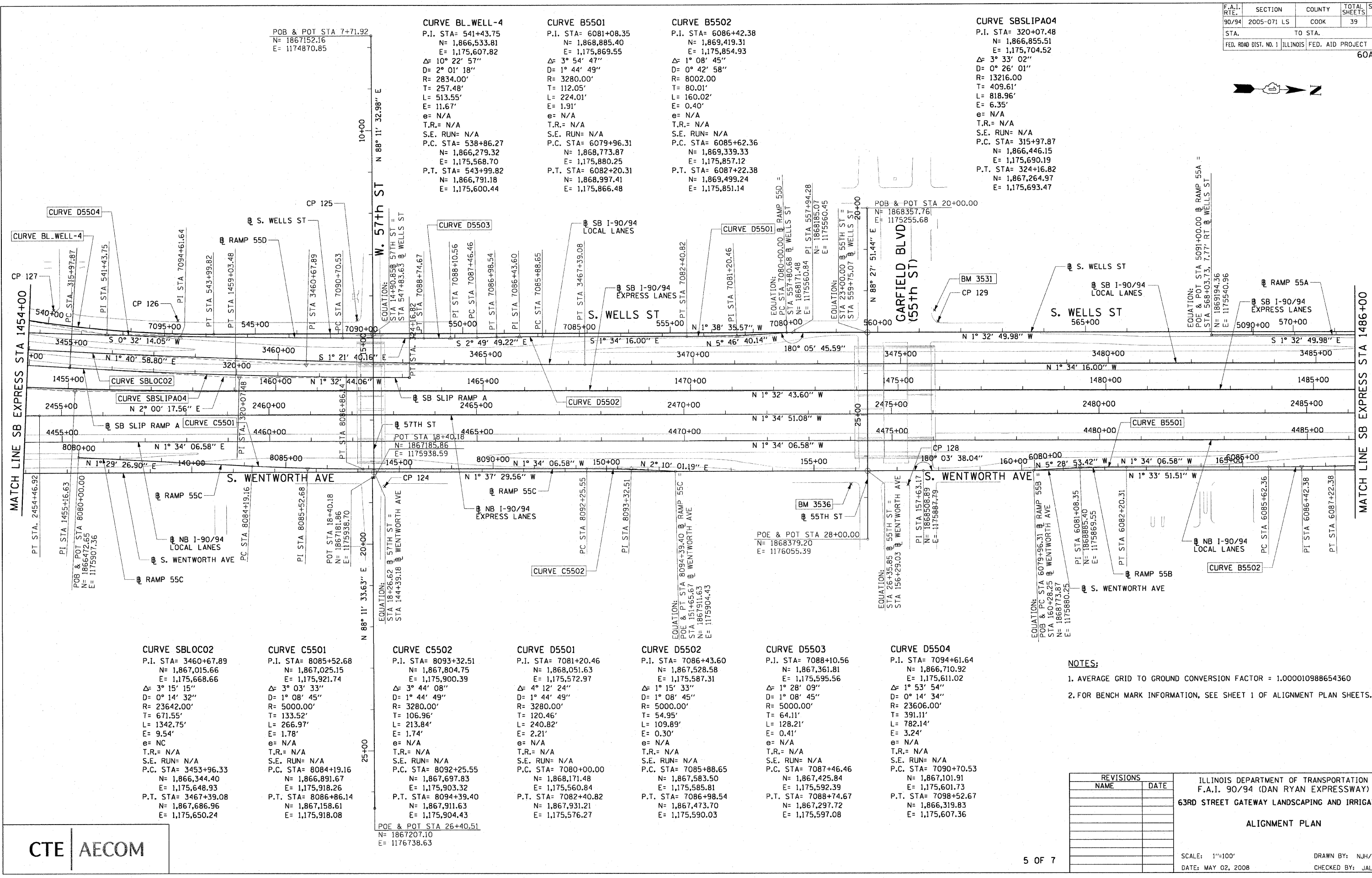
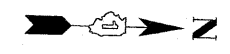
**NOTES:**  
 1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360  
 2. FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 ALIGNMENT PLAN

SCALE: 1"=100'  
 DATE: MAY 02, 2008

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



**CURVE BL\_WELL-4**  
P.I. STA= 541+43.75  
N= 1,866,533.81  
E= 1,175,607.82  
Δ= 10° 22' 57"  
D= 2° 01' 18"  
R= 2834.00'  
T= 257.48'  
L= 513.55'  
E= 11.67'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 538+86.27  
N= 1,866,279.32  
E= 1,175,568.70  
P.T. STA= 543+99.82  
N= 1,866,791.18  
E= 1,175,600.44

**CURVE B5501**  
P.I. STA= 6081+08.35  
N= 1,868,885.40  
E= 1,175,869.55  
Δ= 3° 54' 47"  
D= 1° 44' 49"  
R= 3280.00'  
T= 112.05'  
L= 224.01'  
E= 1.91'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 6079+96.31  
N= 1,868,773.87  
E= 1,175,880.25  
P.T. STA= 6082+20.31  
N= 1,868,997.41  
E= 1,175,866.48

**CURVE B5502**  
P.I. STA= 6086+42.38  
N= 1,869,419.31  
E= 1,175,854.93  
Δ= 1° 08' 45"  
D= 0° 42' 58"  
R= 8002.00'  
T= 80.01'  
L= 160.02'  
E= 0.40'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 6085+62.36  
N= 1,869,339.33  
E= 1,175,857.12  
P.T. STA= 6087+22.38  
N= 1,869,499.24  
E= 1,175,851.14

**CURVE SB SLIPA04**  
P.I. STA= 320+07.48  
N= 1,866,855.51  
E= 1,175,704.52  
Δ= 3° 33' 02"  
D= 0° 26' 01"  
R= 13216.00'  
T= 409.61'  
L= 818.96'  
E= 6.35'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 315+97.87  
N= 1,866,446.15  
E= 1,175,690.19  
P.T. STA= 324+16.82  
N= 1,867,264.97  
E= 1,175,693.47

**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' 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+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)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION

**ALIGNMENT PLAN**

SCALE: 1"=100'  
DATE: MAY 02, 2008  
DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS

D:\proj\60A77\60A77\_03\63rd Gateway\_Landscaping\_Sheet\_03\_45811.dwg



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	9
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



**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

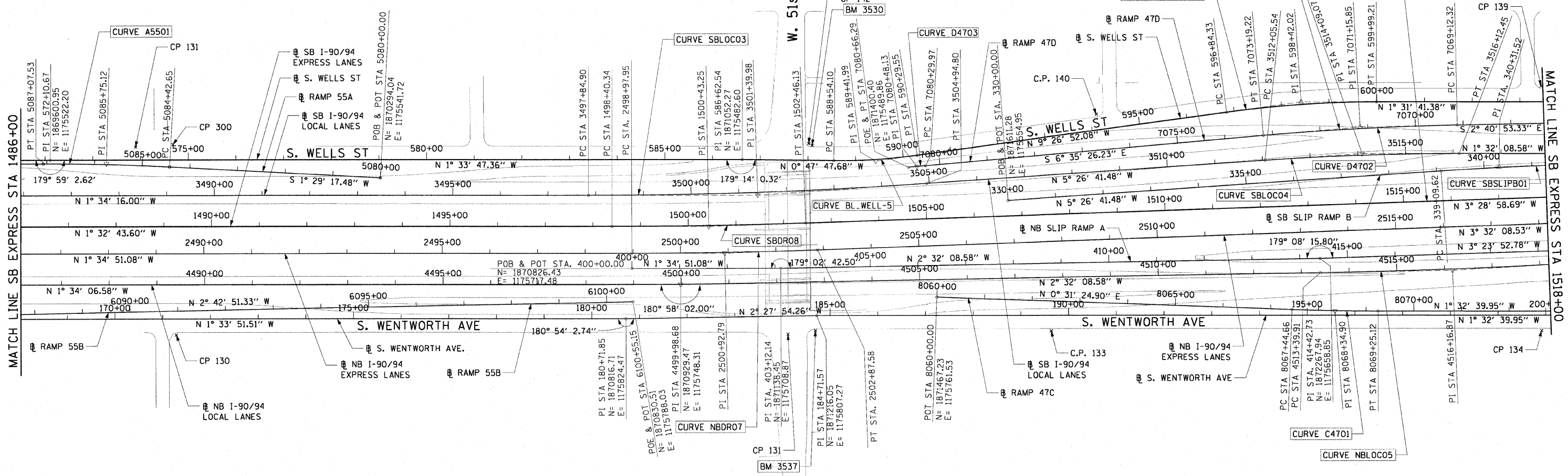
**CURVE D4703**  
P.I. STA= 7080+48.13  
N= 1,871,418.45  
E= 1,175,487.83  
Δ= 0° 11' 56"  
D= 0° 32' 51"  
R= 10464.00'  
T= 18.16'  
L= 36.32'  
E= 0.02'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 7080+29.97  
N= 1,871,436.49  
E= 1,175,485.75  
P.T. STA= 7080+66.29  
N= 1,871,400.40  
E= 1,175,489.86

**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 SBSLIPB01**  
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 SBLOC04**  
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

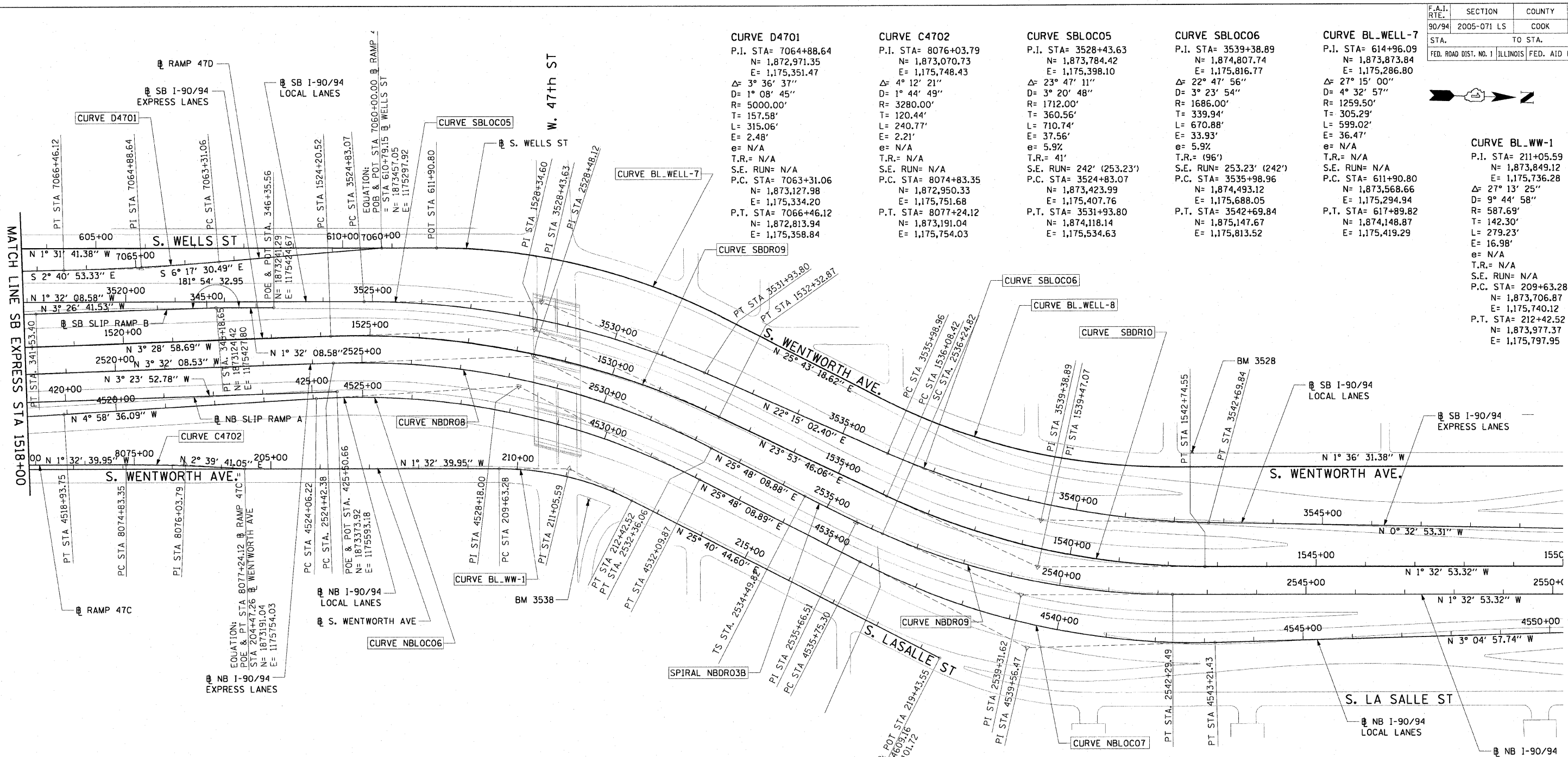
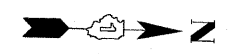
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
ALIGNMENT PLAN

SCALE: 1"=100'  
DATE: MAY 02, 2008  
DRAWN BY: NJH/AMM  
CHECKED BY: JAL/MS



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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	10
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		60A77		



**CURVE D4701**  
P.I. STA= 7064+88.64  
N= 1,872,971.35  
E= 1,175,351.47  
Δ= 3° 36' 37"  
D= 1° 08' 45"  
R= 5000.00'  
T= 157.58'  
L= 315.06'  
E= 2.48'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 7063+31.06  
N= 1,873,127.98  
E= 1,175,334.20  
P.T. STA= 7066+46.12  
N= 1,872,813.94  
E= 1,175,358.84

**CURVE C4702**  
P.I. STA= 8076+03.79  
N= 1,873,070.73  
E= 1,175,748.43  
Δ= 4° 12' 21"  
D= 1° 44' 49"  
R= 3280.00'  
T= 120.44'  
L= 240.77'  
E= 2.21'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 8074+83.35  
N= 1,872,950.33  
E= 1,175,751.68  
P.T. STA= 8077+24.12  
N= 1,873,191.04  
E= 1,175,754.03

**CURVE SBLOC05**  
P.I. STA= 3528+43.63  
N= 1,873,784.42  
E= 1,175,398.10  
Δ= 23° 47' 11"  
D= 3° 20' 48"  
R= 1712.00'  
T= 360.56'  
L= 710.74'  
E= 37.56'  
e= 5.9%  
T.R.= 41'  
S.E. RUN= 242' (253.23')  
P.C. STA= 3524+83.07  
N= 1,873,423.99  
E= 1,175,407.76  
P.T. STA= 3531+93.80  
N= 1,875,534.63

**CURVE SBLOC06**  
P.I. STA= 3539+38.89  
N= 1,874,807.74  
E= 1,175,816.77  
Δ= 22° 47' 56"  
D= 3° 23' 54"  
R= 1686.00'  
T= 339.94'  
L= 670.88'  
E= 33.93'  
e= 5.9%  
T.R.= (96')  
S.E. RUN= 253.23' (242')  
P.C. STA= 3535+98.96  
N= 1,874,493.12  
E= 1,175,688.05  
P.T. STA= 3542+69.84  
N= 1,875,147.67  
E= 1,175,813.52

**CURVE BL-WELL-7**  
P.I. STA= 614+96.09  
N= 1,873,873.84  
E= 1,175,286.80  
Δ= 27° 15' 00"  
D= 4° 32' 57"  
R= 1259.50'  
T= 305.29'  
L= 599.02'  
E= 36.47'  
e= N/A  
T.R.= N/A  
S.E. RUN= N/A  
P.C. STA= 611+90.80  
N= 1,873,568.66  
E= 1,175,294.94  
P.T. STA= 617+89.82  
N= 1,874,148.87  
E= 1,175,419.29

**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= 1536+08.42  
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= 1,175,608.23  
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= (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')  
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 STREET GATEWAY LANDSCAPING AND IRRIGATION  
ALIGNMENT PLAN

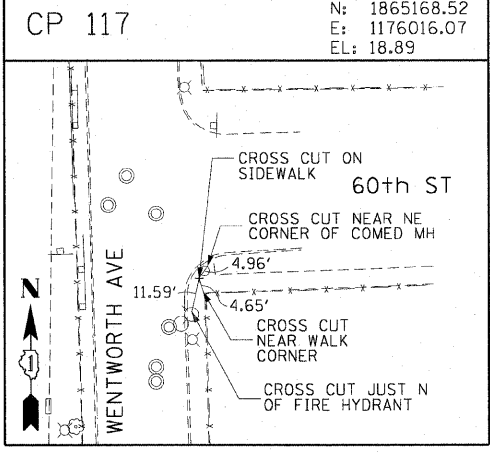
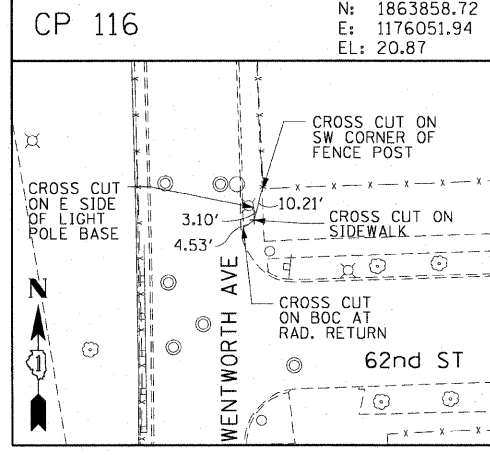
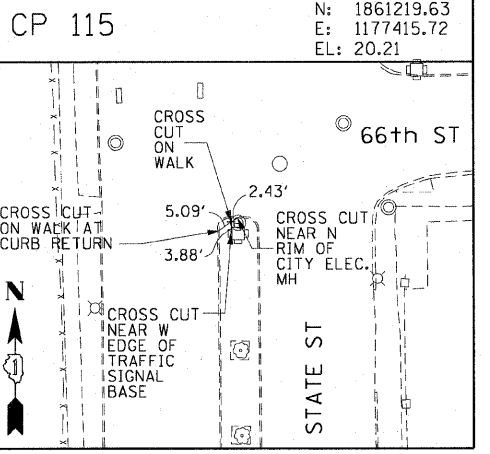
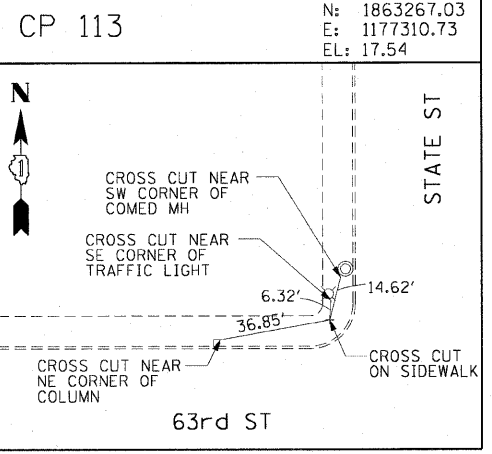
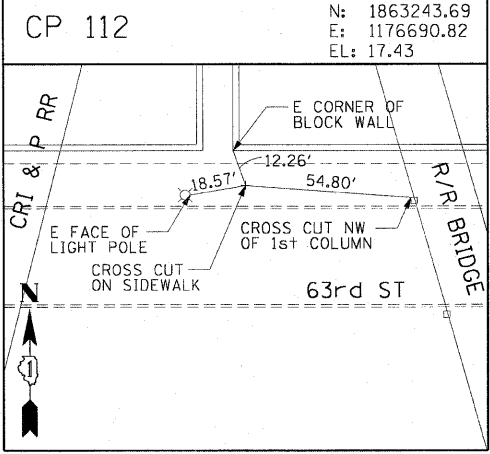
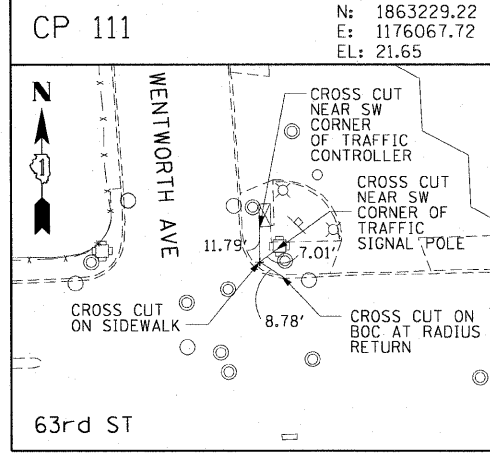
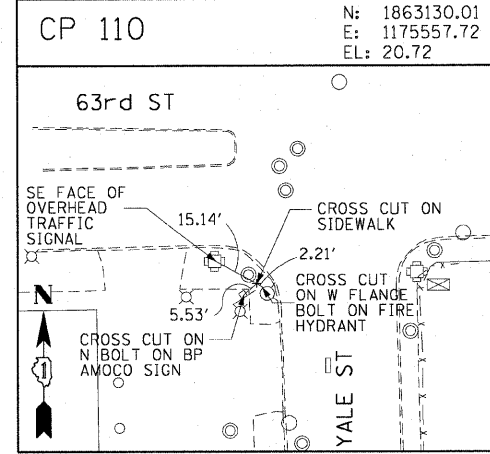
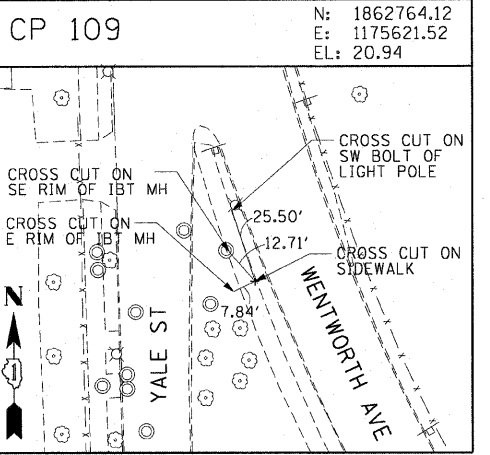
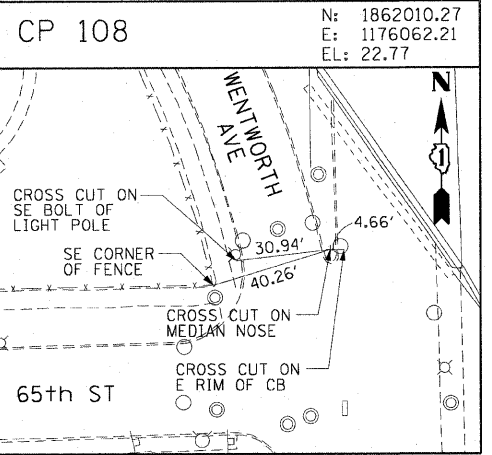
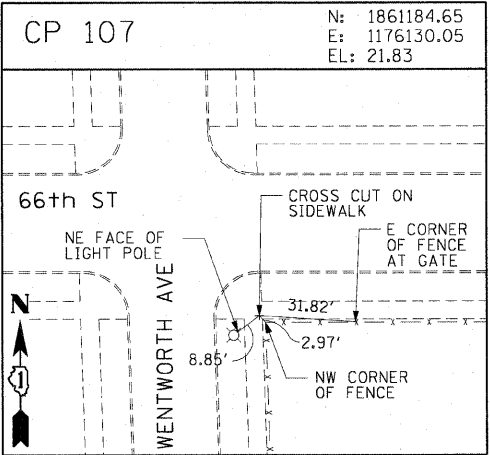
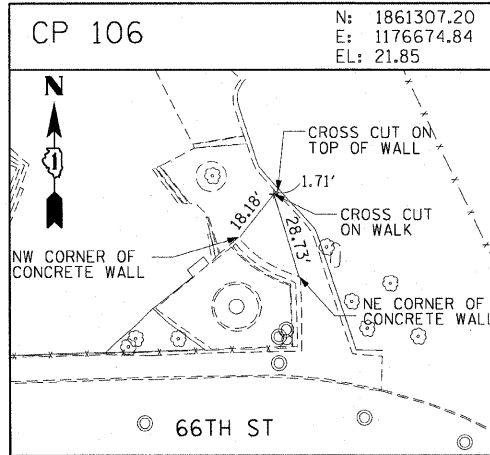
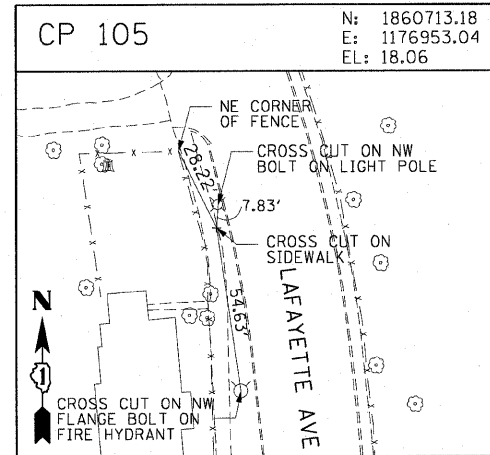
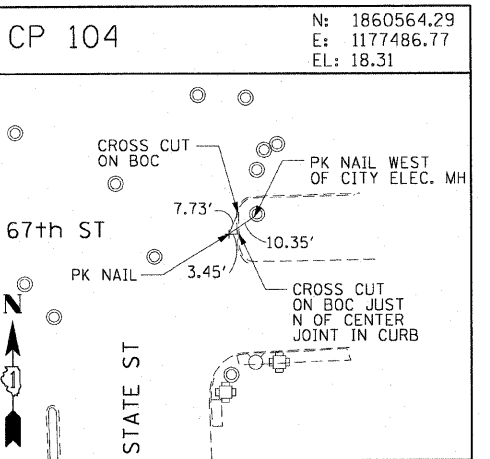
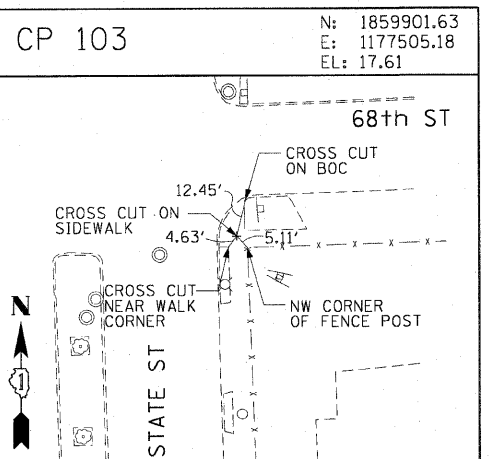
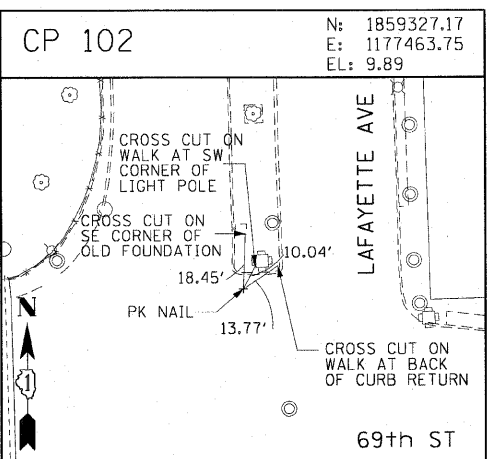
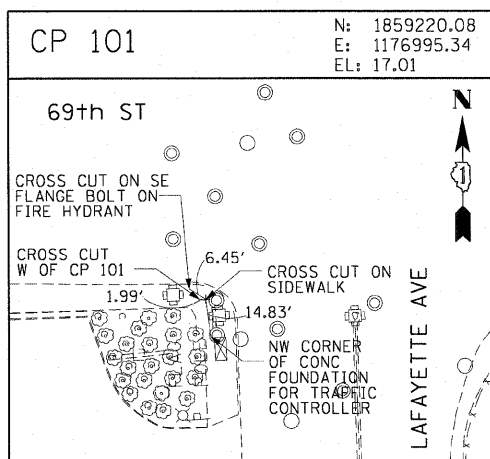
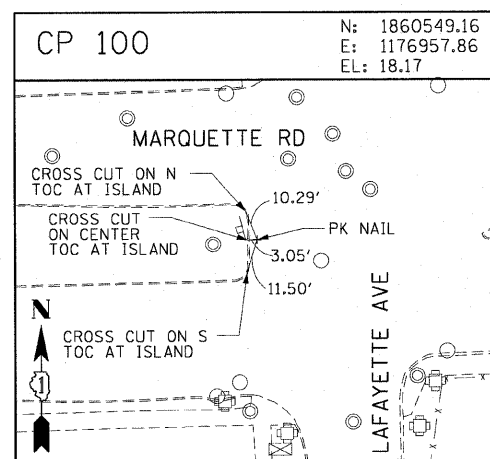
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DATE: MAY 02, 2008

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

CTE | AECOM

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	11
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



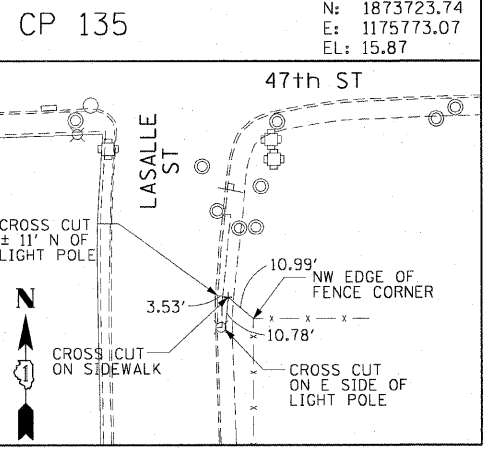
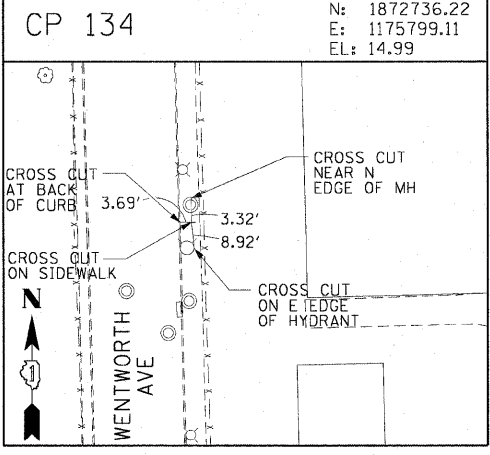
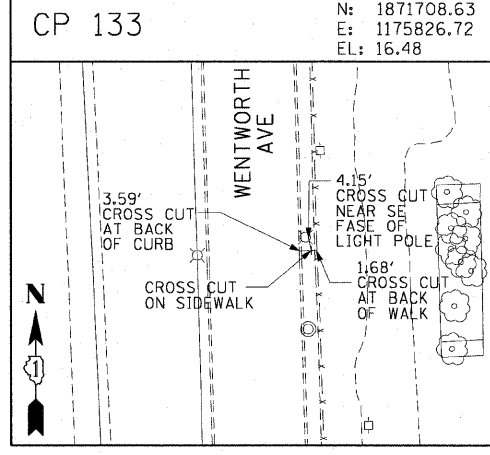
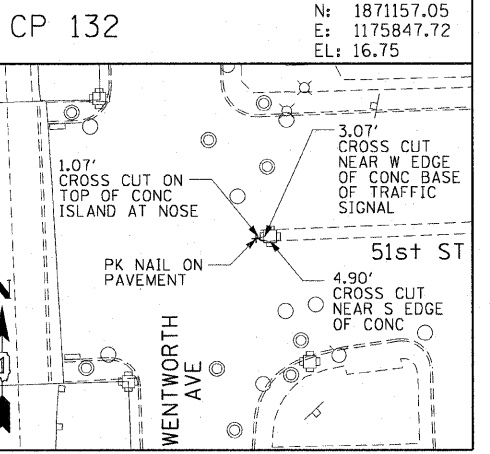
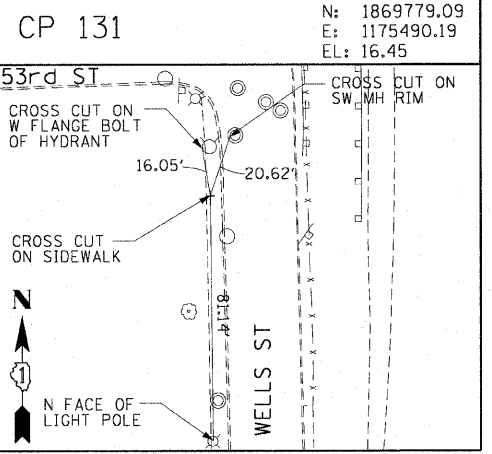
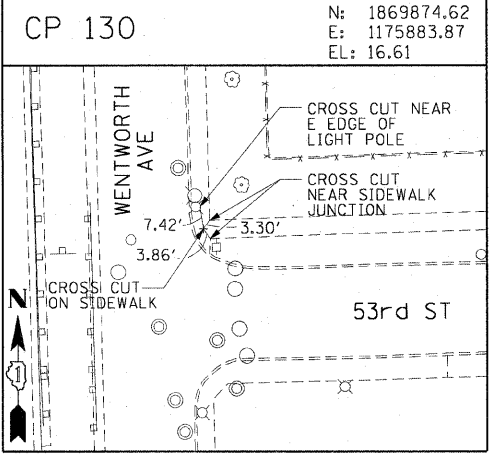
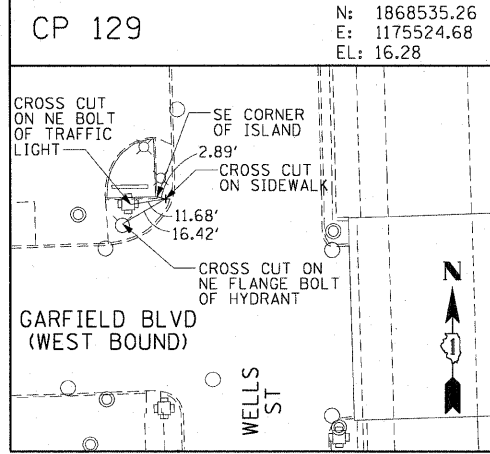
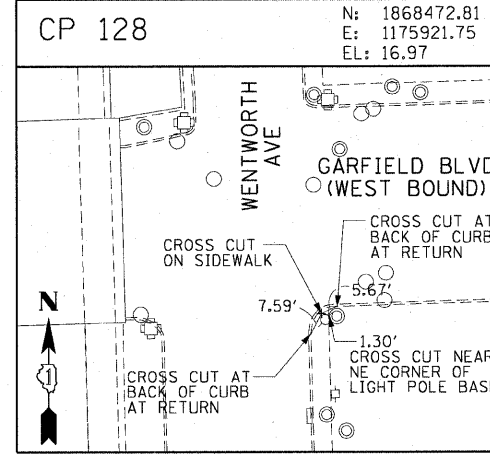
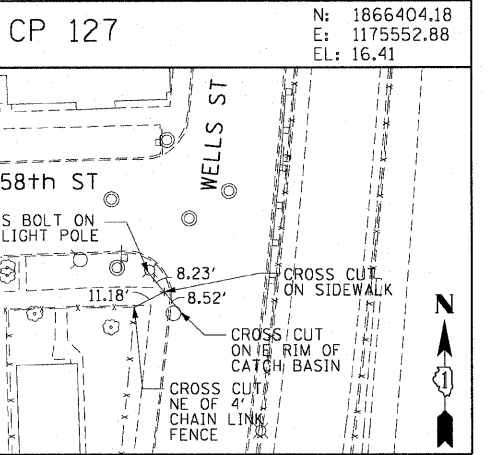
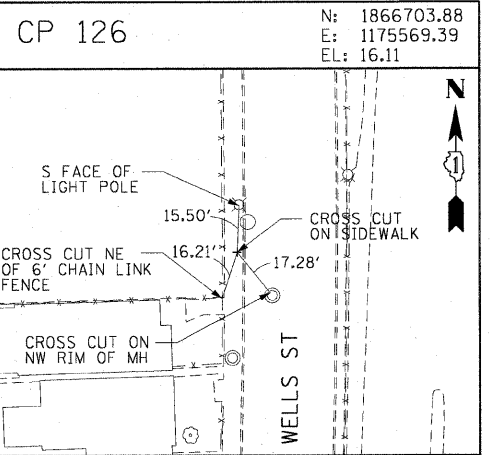
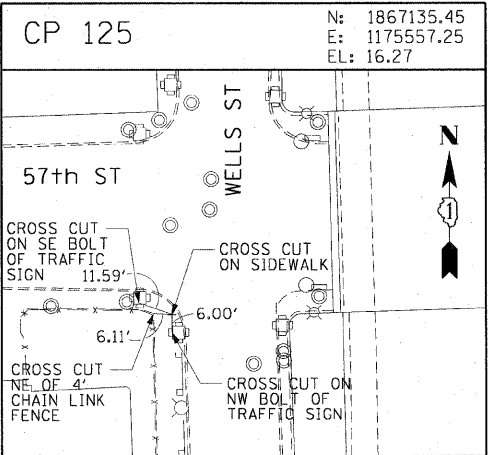
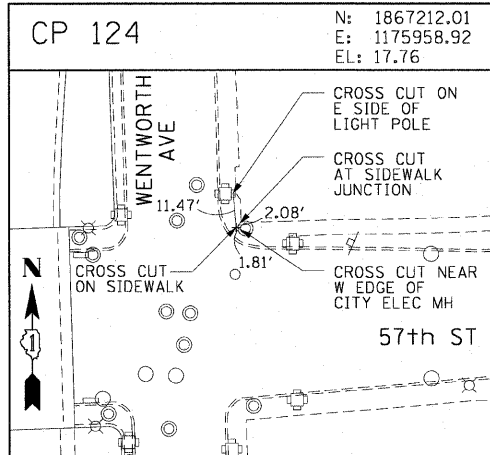
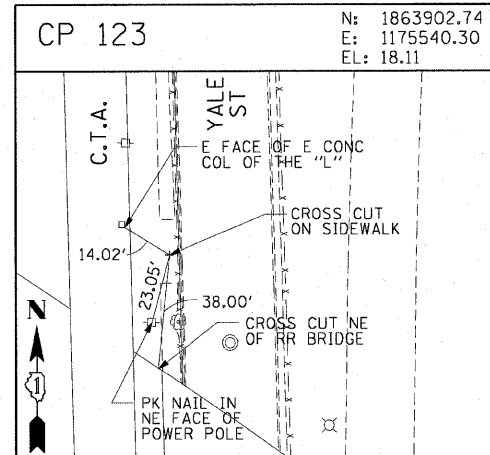
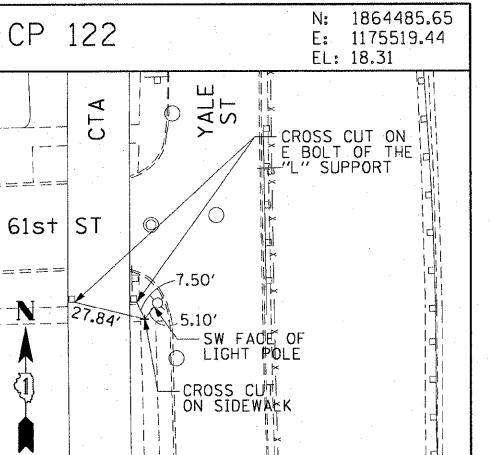
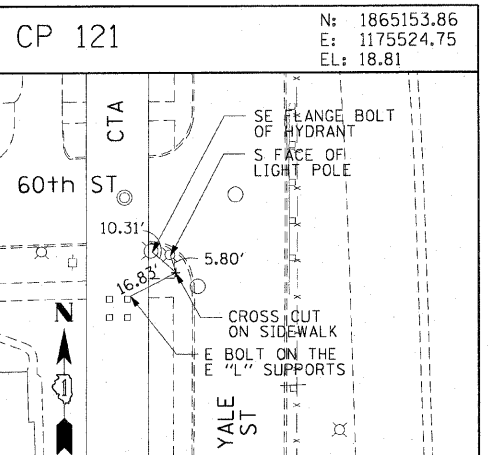
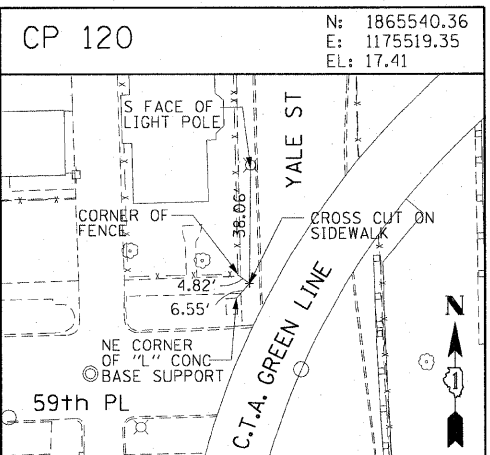
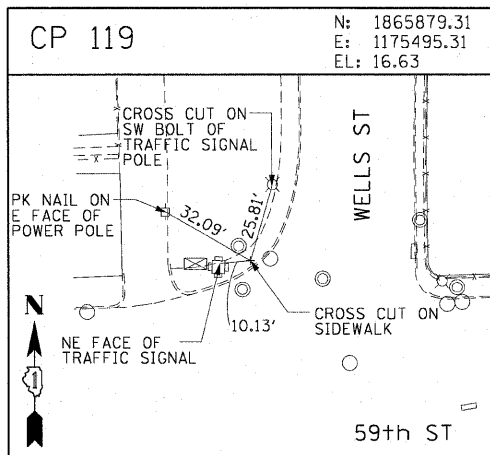
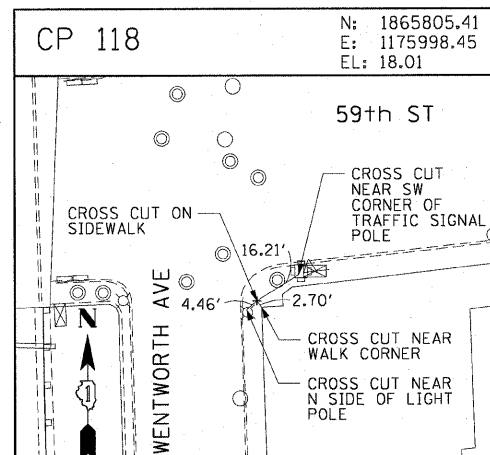
**CTE | AECOM**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
SURVEY TIES AND CONTROL POINTS  
SCALE: 1"=30'  
DATE: MAY 02, 2008  
DRAWN BY: MRK  
CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	12
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



CTE | AECOM

REVISIONS	
NAME	DATE

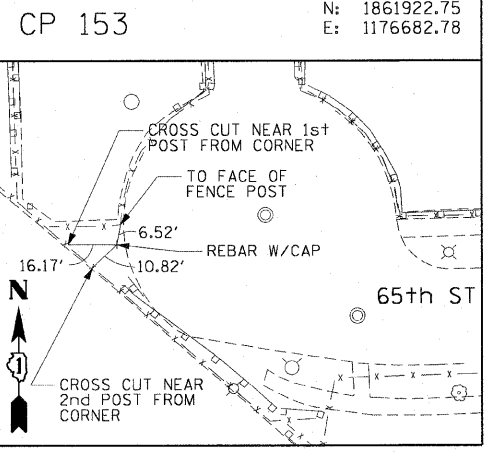
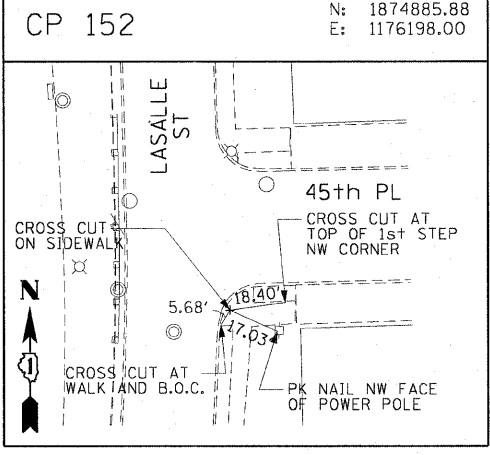
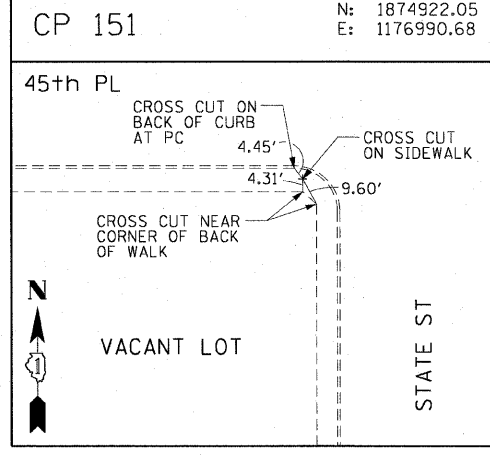
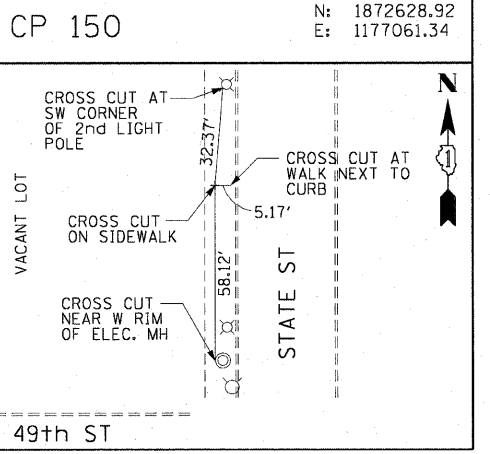
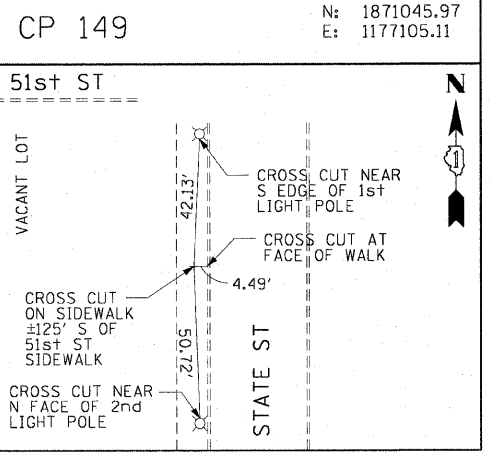
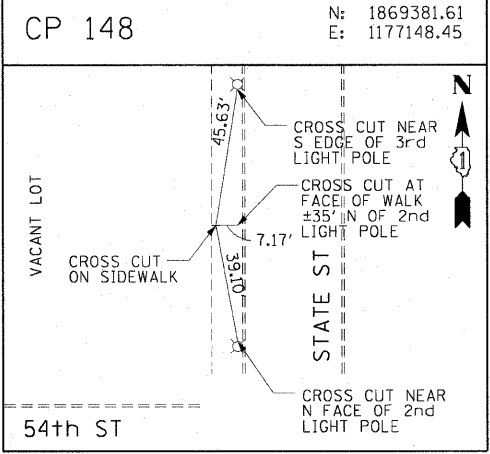
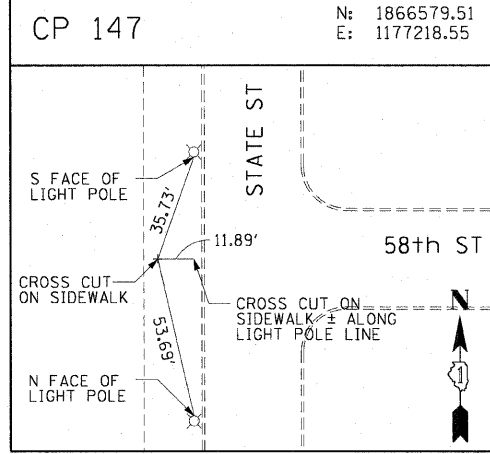
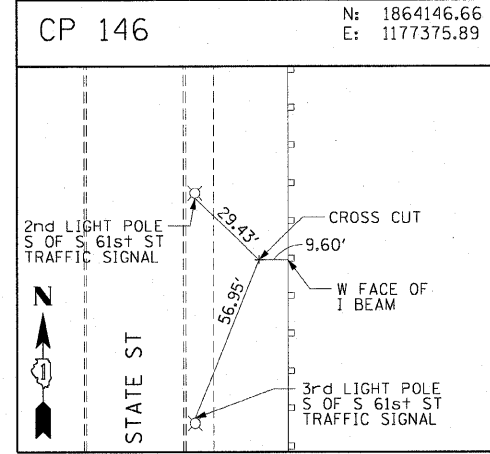
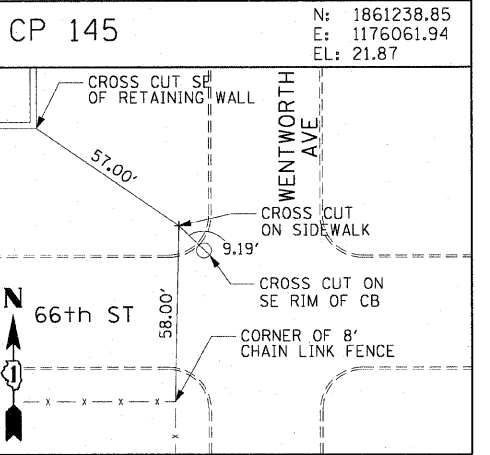
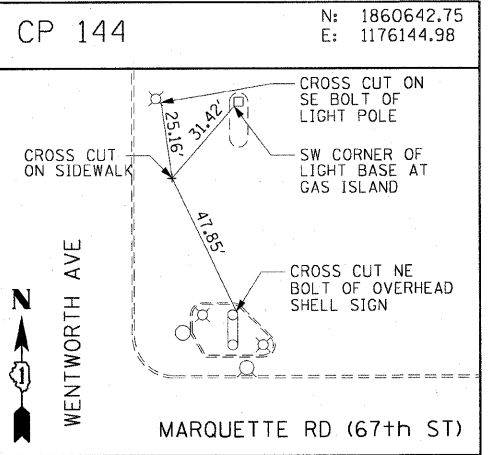
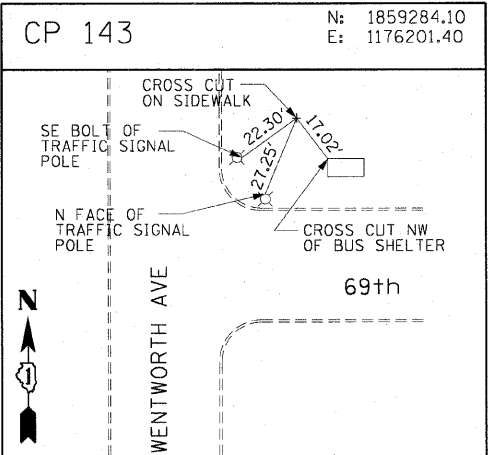
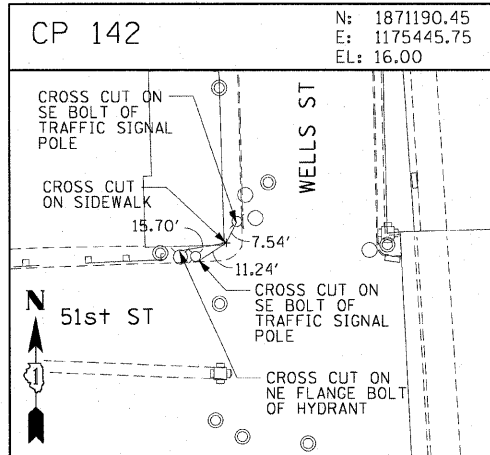
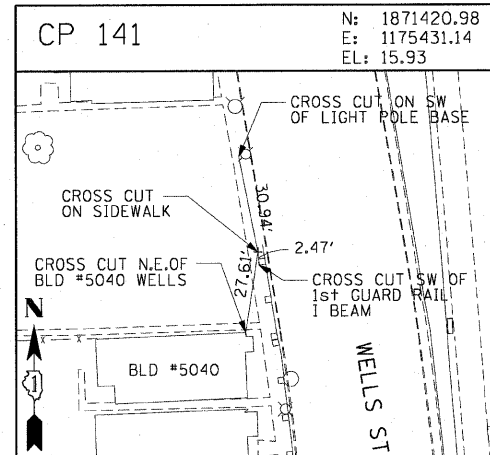
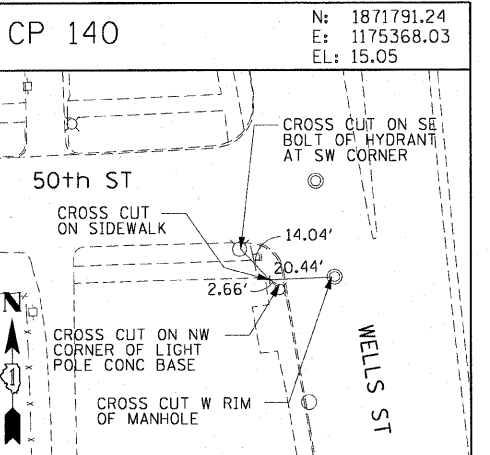
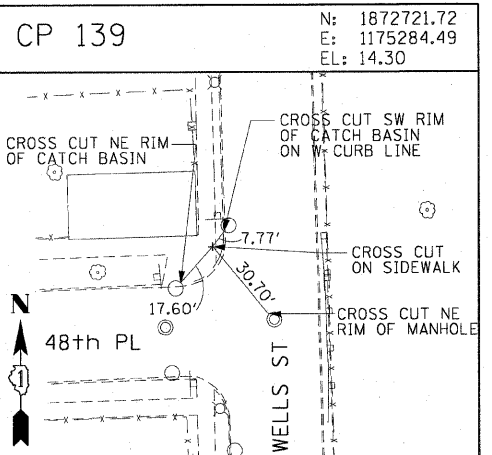
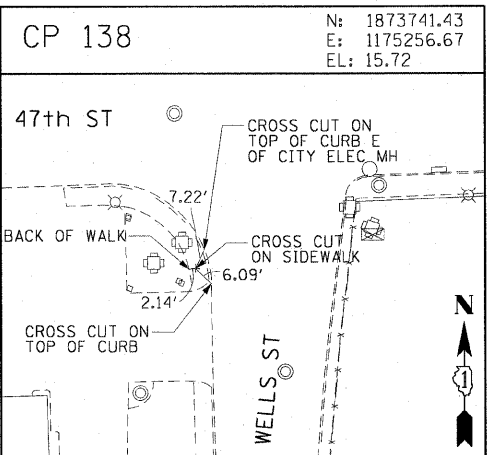
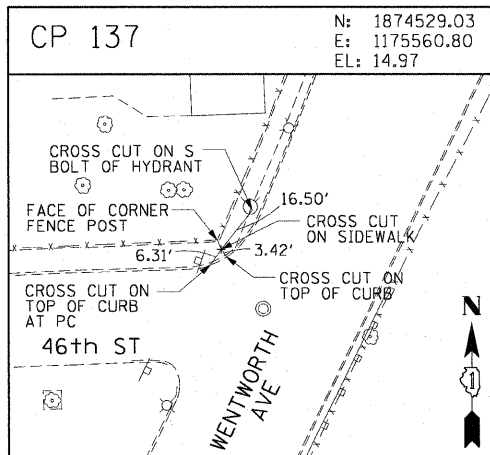
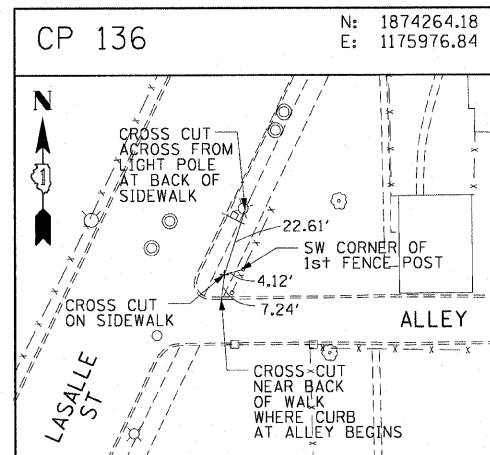
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
SURVEY TIES AND CONTROL POINTS

SCALE: 1"=30'  
DATE: MAY 02, 2008

DRAWN BY: MRK  
CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	13
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



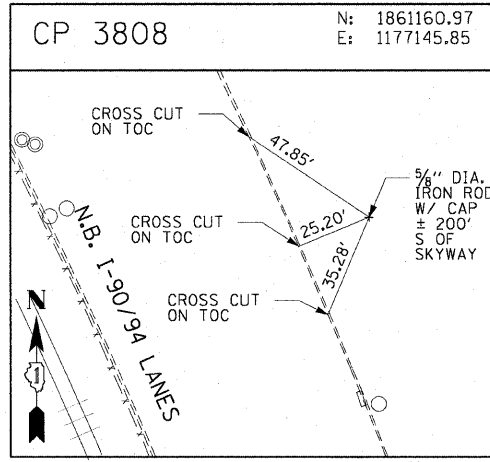
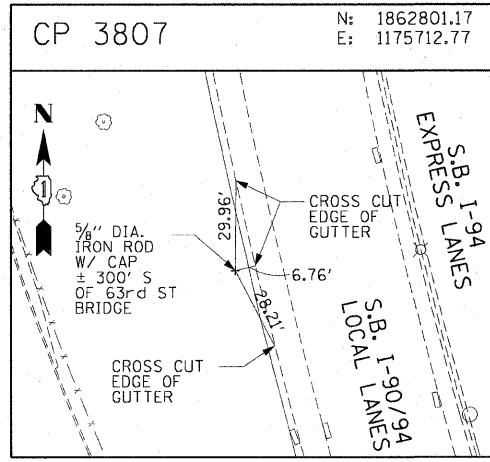
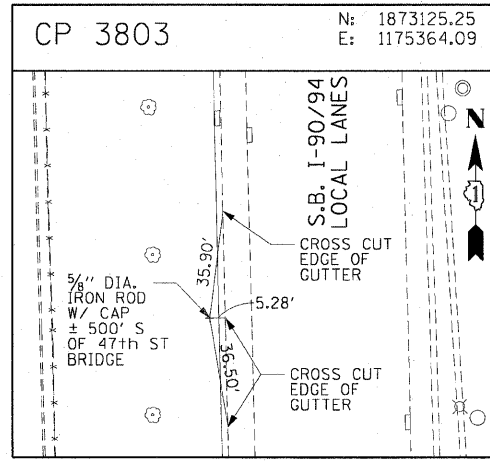
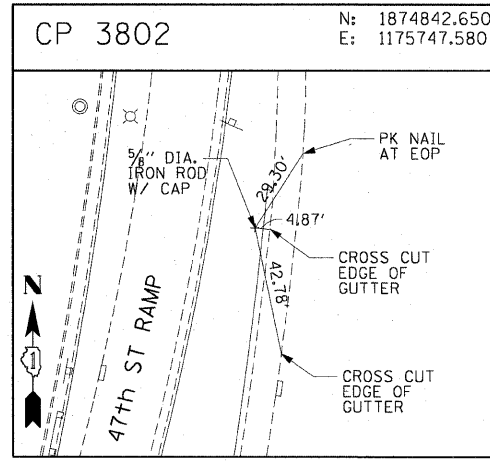
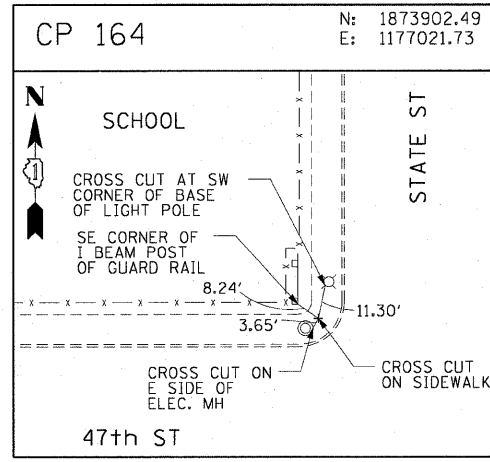
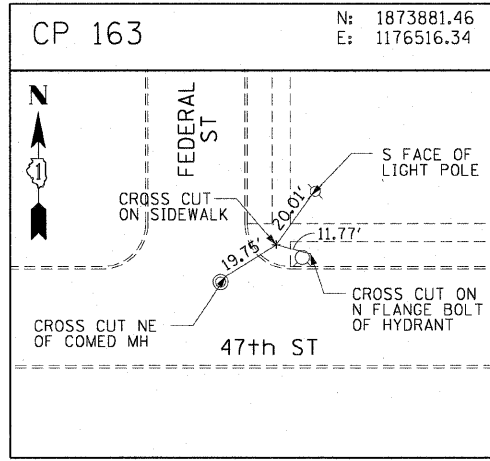
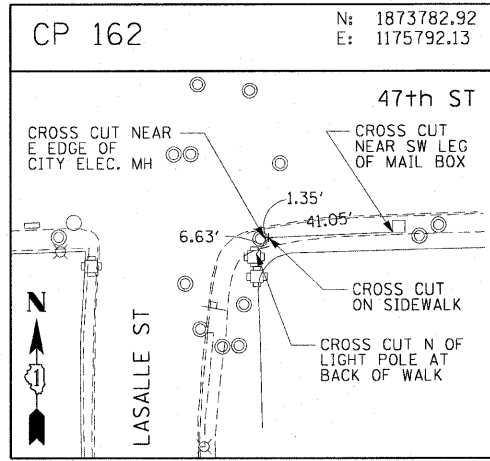
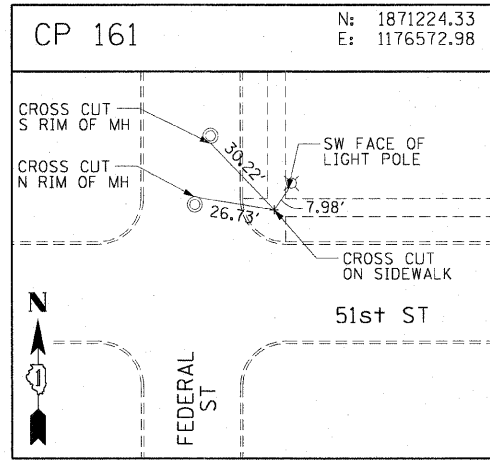
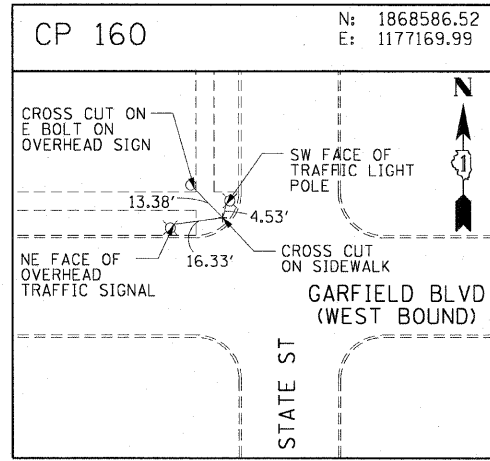
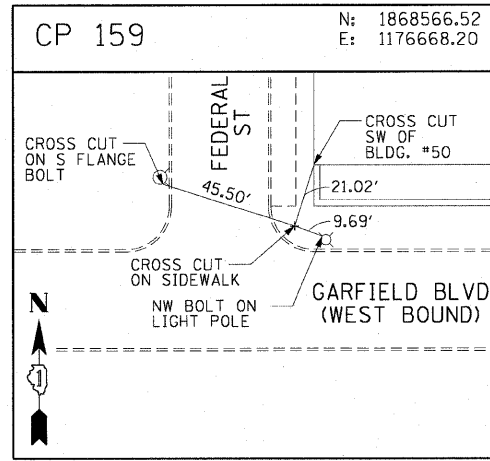
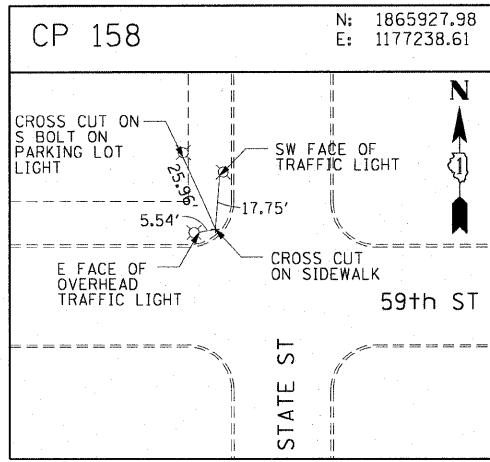
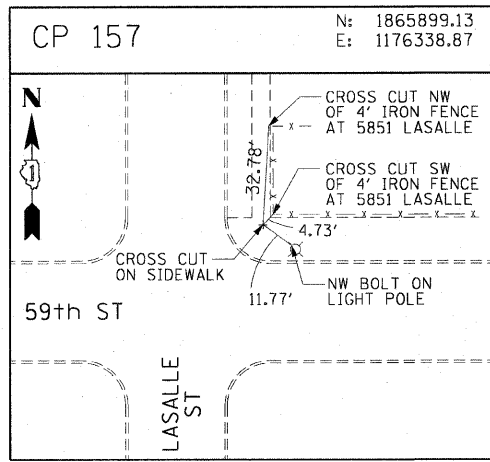
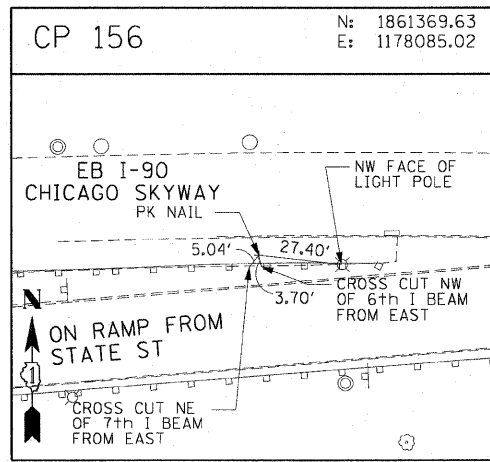
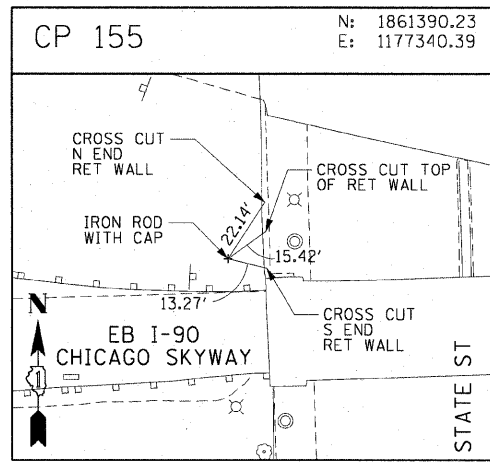
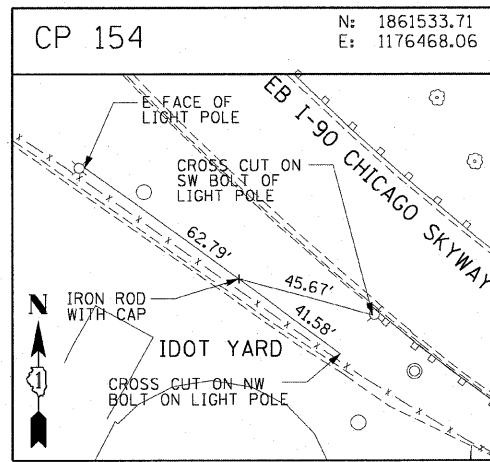
**CTE | AECOM**

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
SURVEY TIES AND CONTROL POINTS  
SCALE: 1"=30'  
DATE: MAY 02, 2008  
DRAWN BY: MRK  
CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	14
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
SURVEY TIES AND CONTROL POINTS

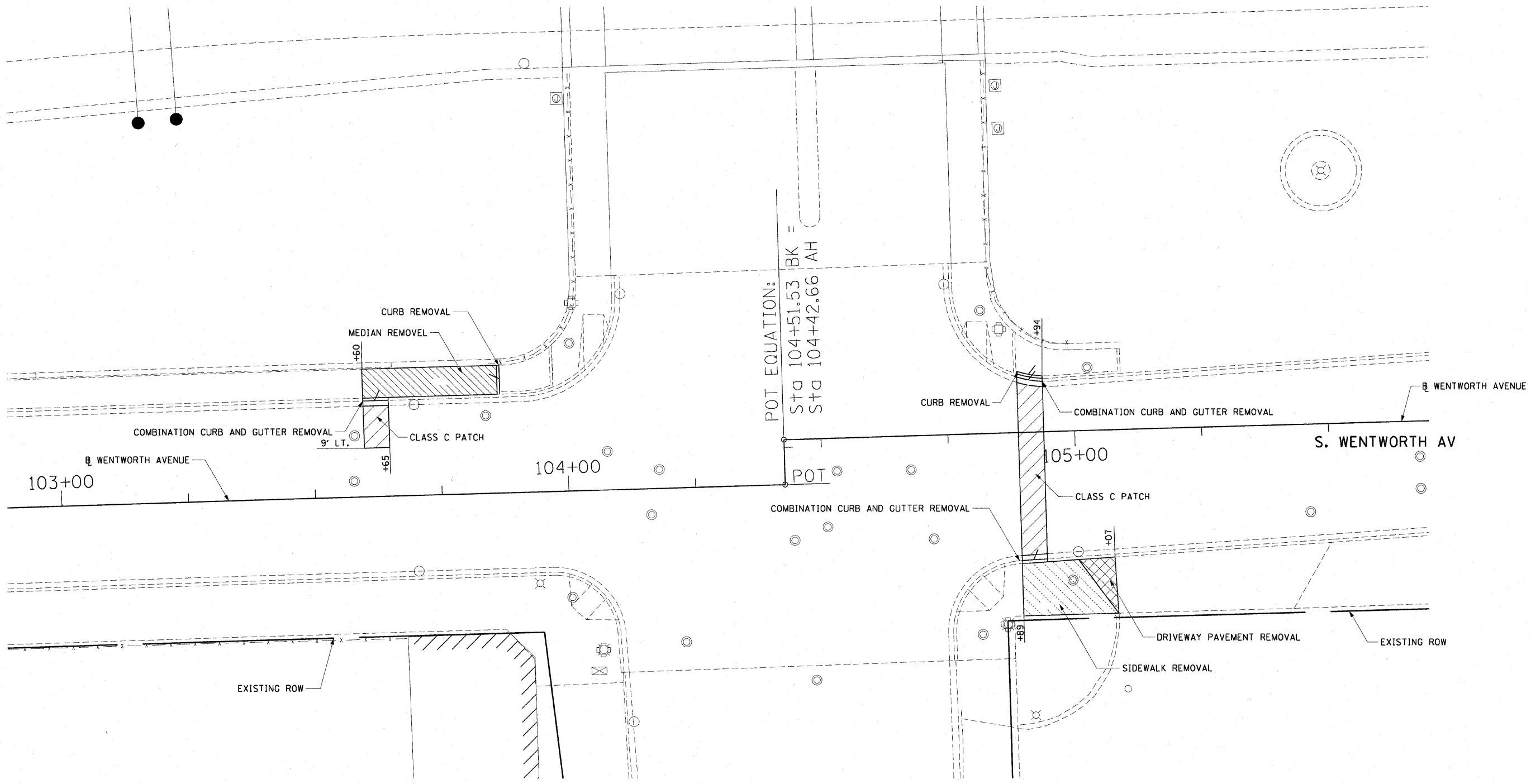
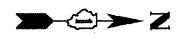
SCALE: 1"=30'  
DATE: MAY 02, 2008

DRAWN BY: MRK  
CHECKED BY: JAL

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W. 63rd ST

NORTHBOUND DAN RYAN LOCAL LANES



NOTES:

1. THE REMOVAL LIMIT STATIONS ARE APPROXIMATE AND SHALL BE VERIFIED WITH THE LOCATION OF THE WATER SERVICE LINES.

CTE | AECOM

LEGEND:

- PAVEMENT REMOVAL FOR CLASS C PATCH
- MEDIAN REMOVAL
- LINEAR REMOVALS
- SIDEWALK REMOVAL
- DRIVEWAY PAVEMENT REMOVAL



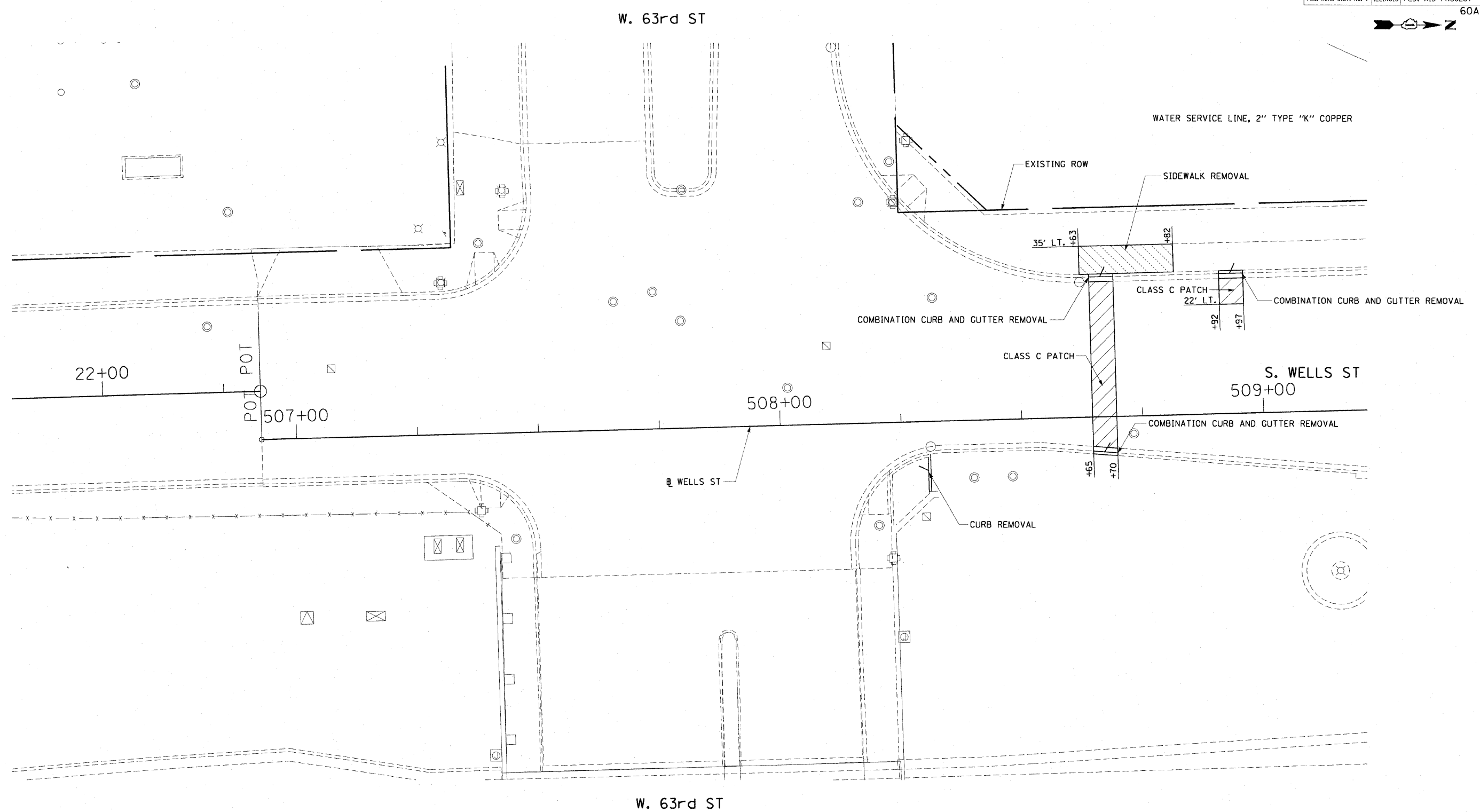
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 ROADWAY REMOVAL PLANS

SCALE: 1"=10'  
 DATE: MAY 02, 2008  
 DRAWN BY: RMG  
 CHECKED BY: JAL

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F.A.I. RTE. 90/94	SECTION 2005-071 LS	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 16
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		60A77



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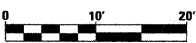
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	MEDIAN REMOVAL
	LINEAR REMOVALS
	SIDEWALK REMOVAL
	DRIVEWAY PAVEMENT REMOVAL

**NOTES:**

1. THE REMOVAL LIMIT STATIONS ARE APPROXIMATE AND SHALL BE VERIFIED WITH THE LOCATION OF THE WATER SERVICE LINES.

CTE | AECOM

REVISIONS	
NAME	DATE
REVISION 1	9/19/08

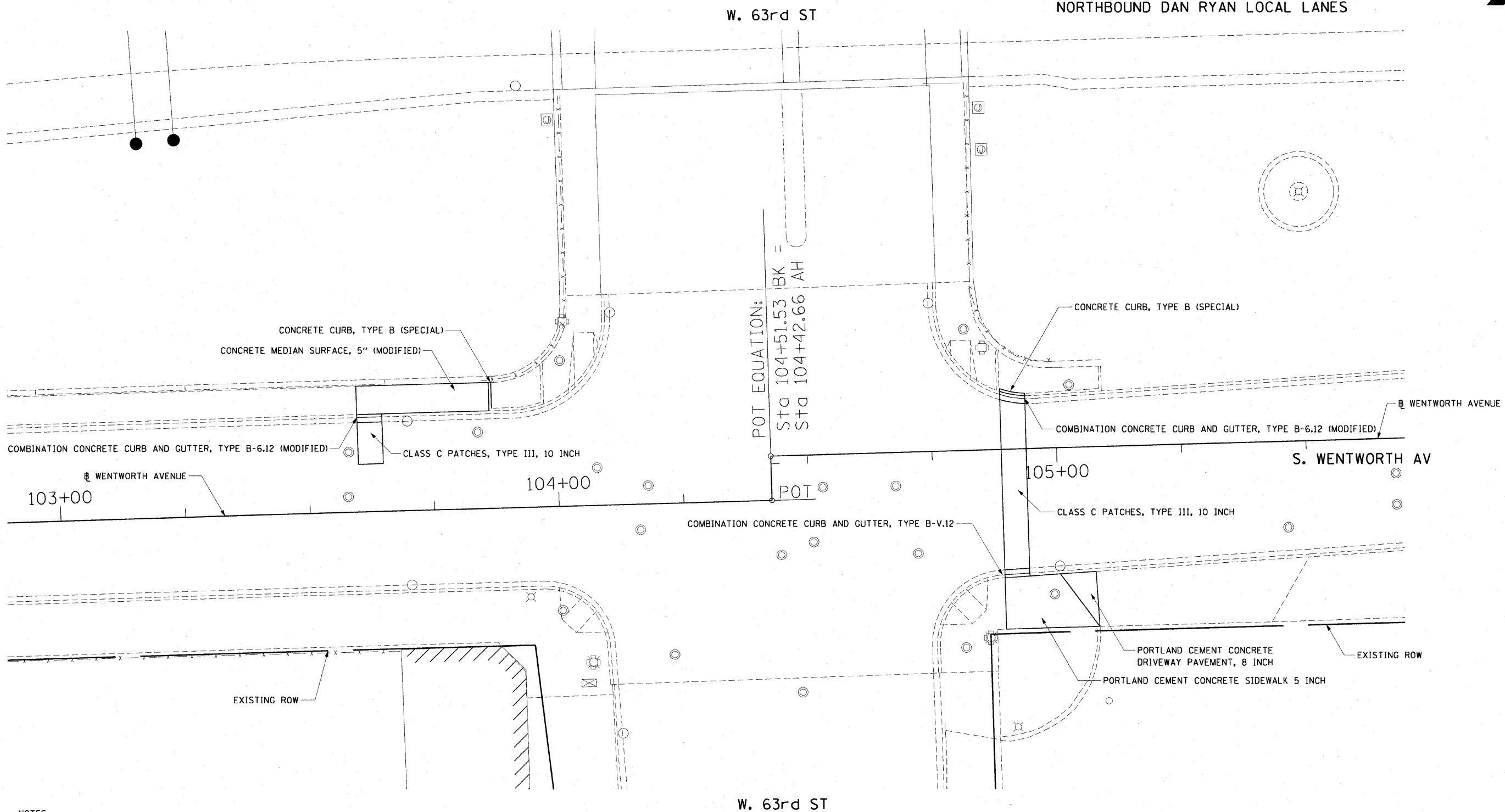
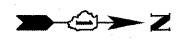


ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 ROADWAY REMOVAL PLANS  
 SCALE: 1"=10'  
 DATE: MAY 02, 2008  
 DRAWN BY: RMG  
 CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	17
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
60A77				



**NOTES:**

- 1. SEE ROADWAY REMOVAL PLANS FOR RESTORATION LIMITS.



REVISIONS	
NAME	DATE

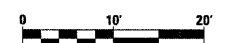
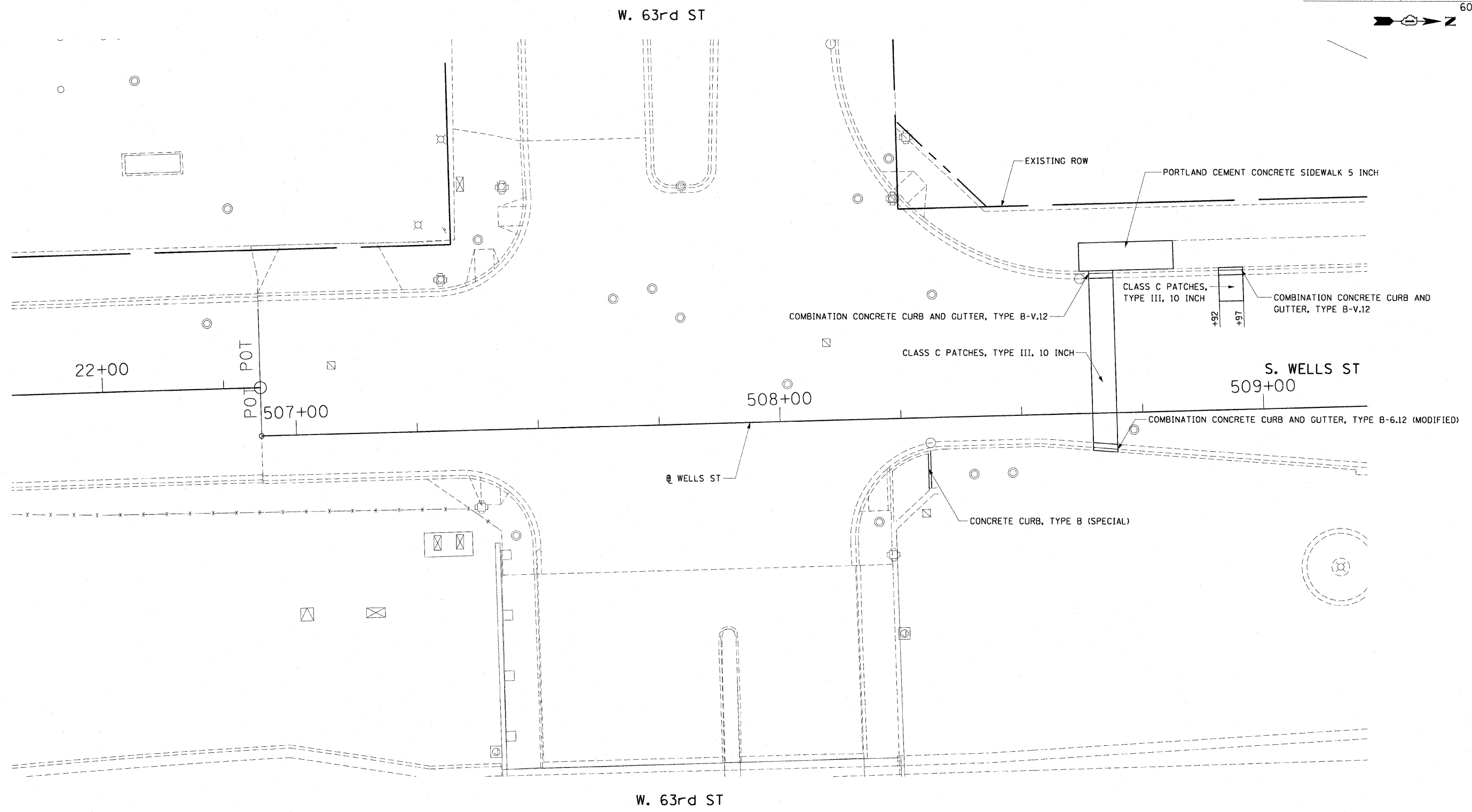
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
**PROPOSED ROADWAY PLANS**

SCALE: 1"=10'  
 DATE: MAY 02, 2008

DRAWN BY: RMG  
 CHECKED BY: JAL

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	18
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
60A77				



REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 PROPOSED ROADWAY PLANS

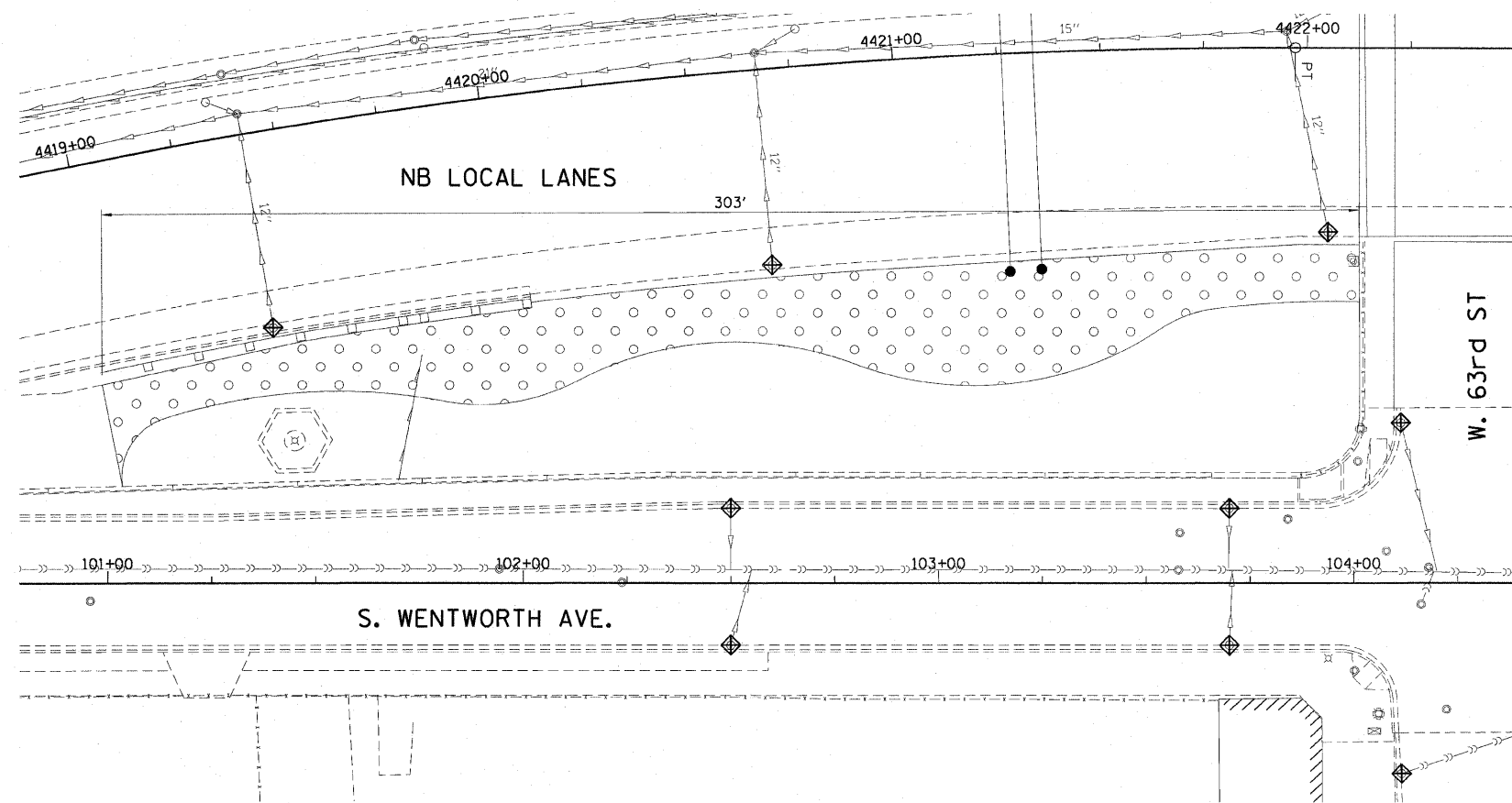
SCALE: 1"=10'  
 DATE: MAY 02, 2008

DRAWN BY: RMG  
 CHECKED BY: JAL

NOTES:  
 1. SEE ROADWAY REMOVAL PLANS FOR RESTORATION LIMITS.

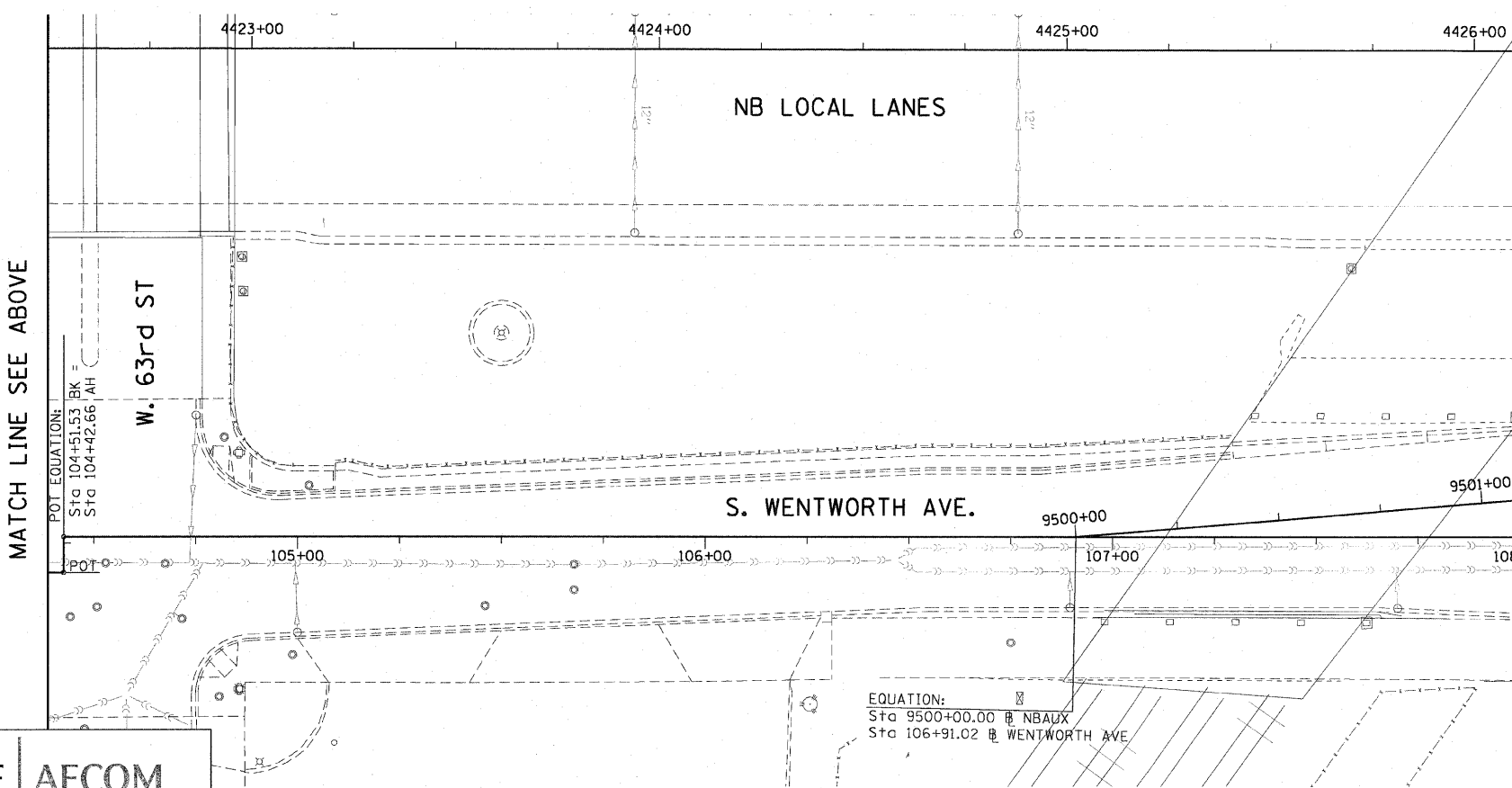
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	19
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



**EROSION CONTROL NOTES:**

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
2. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
4. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL THAT THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL, AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.



CTE | AECOM

**LEGEND:**

- ◊ INLET FILTER
- SEEDING, CLASS 2A EROSION CONTROL BLANKET

REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION

**EROSION CONTROL PLANS  
 AND DETAILS**

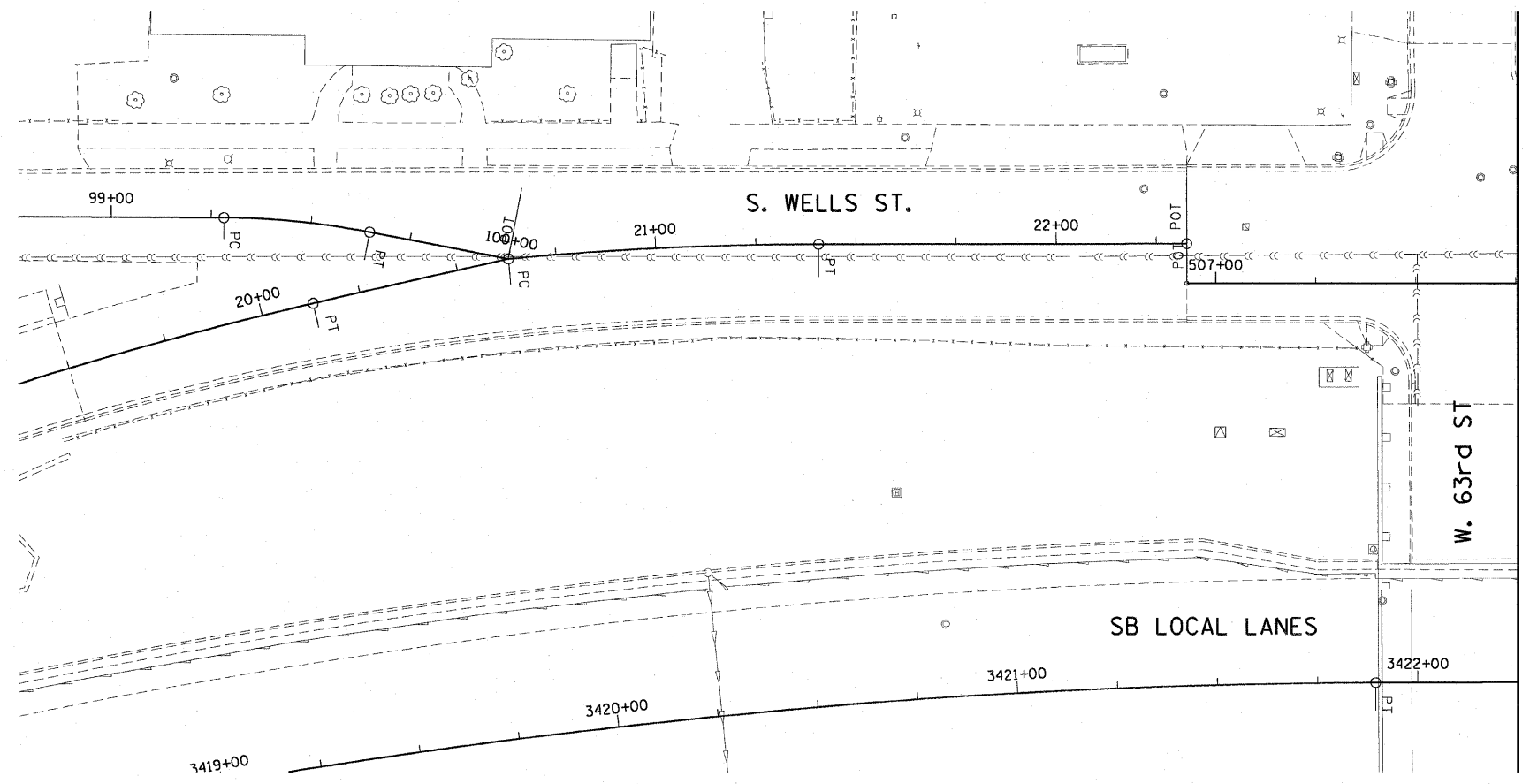
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DRAWN BY: JB  
 CHECKED BY: RMG

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	20
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

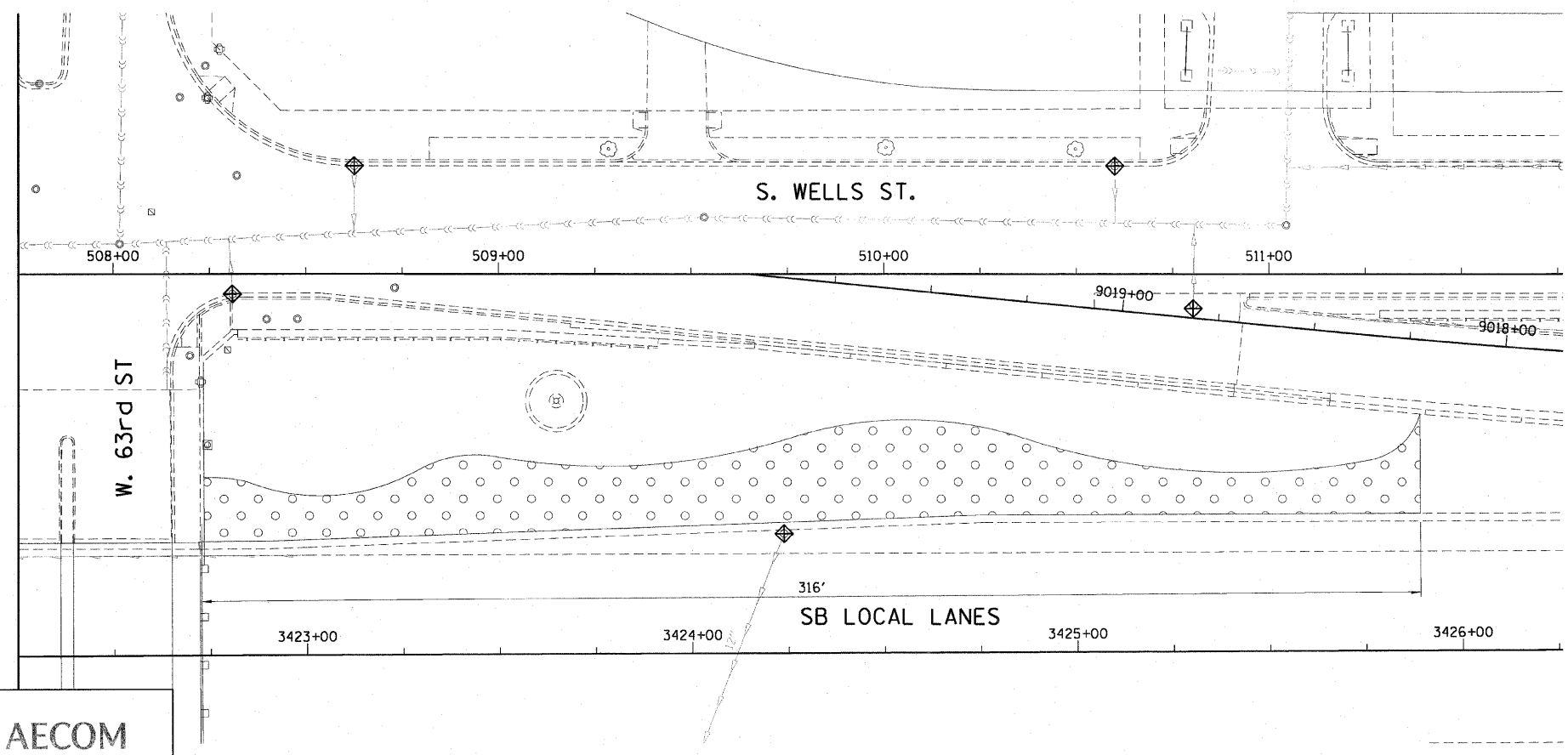
60A77



MATCH LINE SEE BELOW

**EROSION CONTROL NOTES:**

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES, WHICH WILL POTENTIALLY CREATE ERODABLE CONDITIONS.
2. THE EROSION CONTROL MEASURES SHOWN ARE BUT A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOBSITE INSPECTION BETWEEN THE CONTRACTOR AND THE DEPARTMENT.
3. THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN SEDIMENT CONTROL MEASURES PRIOR TO STRIPPING EXISTING VEGETATION.
4. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
5. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL THAT THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL, AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.



MATCH LINE SEE ABOVE

**LEGEND:**

- INLET FILTER
- SEEDING, CLASS 2A EROSION CONTROL BLANKET

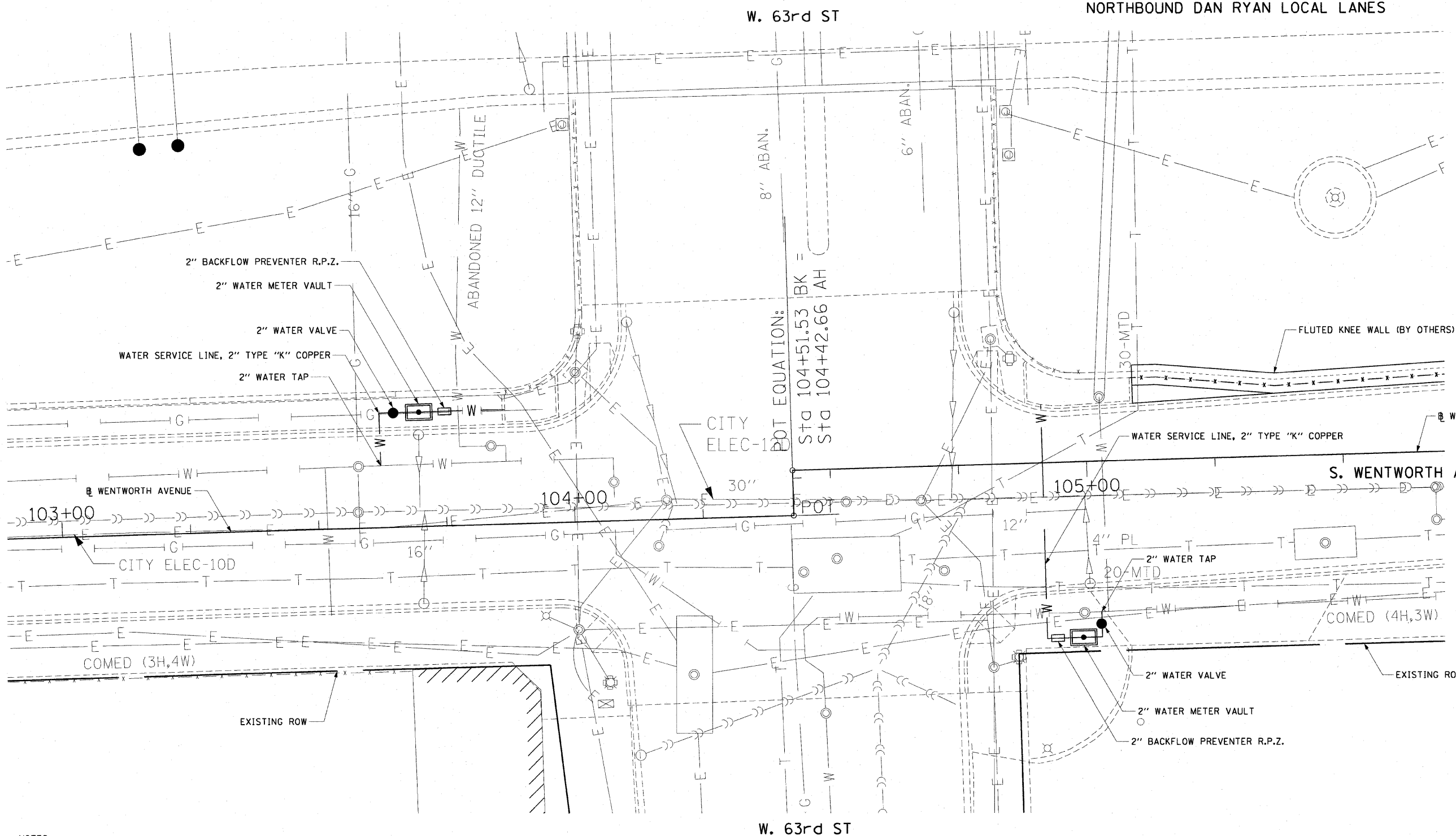
REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
**EROSION CONTROL PLANS AND DETAILS**  
 SCALE: 1"=20'  
 DATE: MAY 02, 2008  
 DRAWN BY: JB  
 CHECKED BY: RMG

**CTE | AECOM**

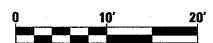
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**NOTES:**

- 1. FOR LOCATIONS OF IRRIGATED AREAS SEE THE IRRIGATION PLAN SHEETS.



REVISIONS	
NAME	DATE

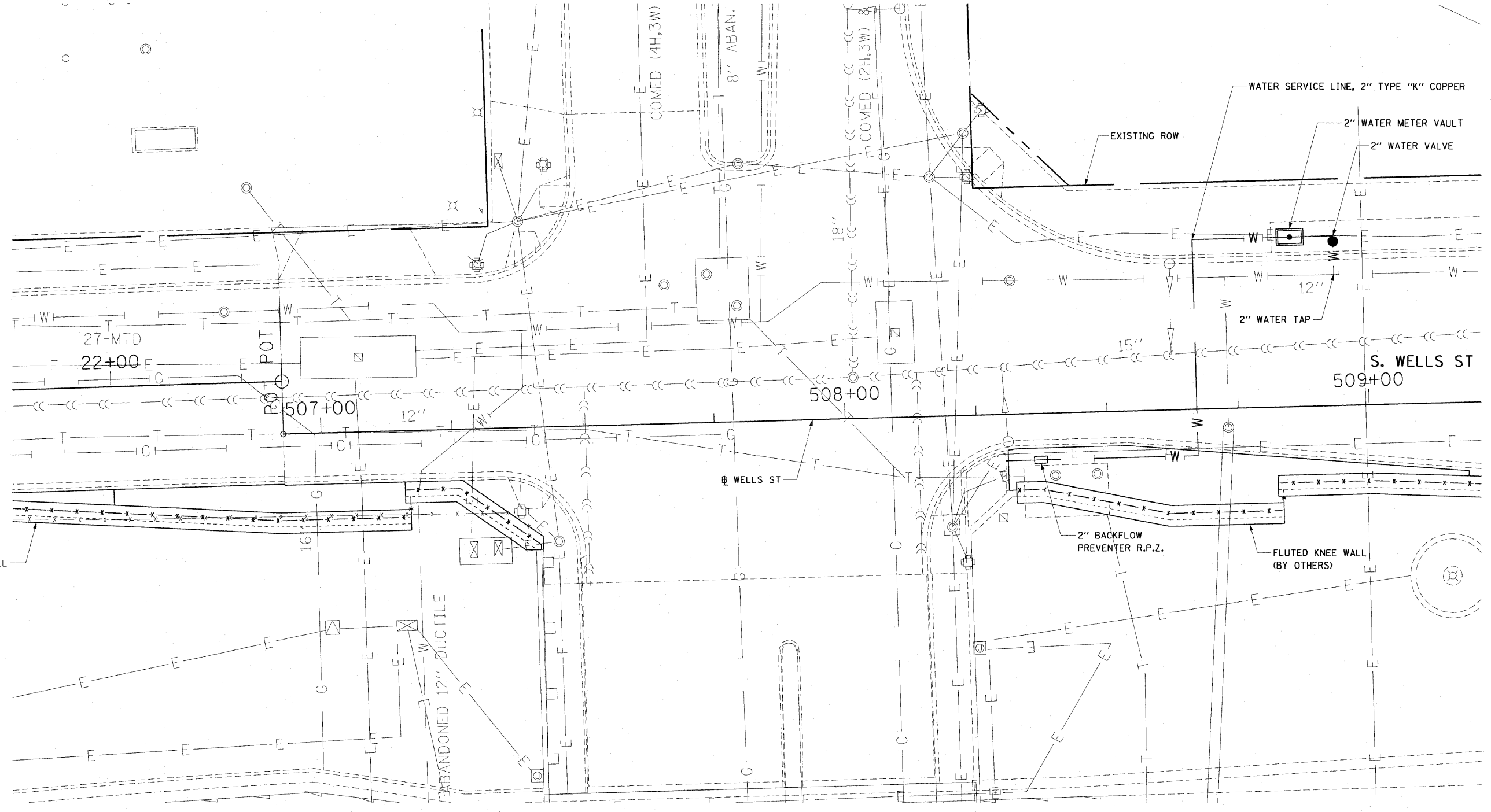
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
**WATER SERVICE LINE PLANS**

SCALE: 1"=10'  
 DATE: MAY 02, 2008

DRAWN BY: RMG  
 CHECKED BY: JAL

05/01/2008 03:49:27 PM

W. 63rd ST



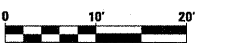
FLUTED KNEE WALL  
(BY OTHERS)

BANDONED 12'' DUCTILE

2'' BACKFLOW  
PREVENTER R.P.Z.

FLUTED KNEE WALL  
(BY OTHERS)

W. 63rd ST



REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION

WATER SERVICE LINE PLANS

SCALE: 1"=10'  
DATE: MAY 02, 2008

DRAWN BY: RMG  
CHECKED BY: JAL

NOTES:  
1. FOR LOCATIONS OF IRRIGATED AREAS SEE THE IRRIGATION PLAN SHEETS.

9/18/2008 14:25 PM



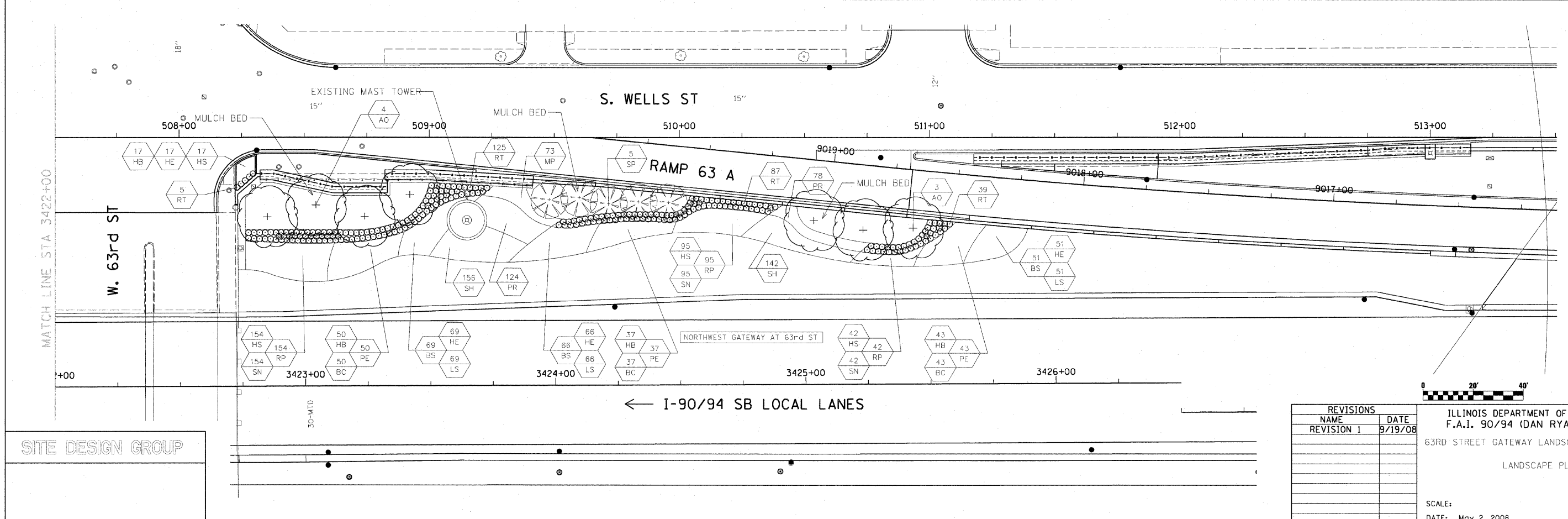
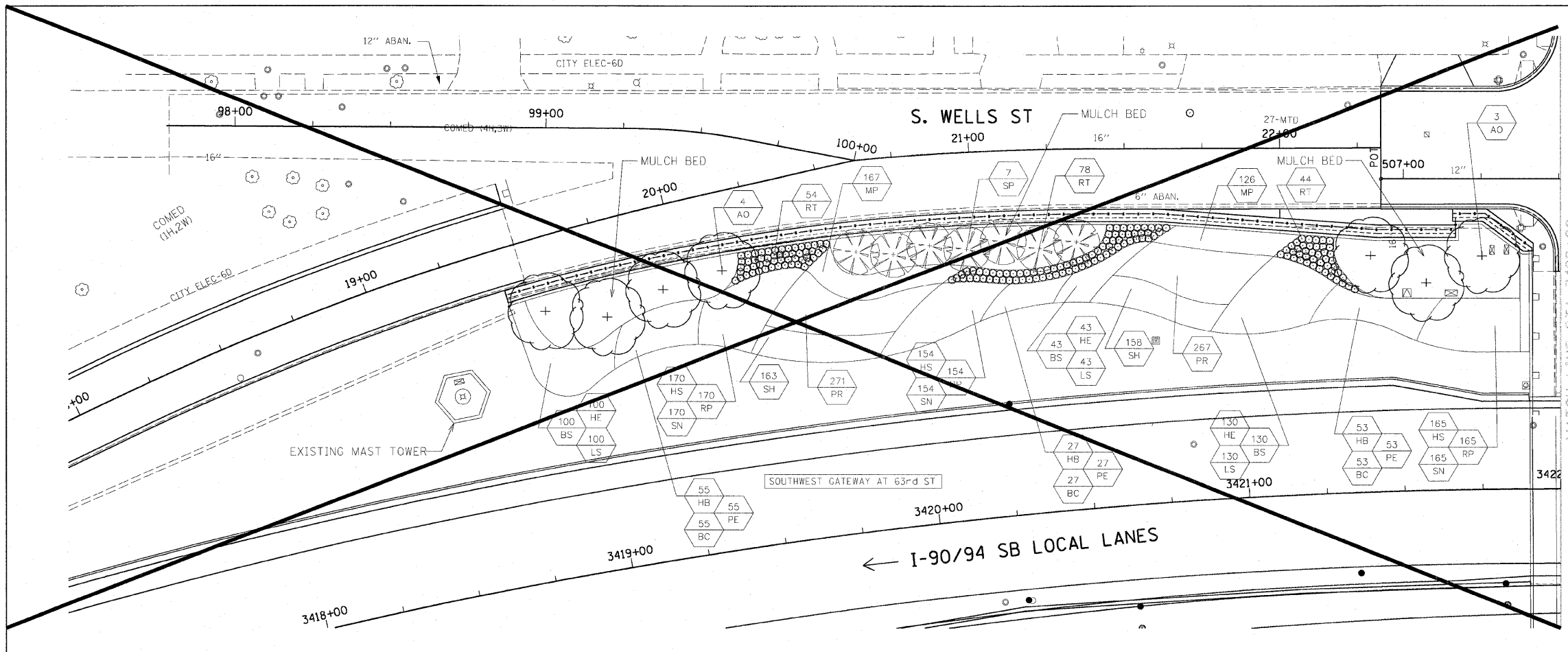
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	24
STA. 3418+00		TO STA. 3428+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



LEGEND:

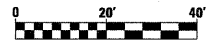
- SHADE TREE
- ORNAMENTAL TREE
- ORNAMENTAL SHRUBS
- PERENNIALS/  
ORNAMENTAL GRASSES

**X** NOT INCLUDED IN THIS CONTRACT



SITE DESIGN GROUP

REVISIONS	
NAME	DATE
REVISION 1	9/19/08



SHT-L1

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
LANDSCAPE PLANS

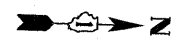
SCALE: DATE: May 2, 2008

DRAWN BY: EM  
CHECKED BY: JO

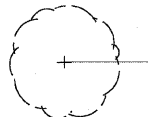
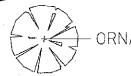


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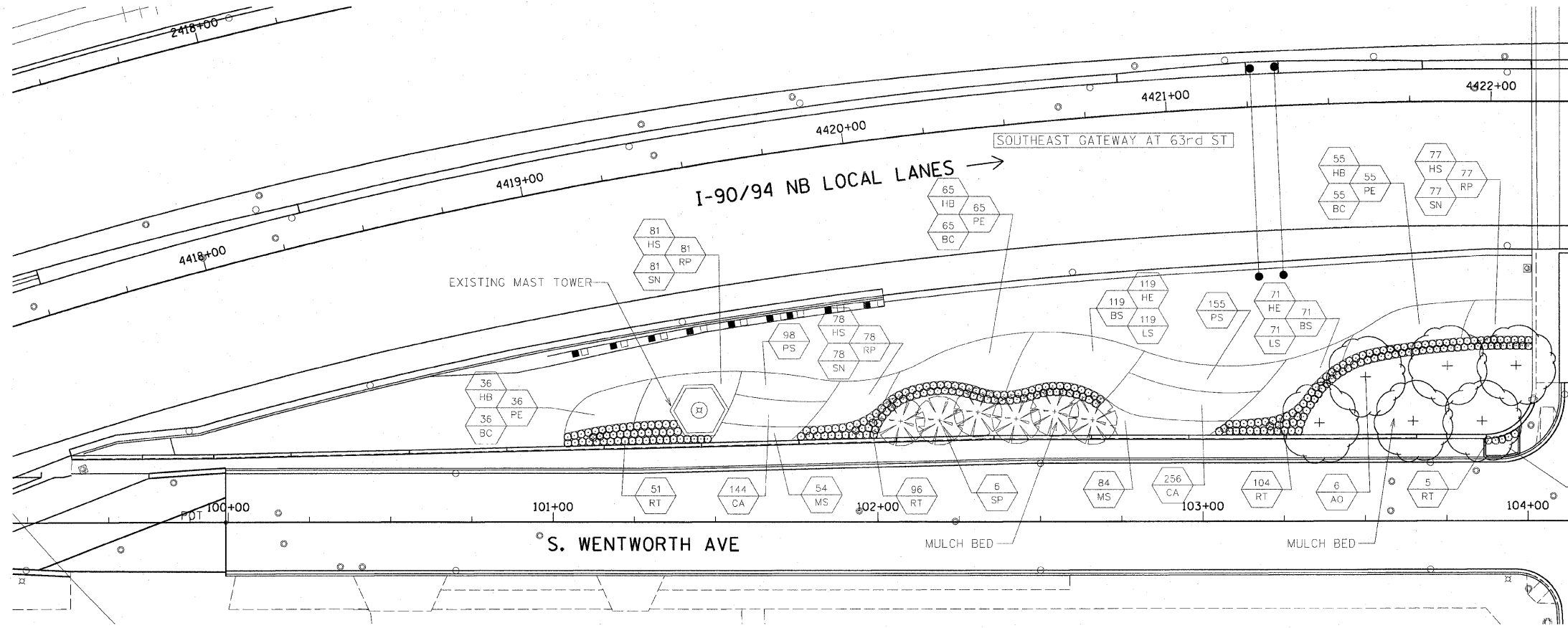


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				

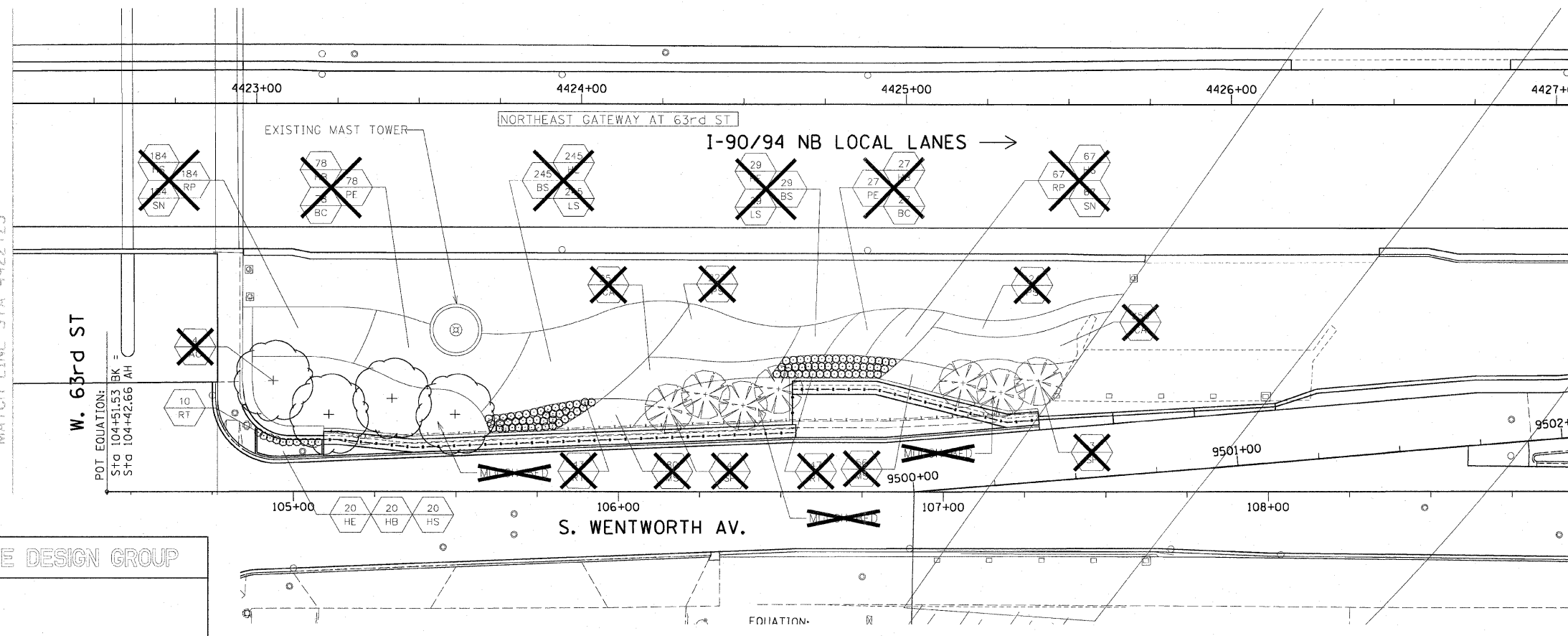


LEGEND:

-  SHADE TREE
-  ORNAMENTAL TREE
-  ORNAMENTAL SHRUBS
-  PERENNIALS/  
ORNAMENTAL GRASSES
- X** NOT INCLUDED IN THIS CONTRACT



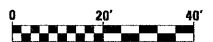
MATCH LINE STA 4422+25  
W. 63rd ST



MATCH LINE STA 4422+25

W. 63rd ST

POT. EQUATION:  
STG 104+51.53 BK =  
STG 104+42.66 AH



SHT-L2

REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPE AND IRRIGATION  
LANDSCAPE PLANS

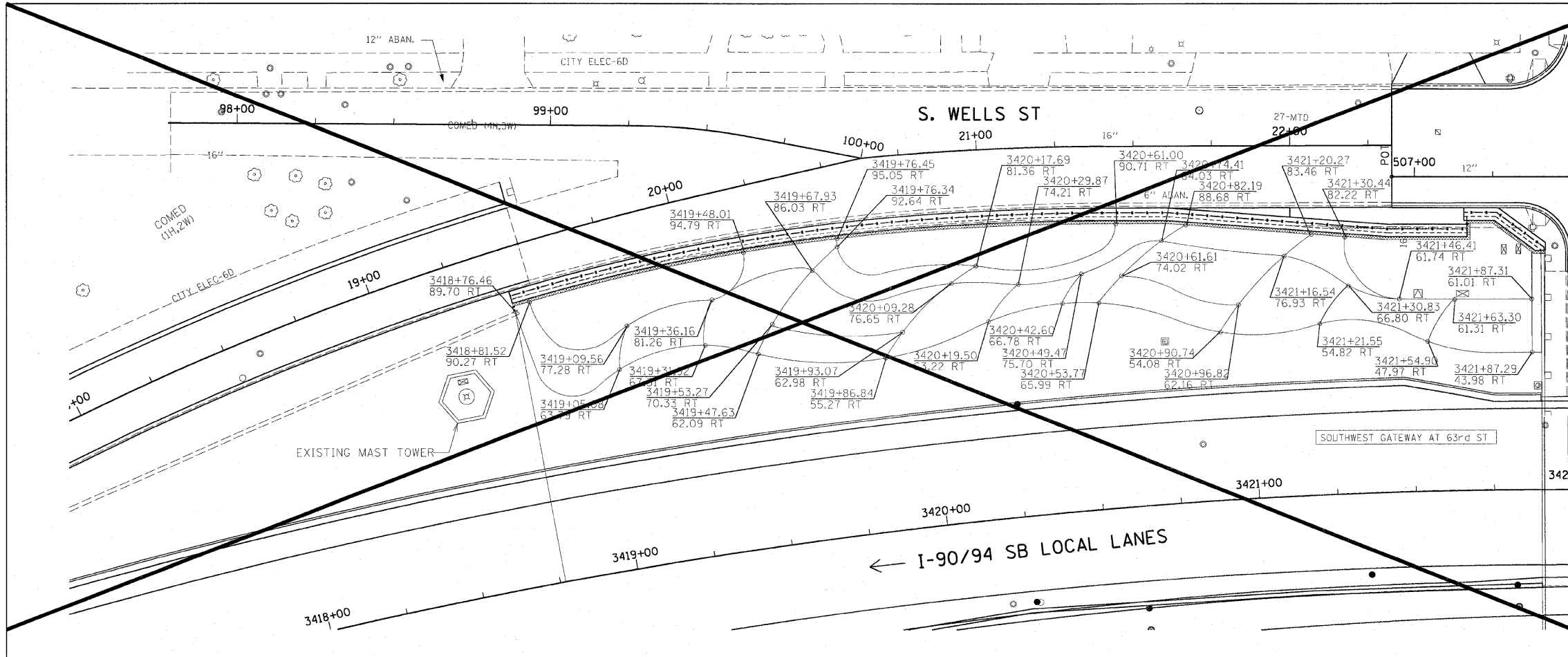
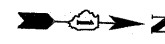
SCALE: 1"=20'  
DATE: May 2, 2008

DRAWN BY: EM  
CHECKED BY: JO

SITE DESIGN GROUP

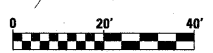
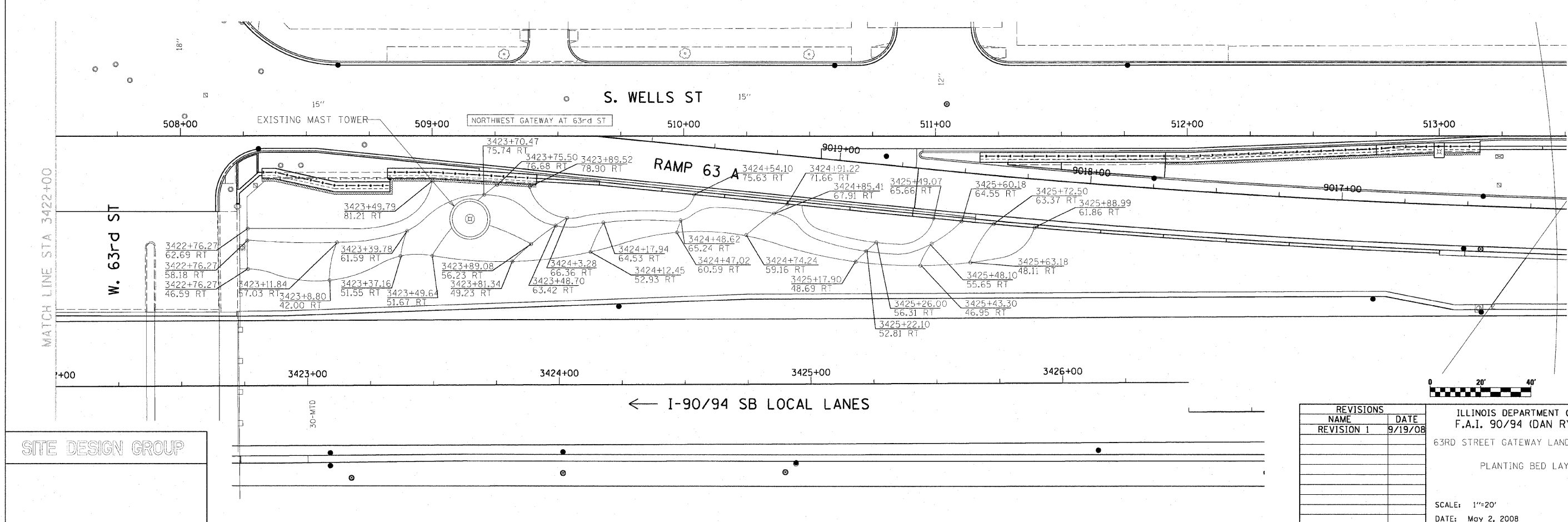
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	26
STA. 3418+00		TO STA. 3428+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
60A77				



**X** NOT INCLUDED IN THIS CONTRACT

NOTE: THE LOCATION OF ALL PLANT MATERIAL SHALL BE STAKED BY CONTRACTOR FOR APPROVAL BY ENGINEER IN FIELD. PRIOR TO INSTALLATION. INDIVIDUAL TREES SHALL BE STAKED WITH IDENTITIES WRITTEN ON STAKES. SHRUB AND PERENNIAL BEDS SHALL BE OUTLINED WITH STAKES AND PAINTED LINES.



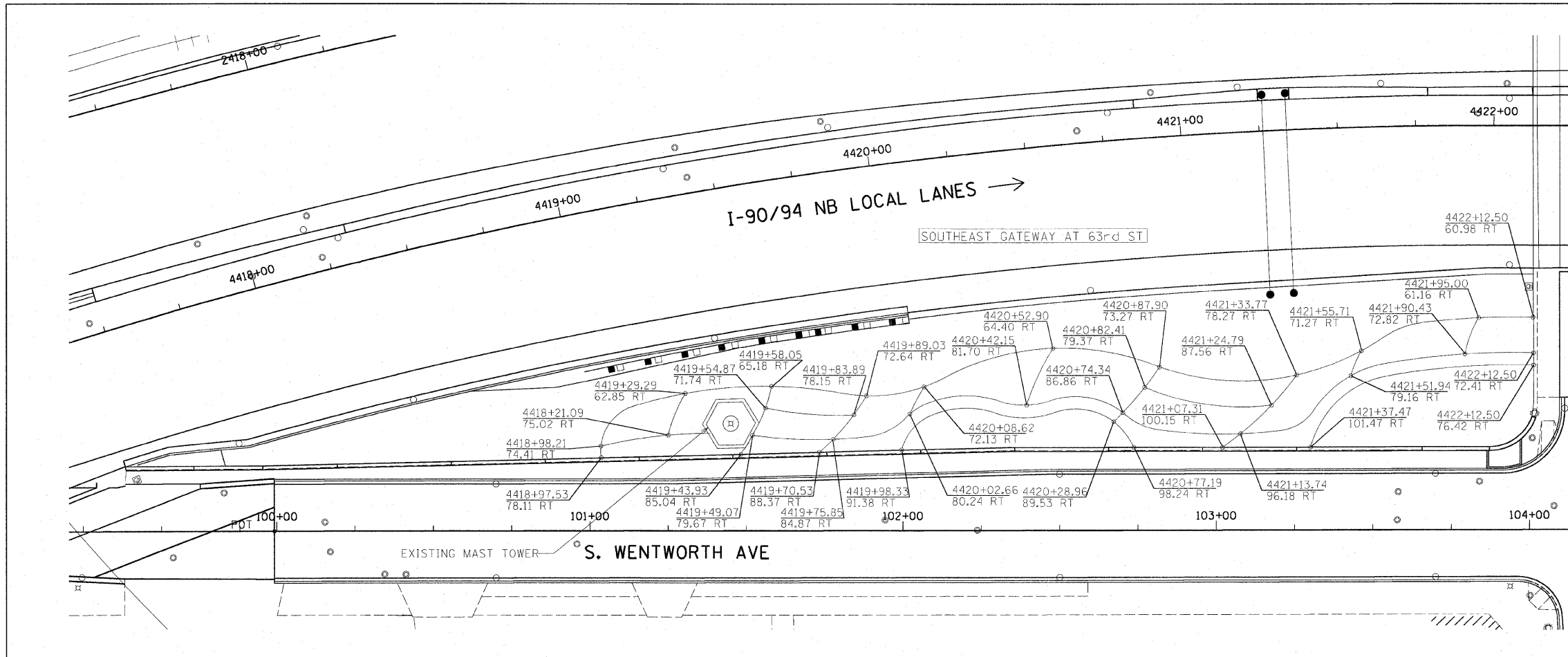
REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 PLANTING BED LAYOUT PLANS  
 SCALE: 1"=20'  
 DATE: May 2, 2008  
 DRAWN BY: EM  
 CHECKED BY: JO

SITE DESIGN GROUP

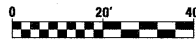
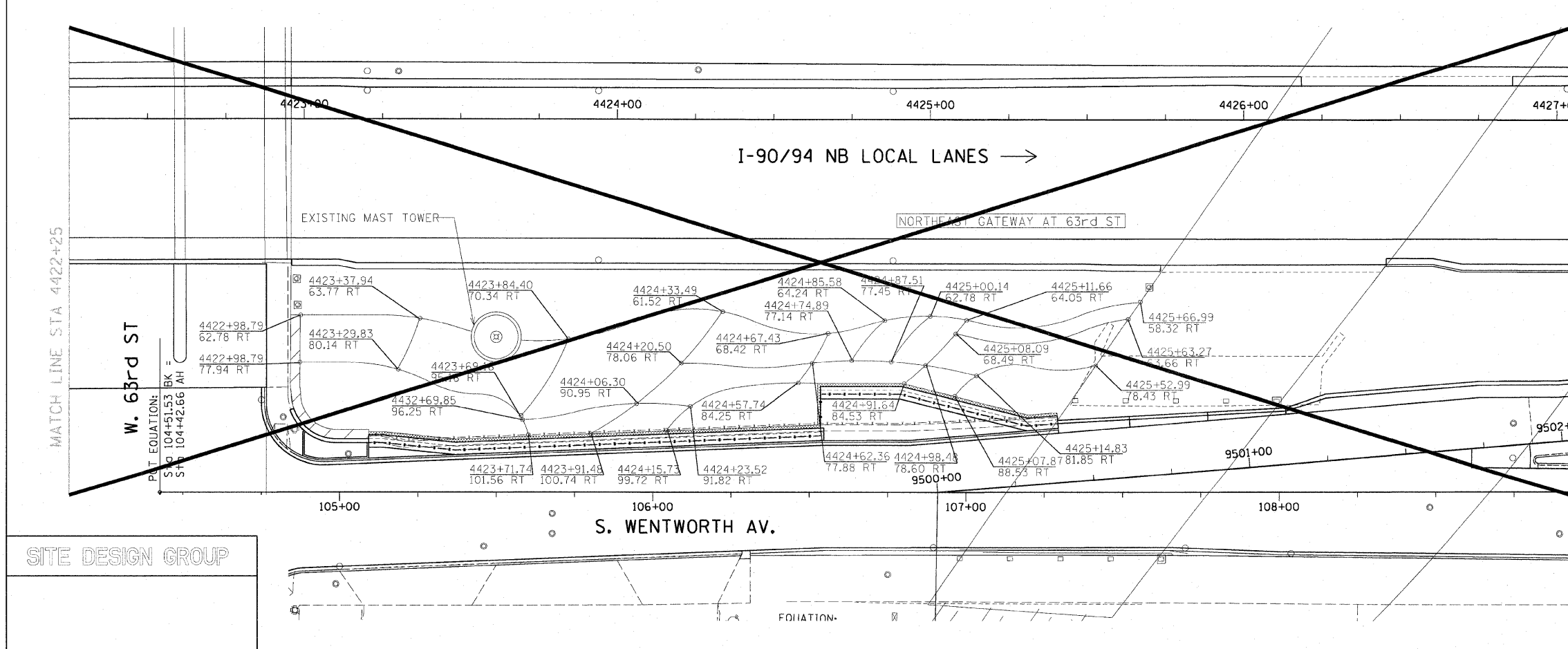
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	27
STA. 4418+50		TO STA. 4427+05		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
60A77				



**X** NOT INCLUDED IN THIS CONTRACT

NOTE: THE LOCATION OF ALL PLANT MATERIAL SHALL BE STAKED BY CONTRACTOR FOR APPROVAL BY ENGINEER IN FIELD PRIOR TO INSTALLATION. INDIVIDUAL TREES SHALL BE STAKED WITH IDENTITIES WRITTEN ON STAKES. SHRUB AND PERENNIAL BEDS SHALL BE OUTLINED WITH STAKES AND PAINTED LINES.



REVISIONS	
NAME	DATE
REVISION 1	9/19/08

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPE AND IRRIGATION  
 PLANTING BED LAYOUT PLANS  
 SCALE: 1"=20'  
 DATE: May 2, 2008  
 DRAWN BY: EM  
 CHECKED BY: JO

SITE DESIGN GROUP

I:\p\0466\civil\29-gateway\_irrigation\sg080908\sg080908.dwg Files\6162\_63rd\12\_C0001.dwg 5/18/2008 10:57 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	28
STA. 3418+00		TO STA. 3428+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

60A77

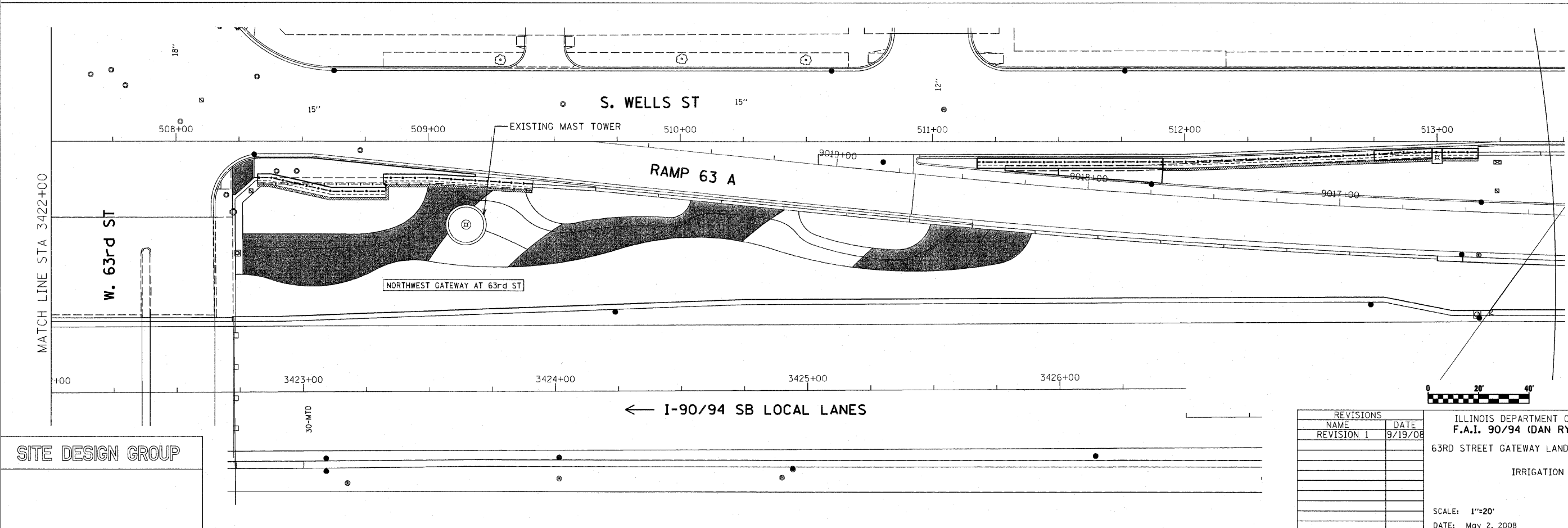
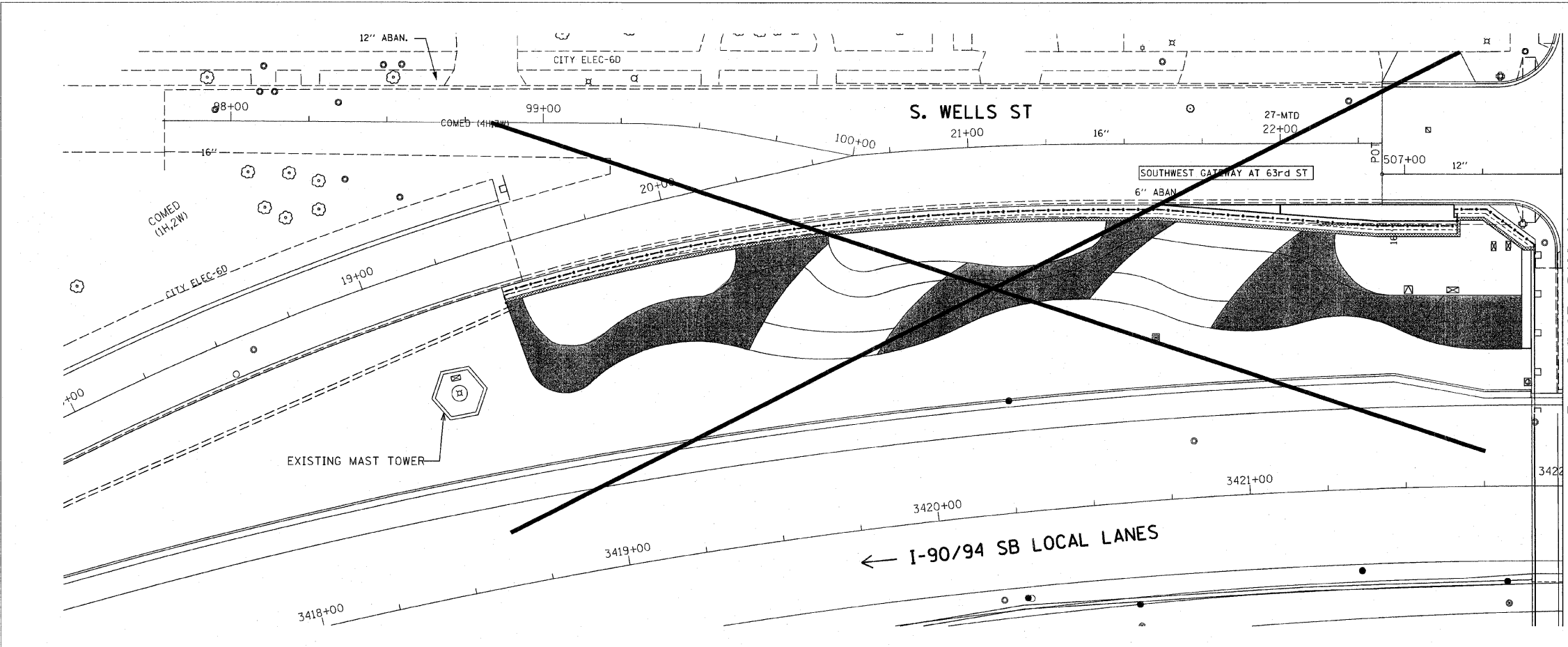


**LEGEND:**

- AREA TO BE IRRIGATED
- NOT INCLUDED IN THIS CONTRACT

**NOTES:**

1. ALL PERENNIAL AND SHRUB BEDS SHALL BE IRRIGATED.
2. FOR IRRIGATION SERVICE DETAILS SEE WATER SERVICE LINE PLANS.
3. ALL CORNER GARDENS SHALL BE IRRIGATED.



**SITE DESIGN GROUP**

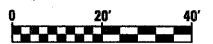
REVISIONS	
NAME	DATE
REVISION 1	9/19/08

**SHT-I-1**

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**F.A.I. 90/94 (DAN RYAN EXPRESSWAY)**  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
 IRRIGATION PLANS

SCALE: 1"=20'  
 DATE: May 2, 2008

DRAWN BY: EM  
 CHECKED BY: JO



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	2005-071 LS	COOK	39	29
STA. 4418+50		TO STA. 4427+05		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

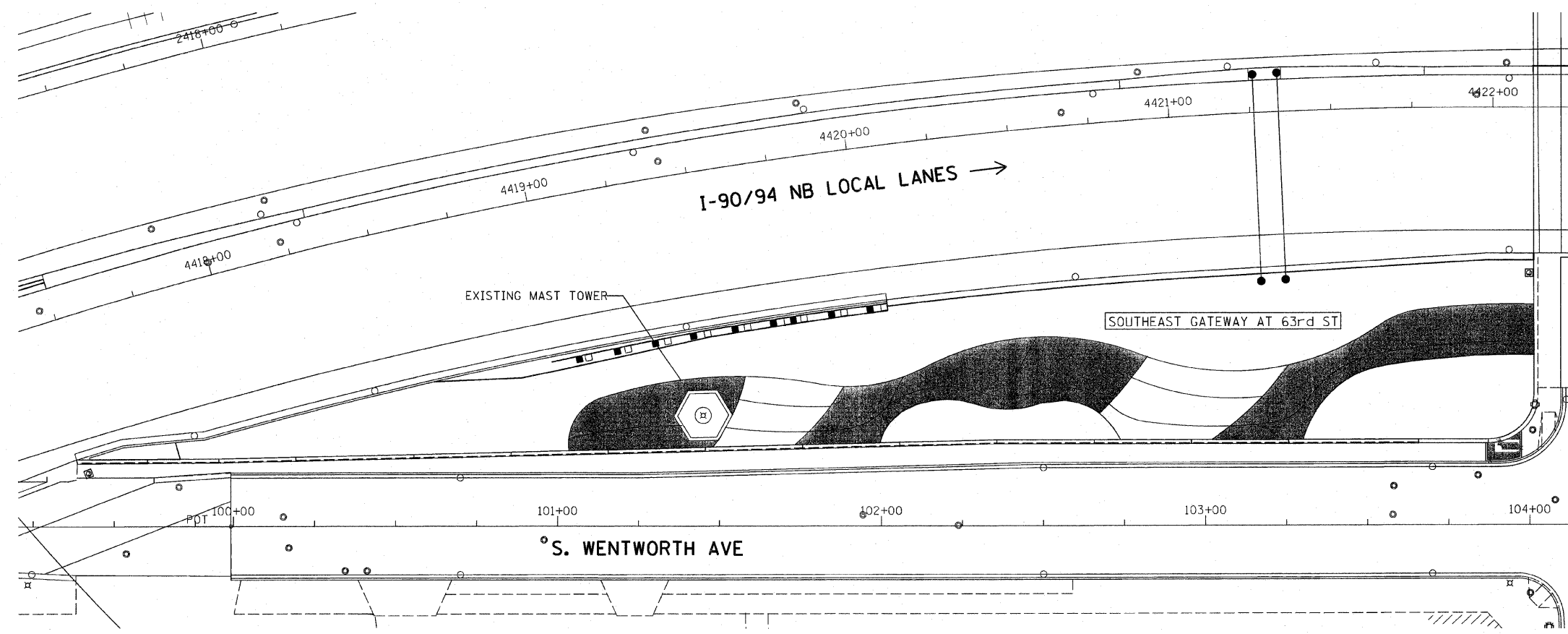
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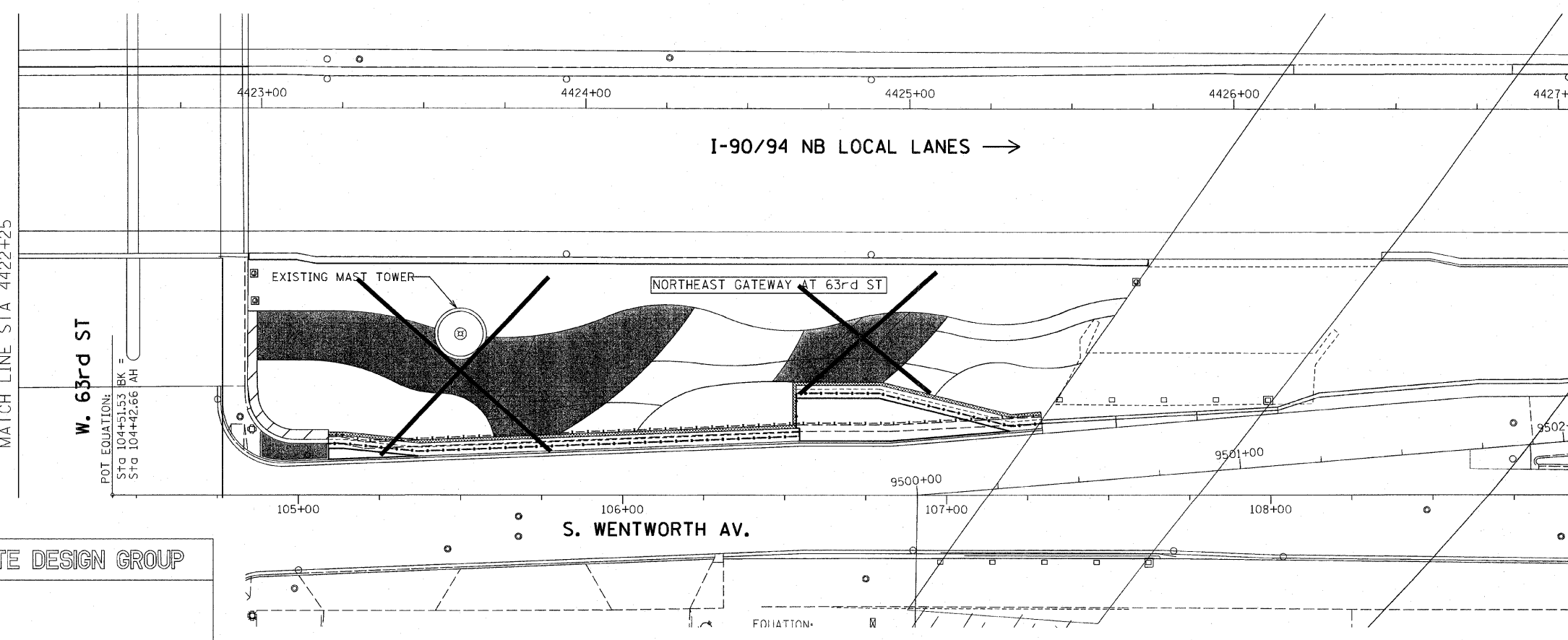
LEGEND:

- AREA TO BE IRRIGATED
- NOT INCLUDED IN THIS CONTRACT

- NOTES:
1. ALL PERENNIAL AND SHRUB BEDS SHALL BE IRRIGATED.
  2. FOR IRRIGATION SERVICE DETAILS SEE WATER SERVICE LINE PLANS.
  3. ALL CORNER GARDENS SHALL BE IRRIGATED.



MATCH LINE STA 4422+25  
W. 63rd ST

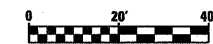


MATCH LINE STA 4422+25

W. 63rd ST

POT EQUATION:  
STG 104+51.53 BK =  
STG 104+42.66 AH

SITE DESIGN GROUP



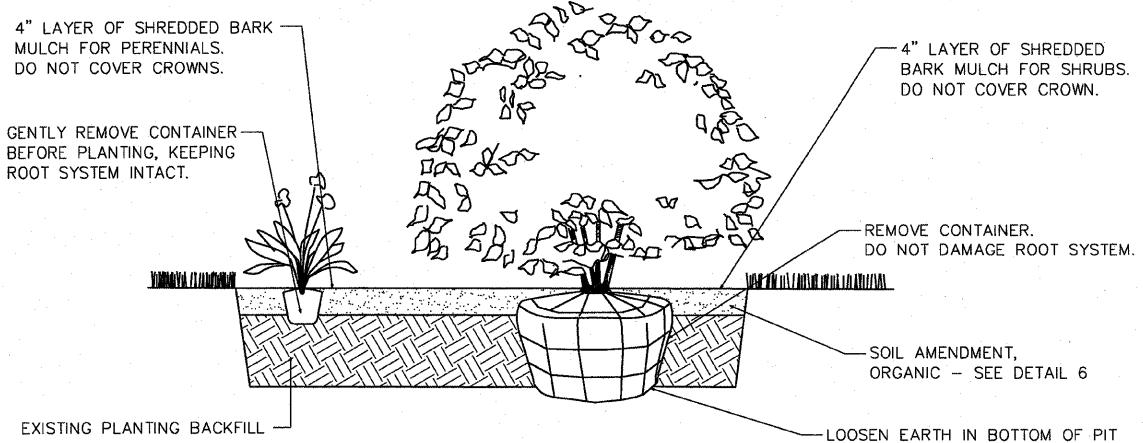
SHT-I-2

REVISIONS	
NAME	DATE
REVISION 1	9/19/08

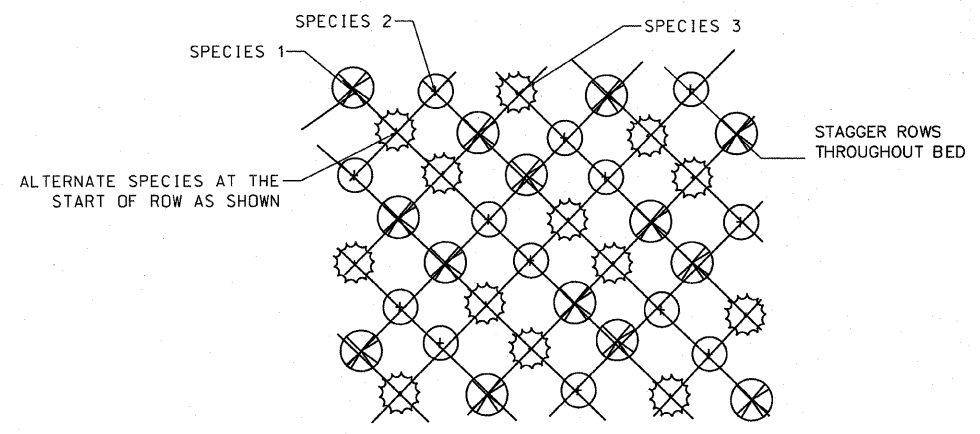
ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPE AND IRRIGATION  
IRRIGATION PLANS

SCALE: 1"=20'  
DATE: May 2, 2008  
DRAWN BY: EM  
CHECKED BY: JO

DATE

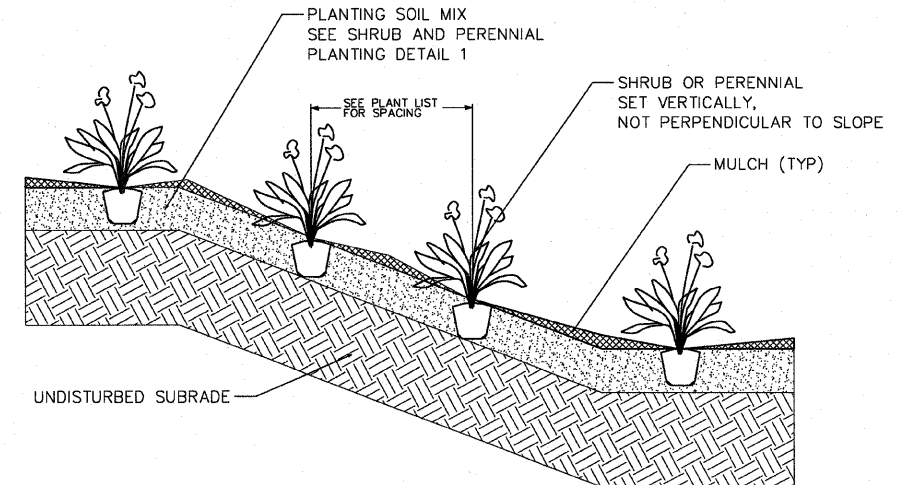


1 SHRUB AND PERENNIAL PLANTING DETAIL  
NOT TO SCALE

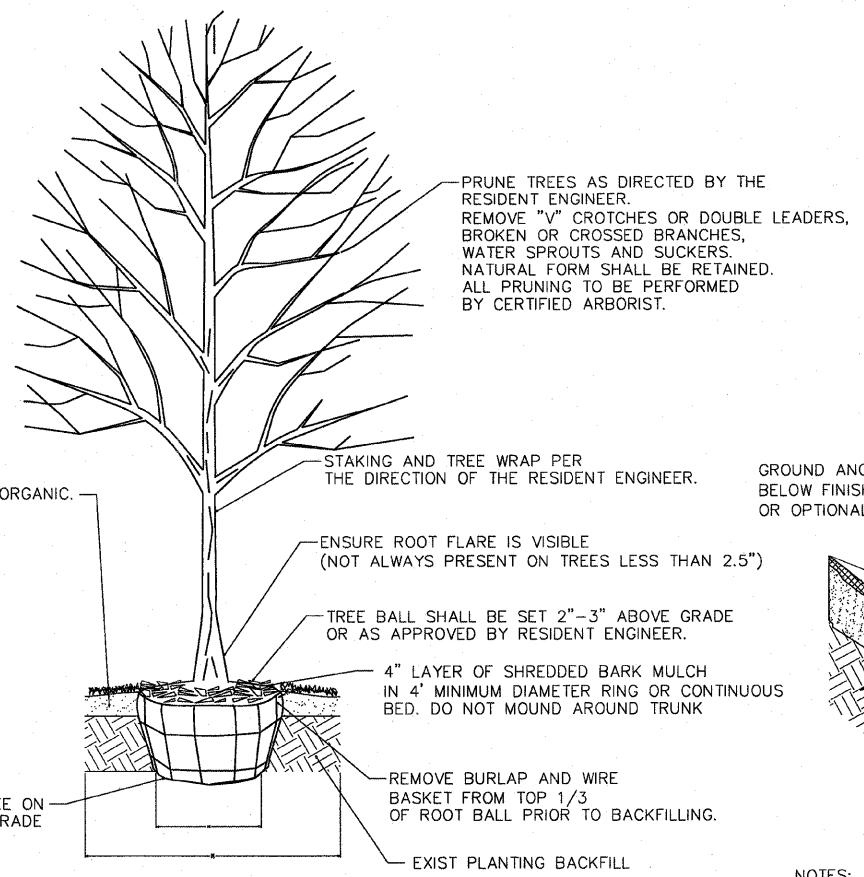


NOTE: PERENNIAL SPACING AND SPECIES VARIES - SEE PLANT SCHEDULES/REMARKS.

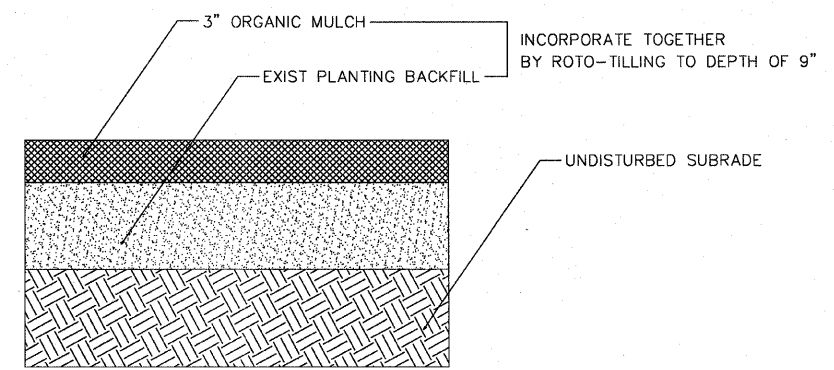
2 PERENNIAL PLANTING DETAIL (3 VARIETIES)  
NOT TO SCALE



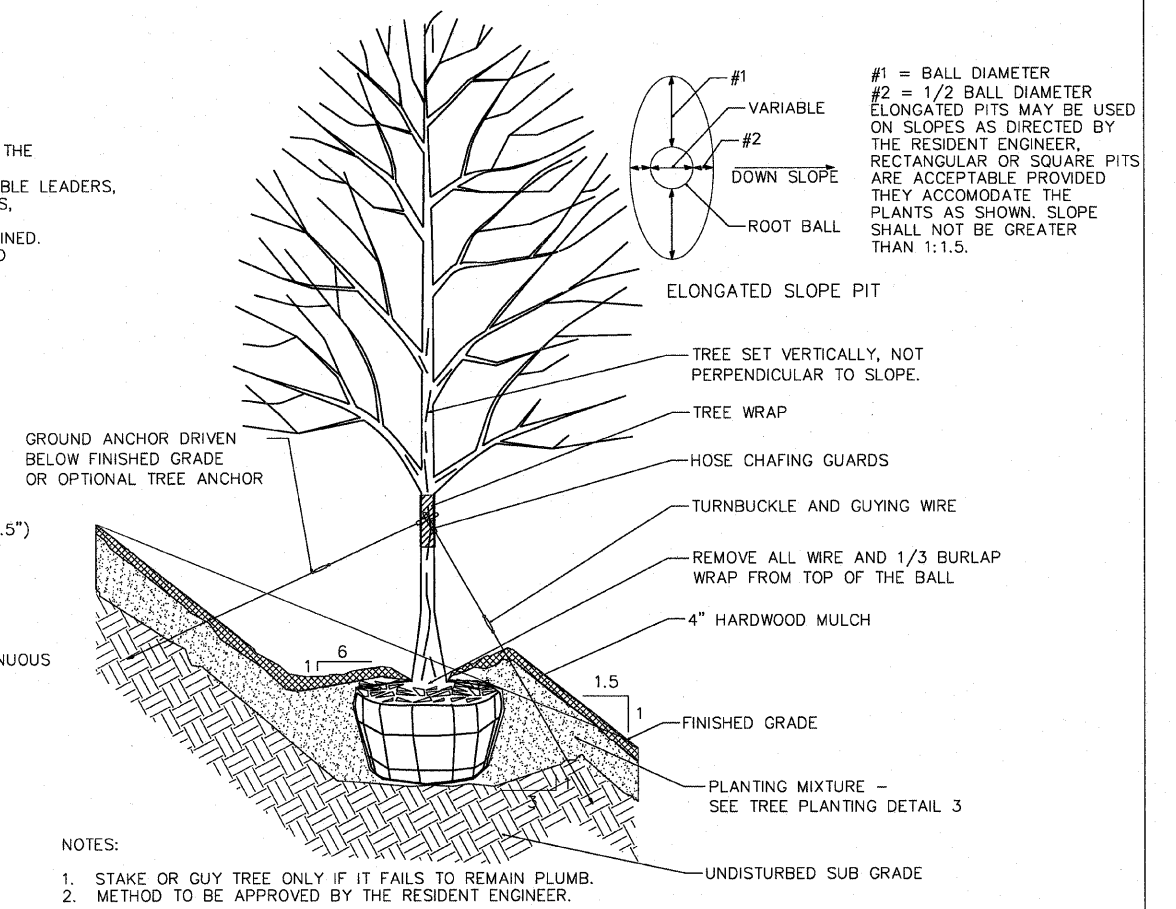
5 SHRUB/PERENNIAL PLANTING ON SLOPE DETAIL  
NOT TO SCALE



3 TREE PLANTING DETAIL  
NOT TO SCALE



6 SOIL AMENDMENT, ORGANIC DETAIL  
NOT TO SCALE



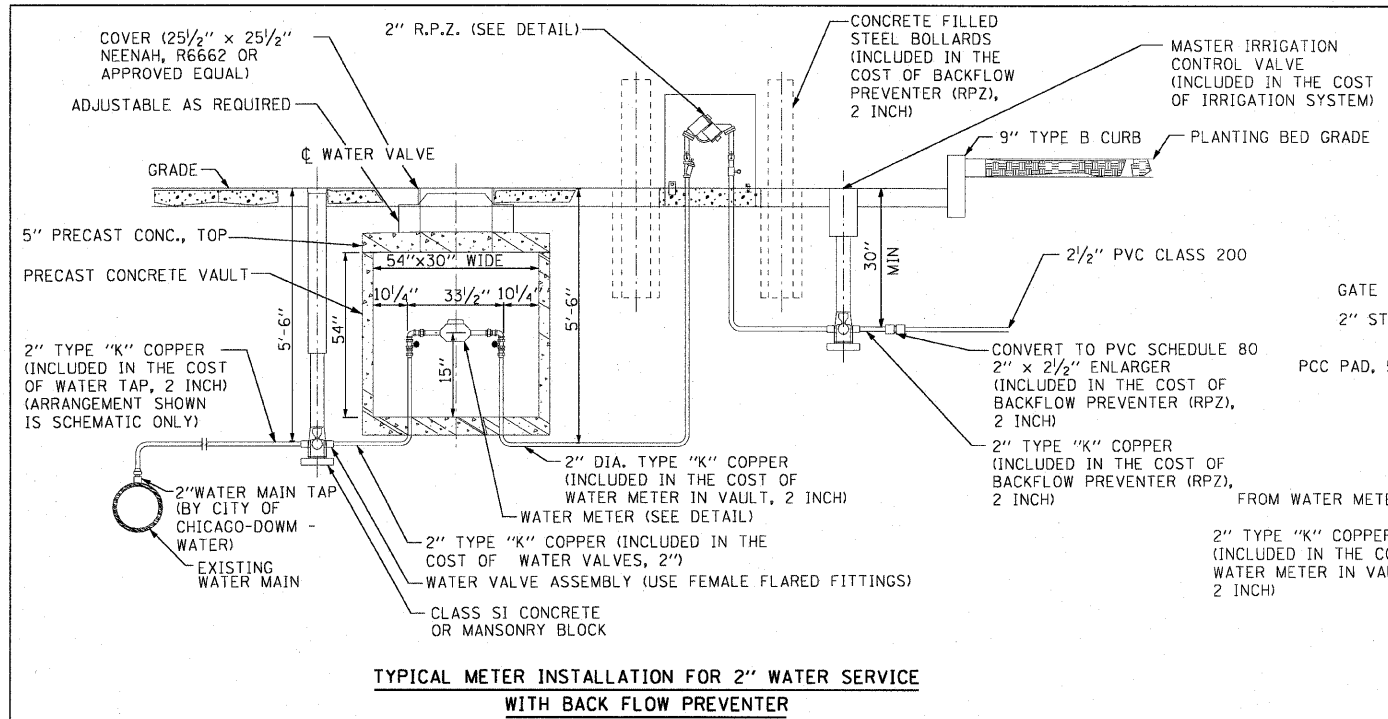
4 TREE PLANTING ON SLOPE DETAIL  
NOT TO SCALE

- NOTES:
1. PLANT QUANTITIES SHOWN ON DRAWINGS ARE FOR CONTRACTOR'S CONVENIENCE IN ESTIMATING ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING PLANT MATERIALS SUFFICIENT TO COVER AREAS SHOWN ON PLANS AT THE SPACINGS INDICATED.
  2. PLANTINGS SHALL CONFORM TO CITY OF CHICAGO CODES AND SPECIFICATIONS.
  3. CONTRACTOR SHALL PERFORM DUE DILIGENCE IN LOCATING SPECIFIED PLANT MATERIAL.
  4. NO SUBSTITUTIONS OF PLANT MATERIAL, QUANTITIES OR SIZES UNLESS APPROVED BY RESIDENT ENGINEER.
  5. LAYOUT TO BE APPROVED BY RESIDENT ENGINEER PRIOR TO PLANTING.
  6. MULCH TO BE APPLIED EVENLY TO PLANTING BED, DO NOT COVER CROWNS OF PLANTS OR MOUND AT TRUNK.
  7. TREE PLANTING METHOD SHALL BE APPROVED BY RESIDENT ENGINEER PRIOR TO FULL SCALE INSTALLATION.
  8. CONTRACTOR MAY BACKFILL TREE PITS WITH EXIST EXCAVATED EARTH FROM PIT EXCEPT WHERE UNSUITABLE SOILS AND/OR CLAY IS ENCOUNTERED. CONTRACTOR SHALL HAUL OFF AND PROPERLY DISPOSE OF ANY UNSUITABLE SOILS AND/OR CLAY ENCOUNTERED.

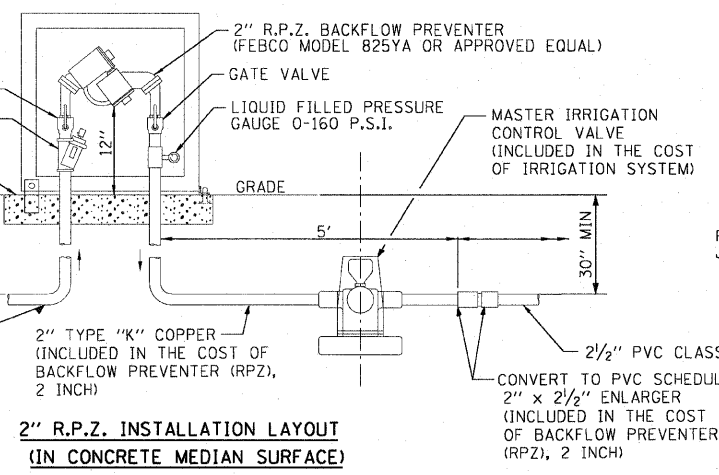
SITE DESIGN GROUP

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION LANDSCAPE DETAILS
NAME	DATE	
SCALE: NTS		DRAWN BY: EM
DATE: May 2, 2008		CHECKED BY: JO

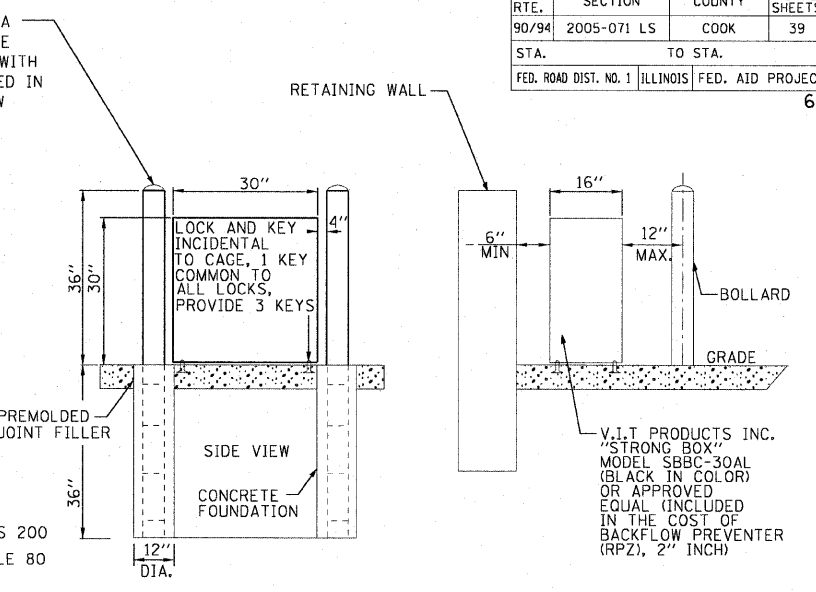
\$DATE\$



**TYPICAL METER INSTALLATION FOR 2" WATER SERVICE WITH BACK FLOW PREVENTER**



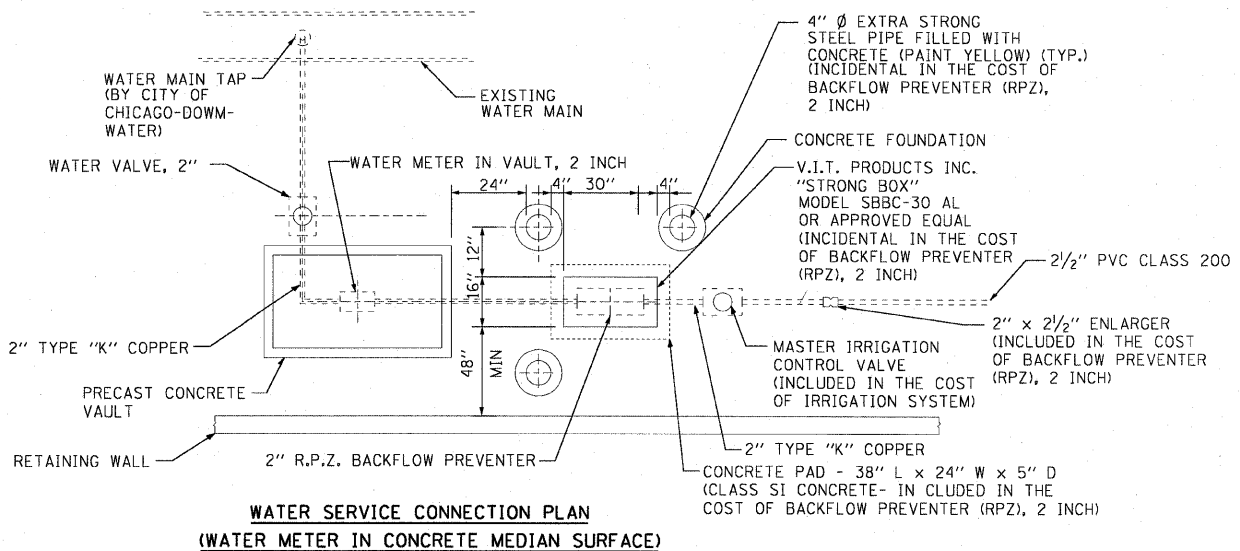
**2" R.P.Z. INSTALLATION LAYOUT (IN CONCRETE MEDIAN SURFACE)**



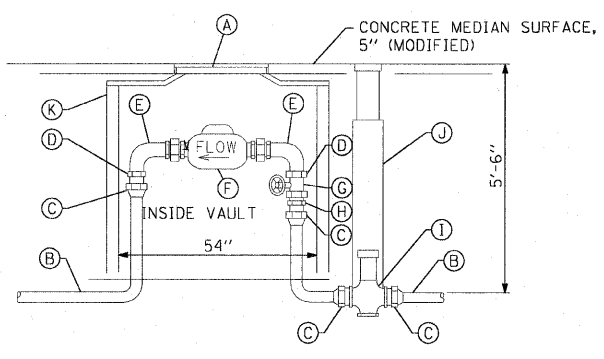
**DETAIL OF BACKFLOW PREVENTER ENCLOSURE AND BOLLARDS**

**TO PROTECT WATER SYSTEM FROM FREEZING**

1. SHUTOFF WATER AT ROADWAY.
2. REMOVE AND STORE RPZ AND KEEP FROM FREEZING.
3. OPEN LAWN HYDRANT AND LOOSEN METER NUT.
4. BLOWOUT WATER LINES FROM RPZ TO METER AND FROM RPZ TO LAWN HYDRANT.
5. IN SPRING REINSTALL RPZ AND HAVE RPZ TESTED BY LICENSED PERSONAL WITH A PERMIT FROM ROOM 900 CITY HALL.
6. EACH RPZ MUST BE IDENTIFIED OR NUMBERED SO THAT RPZ WILL BE REINSTALLED IN THE SAME LOCATION AT ALL TIMES.
7. EACH LAWN HYD. HOSE CONNECTION MUST BE MARKED "NON POTABLE WATER DO NOT DRINK".



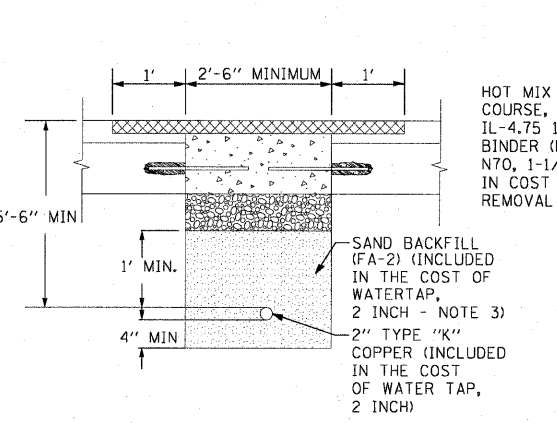
**WATER SERVICE CONNECTION PLAN (WATER METER IN CONCRETE MEDIAN SURFACE)**



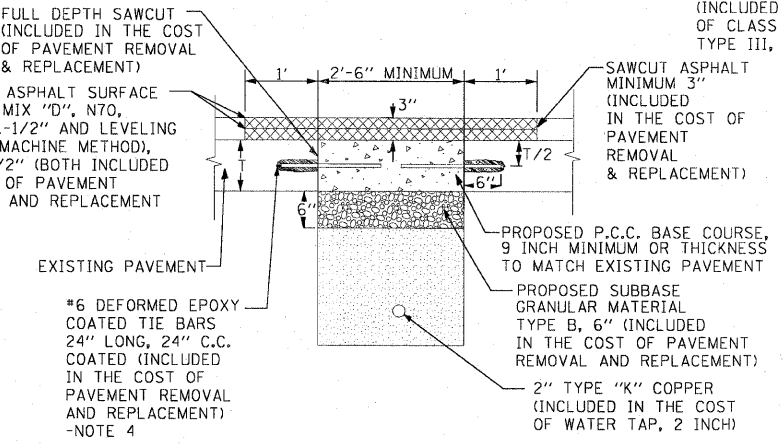
**NEW COPPER 2" WATER SERVICE STANDARD METER VAULT**

A	FRAME AND LID (NEENAH R6662)
B	2" TYPE K COPPER PIPE
C	FEMALE FLARED FITTING
D	BRASS BUSHING
E	BENT METER COUPLING
F	METER
G	FULL PORT CONTROL VALVE
H	MALE I.P.S. TO FLARED ADAPTER
I	ROUNDWAY
J	WATER VALVE ASSEMBLY
K	PRECAST CONCRETE VAULT

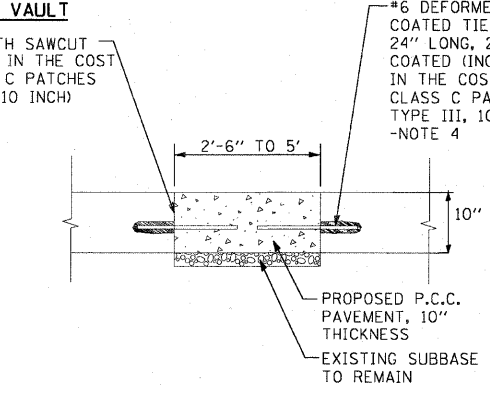
- NOTES:**
1. ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED (INCLUDED IN THE COST OF PAVEMENT REMOVAL AND REPLACEMENT).
  2. ADDITIONAL ONE FOOT (1') OF BITUMINOUS SURFACE REMOVAL ON EITHER SIDE OF CONCRETE PATCH SHALL BE REMOVED PRIOR TO PLACING BITUMINOUS SURFACE COURSE.
  3. PIPE BEDDING, TAMPED IN PLACE 4" MINIMUM UNDER PIPE AND 1'-0" ABOVE TOP OF PIPE. SHALL BE WELL SPADED ON BOTH SIDES OF PIPE.
  4. DOWEL BARS MAY BE DELETED SUBJECT TO APPROVAL BY ENGINEER.



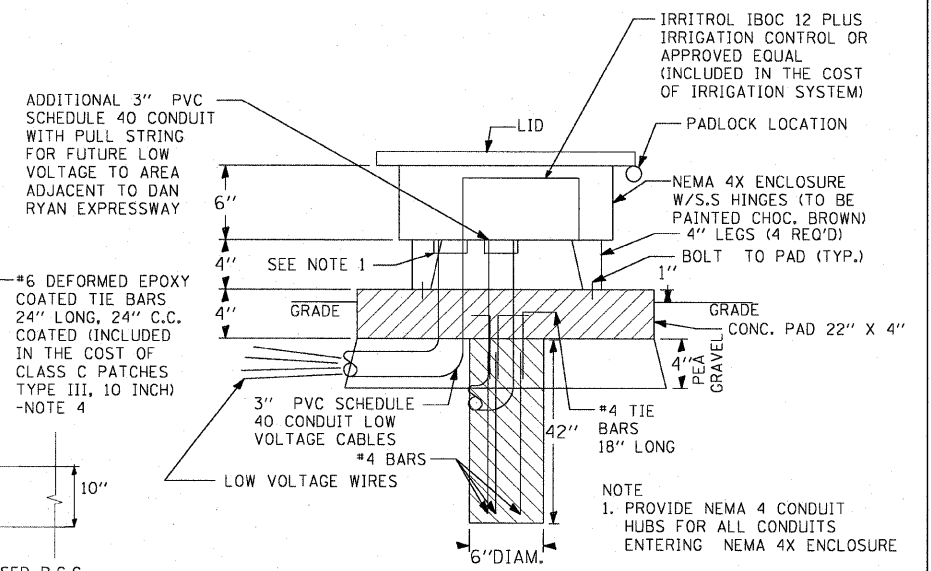
**2" TYPE "K" COPPER PIPE (INCLUDED IN THE COST OF WATER TAP, 2 INCH) - PAVEMENT SECTION**



**PAVEMENT REMOVAL & REPLACEMENT**



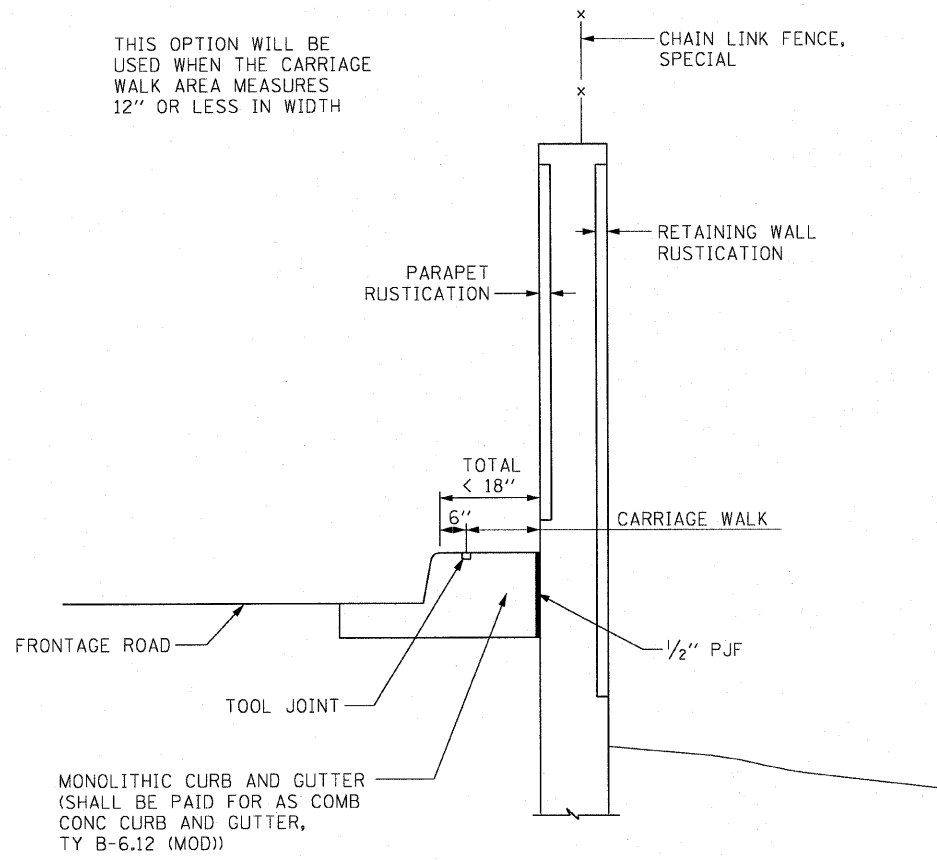
**CLASS C PATCHING TYPE III**



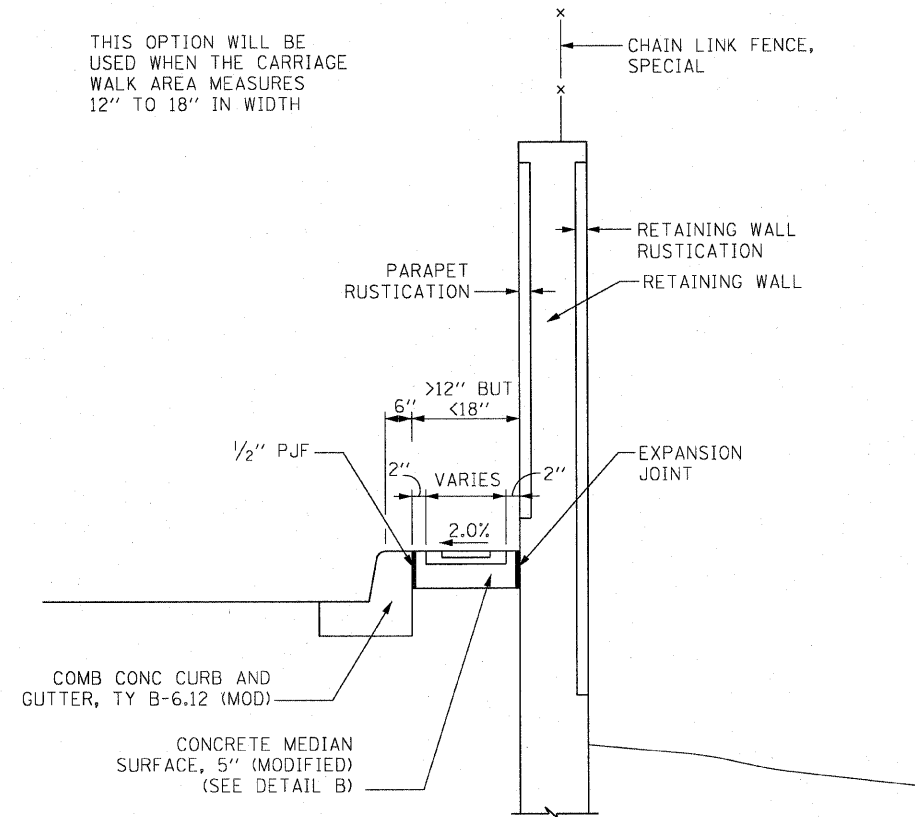
**IRRIGATION CONTROLLER NEMA 4X ENCLOSURE - DETAIL**

REVISIONS	NAME	DATE

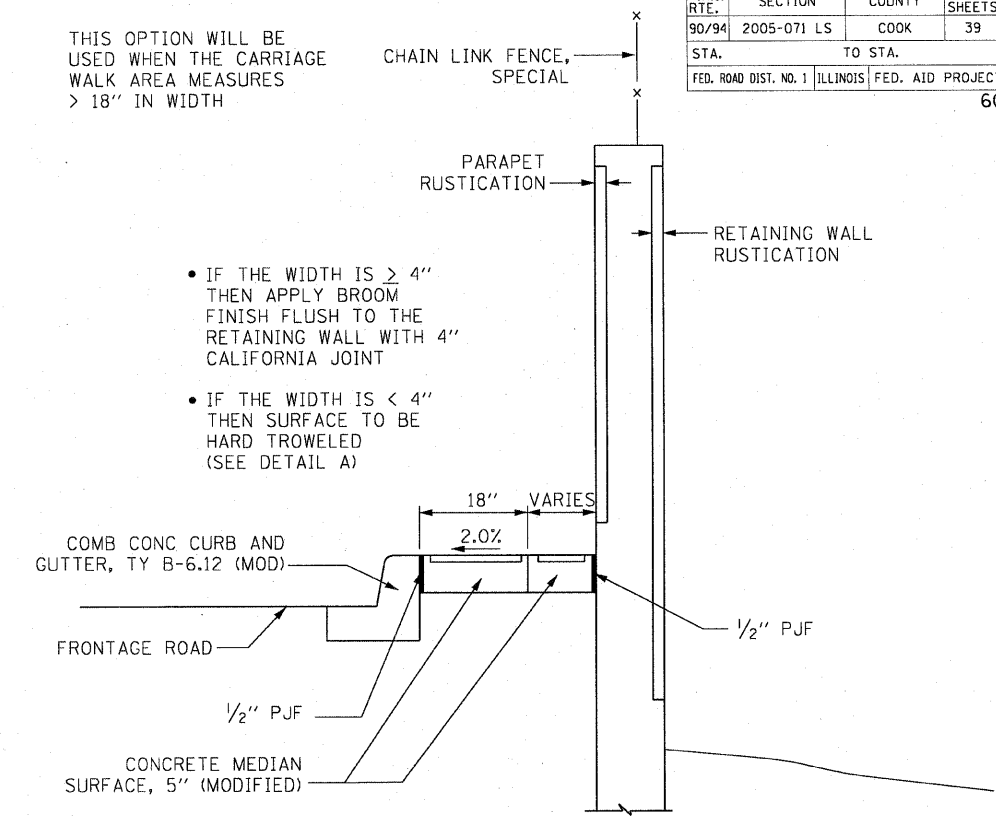
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION CONSTRUCTION DETAILS  
 PLANTING BEDS - STANDARD METER VAULTS, WATER SERVICE INSTALLATION, AND PAVEMENT REMOVAL AND REPLACEMENT DETAILS  
 SCALE: NONE DRAWN BY: JF  
 DATE: MAY 02, 2008 CHECKED BY: GB



CARRIAGE WALK  
AREA < 12" WIDE

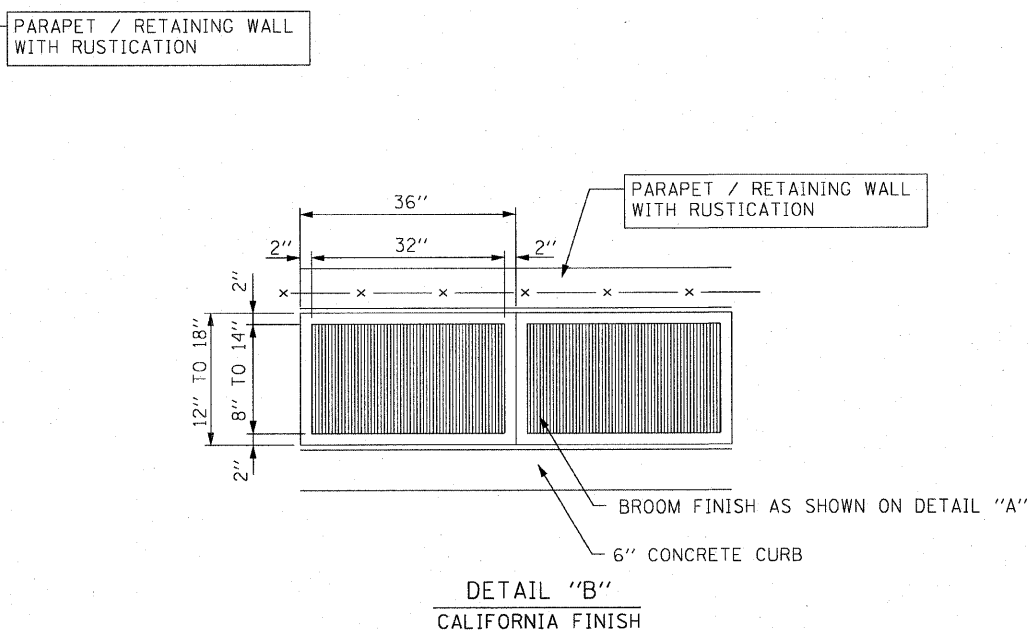
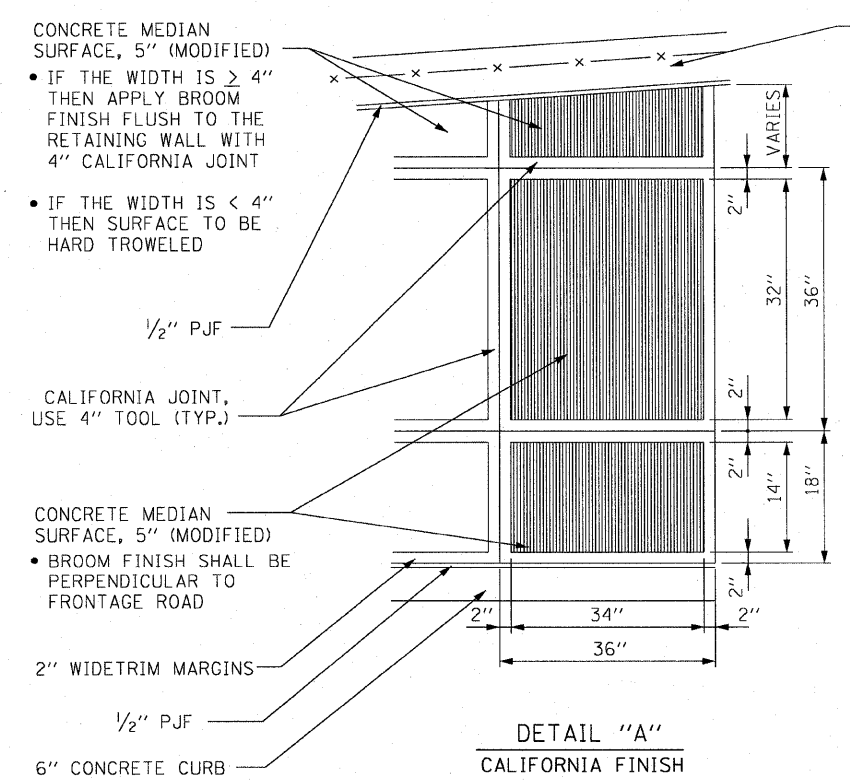


CARRIAGE WALK  
AREA 12" TO 18" WIDE



- IF THE WIDTH IS  $\geq 4"$  THEN APPLY BROOM FINISH FLUSH TO THE RETAINING WALL WITH 4" CALIFORNIA JOINT
- IF THE WIDTH IS  $< 4"$  THEN SURFACE TO BE HARD TROWELED (SEE DETAIL A)

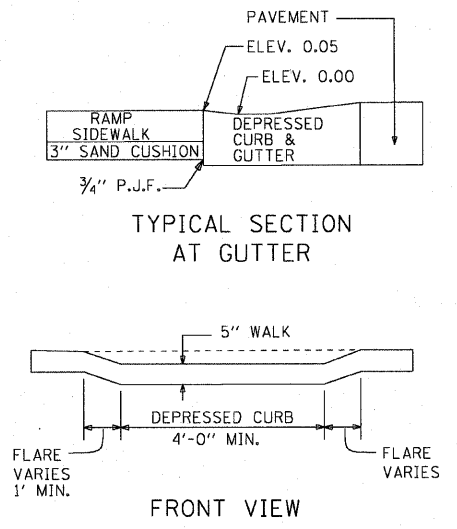
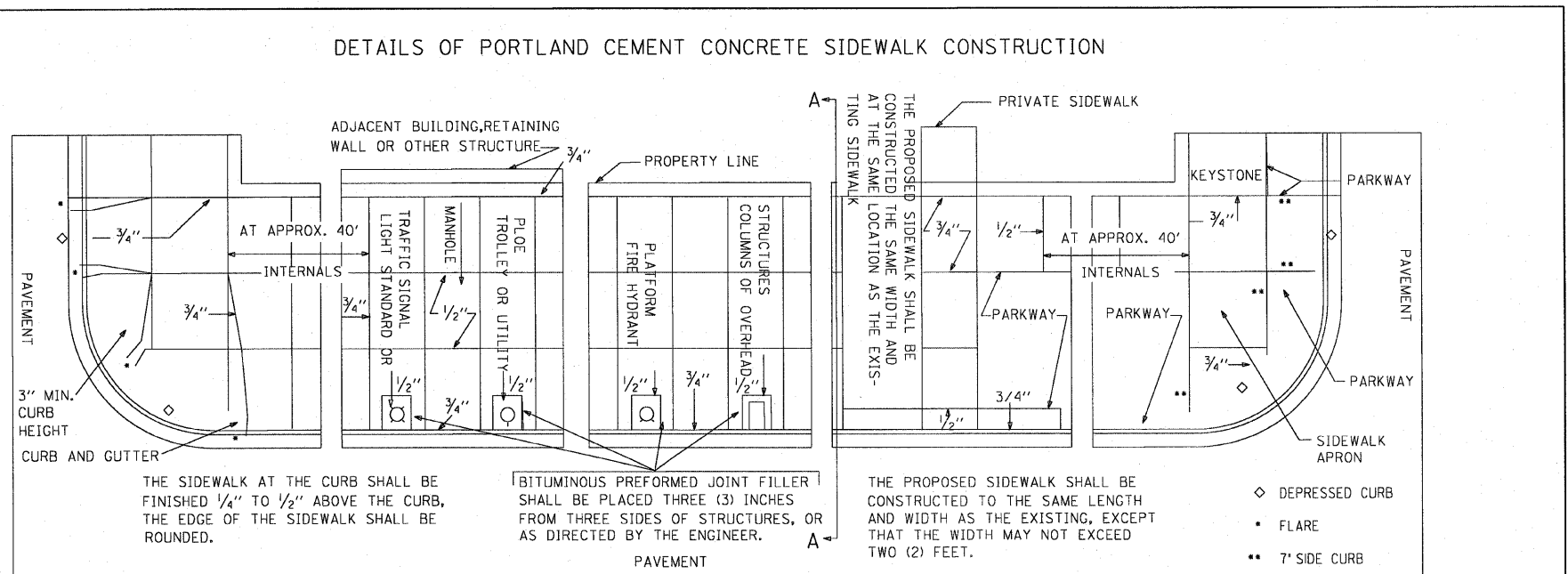
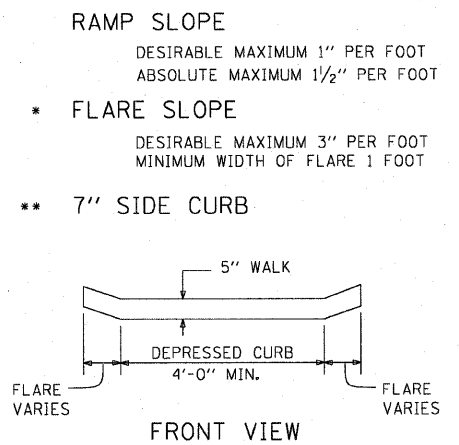
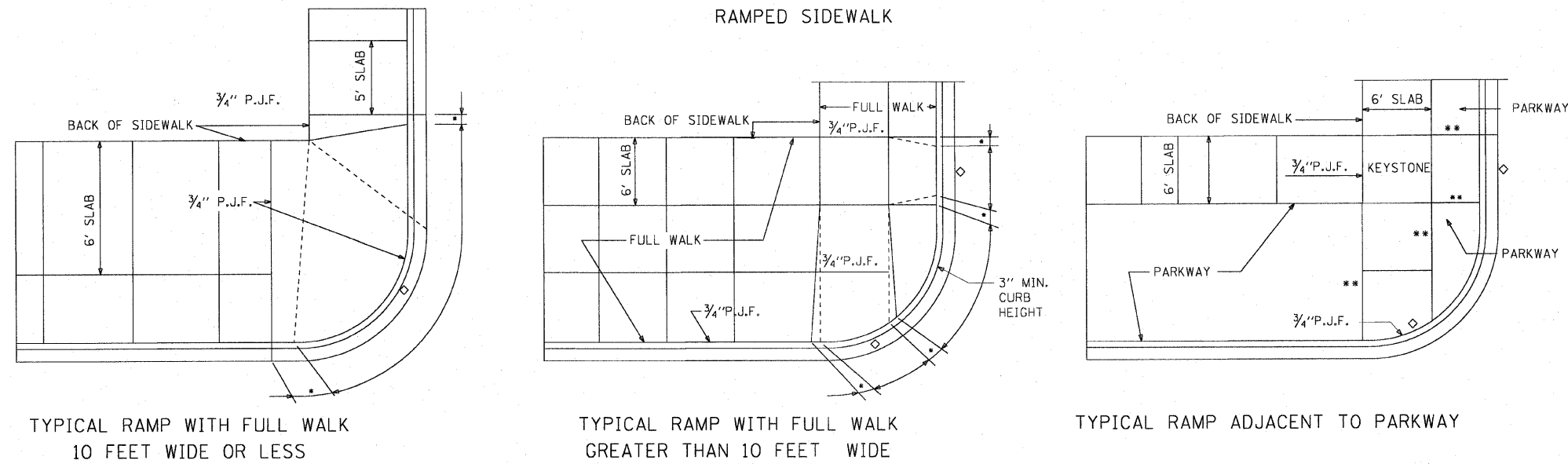
CARRIAGE WALK  
AREA > 18" WIDE



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION CONSTRUCTION DETAILS CONCRETE MEDIAN SURFACE, 5" (MODIFIED) CARRIAGE WALK AND CALIFORNIA FINISH DETAIL
NAME	DATE	
		SCALE: NONE
		DATE: MAY 02, 2008
		DRAWN BY: PHP
		CHECKED BY: NJH

p:\p4046\civ\29-gateway\_1rrigation\sm\22f163rd\m22f0222a.dwg 05/01/2008 03:49:23 PM





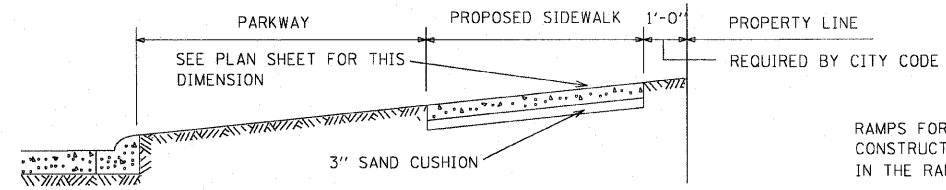
- LEGEND**
- PREFORMED JOINT FILLER
  - DUMMY JOINT
  - - - SLOPE BREAKPOINT
  - FLARED CURB
  - \*\* 7" SIDE CURB
  - ◇ DEPRESSED CURB

**NOTES:**

PREFORMED JOINT FILLER SHALL BE PLACED AS NOTED IN STANDARD DETAILS FOR SIDEWALK CONSTRUCTION.

THIS STANDARD SHOULD BE CONSIDERED TYPICAL FOR MOST LOCATIONS. THERE MAY BE SPECIAL INSTANCES WHERE DESIGN CHANGES WILL BE REQUIRED.

THE SLOPE FOR SIDEWALKS AND PARKWAYS REQUIRED BY THE CITY CODE IS 1" IN 3". IF EXISTING CONDITIONS ABSOLUTELY REQUIRE, THIS SLOPE MAY BE REDUCED TO A MINIMUM OF 1" IN 4' OR INCREASED TO A MAXIMUM OF 1" IN 2'.



RAMP FOR THE DISABLED WILL BE CONSTRUCTED AT CORNERS AS SHOWN IN THE RAMPED SIDEWALK DETAIL.

THE 1/2" AND 3/4" DIMENSIONS NOTED ON THE DRAWING REFER TO THE THICKNESS OF THE BITUMINOUS PREFORMED JOINT FILLER REQUIRED AT THE VARIOUS LOCATIONS. BITUMINOUS PREFORMED JOINT FILLER IS NOT PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF THE SIDEWALK.

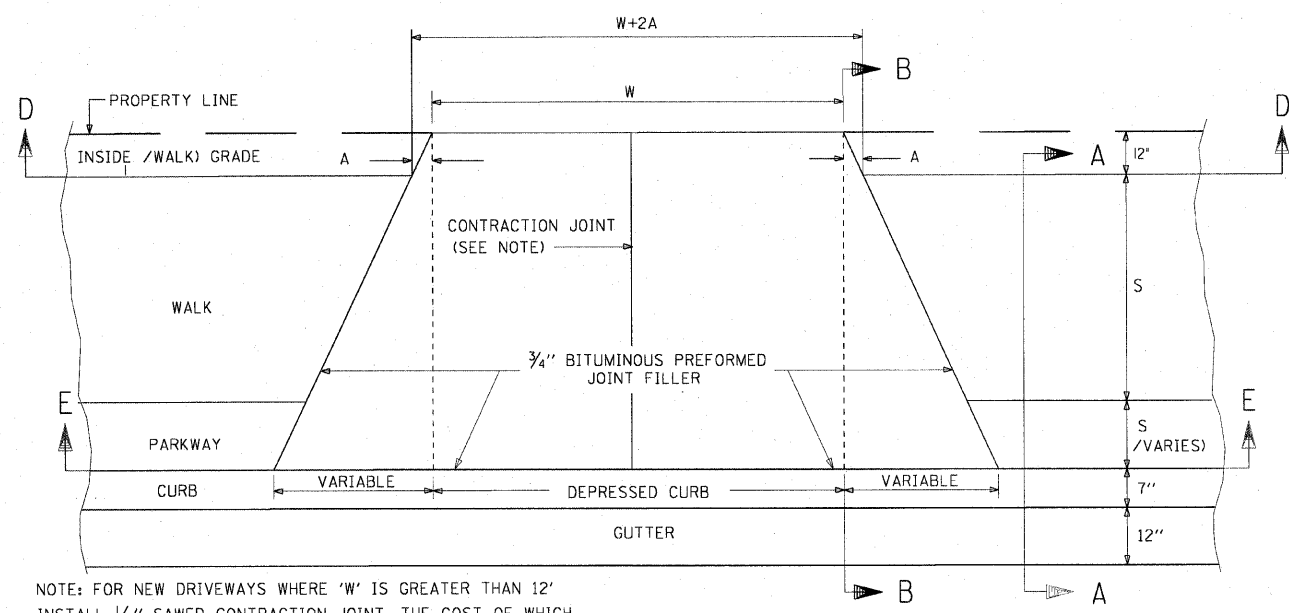
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION
NAME	DATE	
		CONSTRUCTION DETAILS SIDEWALK CONSTRUCTION DETAILS

SCALE: NONE  
DATE: MAY 02, 2008

DRAWN BY: MK  
CHECKED BY: RMG

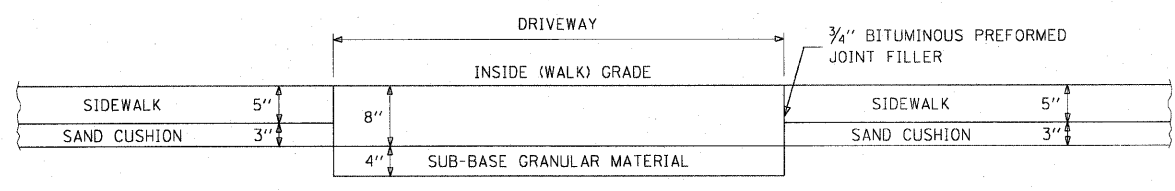
05/01/2008 03:49:24 PM I:\V\40468\Civil\203-gateway\_Irrigation\stf\22f 63rdVnc2270032.dwg

### DETAIL OF DRIVEWAY CONSTRUCTION

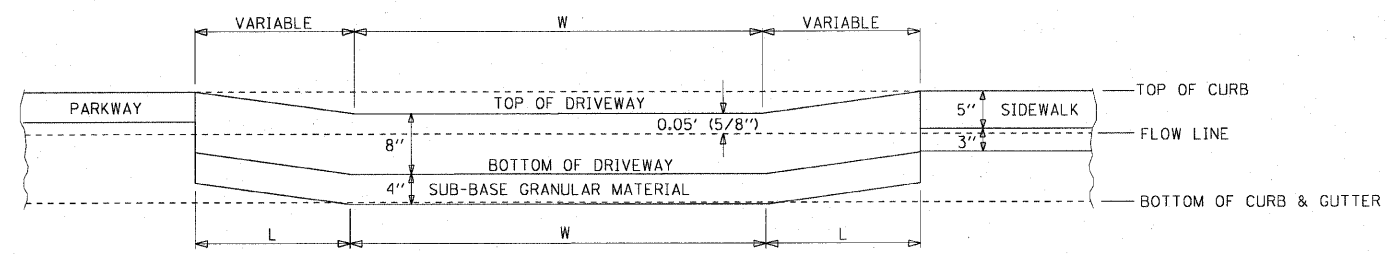


NOTE: FOR NEW DRIVEWAYS WHERE 'W' IS GREATER THAN 12' INSTALL 1/4" SAWED CONTRACTION JOINT. THE COST OF WHICH SHALL BE INCLUDED IN THE COST OF DRIVEWAY CONSTRUCTION.

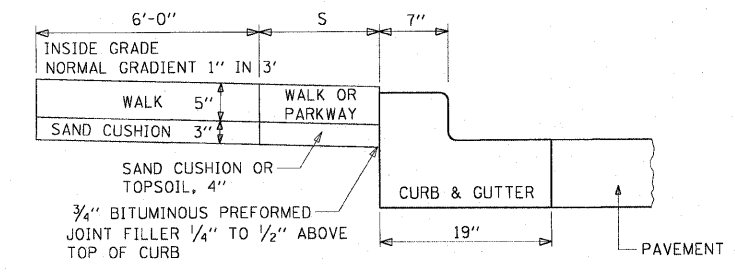
PLAN VIEW



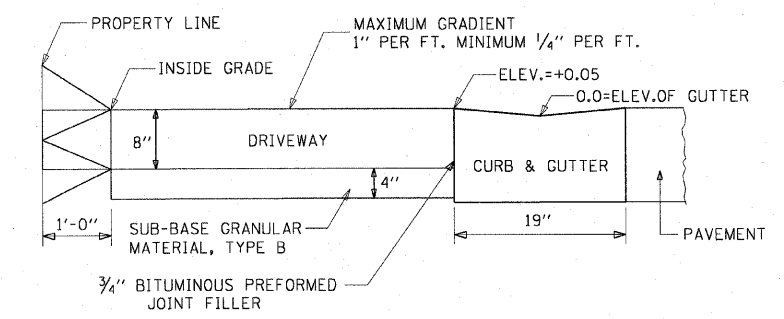
SECTION AT D-D



SECTION AT E-E



SECTION AT A-A



SECTION AT B-B

DESIRABLE MINIMUM FLARE WIDTHS FOR VARIOUS CURB HEIGHTS	
CURB HEIGHT (INCHES)	FLARE WIDTH (INCHES)
3	30
4	40
5	50
6	60
7	70
8	80
9	90

NOTE: THE SLOPE OF THE DRIVEWAY IN THE ONE FT. SPACE ADJACENT TO THE PROPERTY LINE MAY BE ALTERED TO MEET EXISTING CONDITIONS.

L = LENGTH OF WALK TO BE ADJUSTED OR REBUILT  
W = WIDTH OF DRIVEWAY AT PROPERTY LINE  
S = WIDTH OF WALK OR PARKWAY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)  
63RD STREET GATEWAY LANDSCAPING AND IRRIGATION  
CONSTRUCTION DETAILS  
DRIVEWAY, CURB AND GUTTER DETAILS

SCALE: NONE  
DATE: MAY 02, 2008

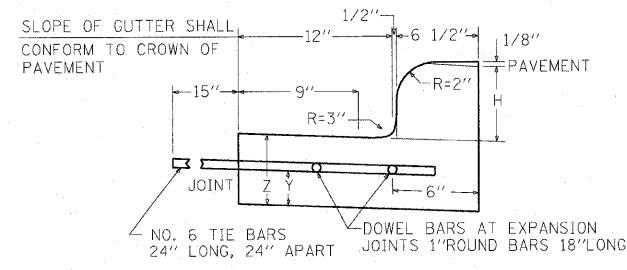
DRAWN BY: MK  
CHECKED BY: RMG

05/01/2008 03:49:24 PM p:\p40468\GWIN-29-gateway-irrigation\sh22f (63rd)mc22f0042a.stb

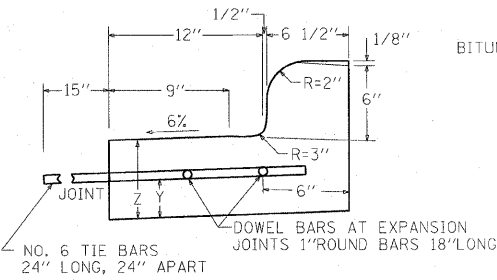
## DETAILS OF P.C.C. CURB, GUTTER, COMBINED CURB & GUTTER, MODIFIED CURB & GUTTER

NOTE: H = VARIABLE (SEE PLAN) WHERE H EXCEEDS 12", USE SPECIAL TYPE OF C.C.&G  
SEE CONSTRUCTION DETAILS (FOR MISCELLANEOUS STRUCTURES)  
X = THICKNESS OF PAVEMENT  
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE.  
Z = 10" OR THICKNESS OF PAVEMENT - WHICHEVER IS GREATER

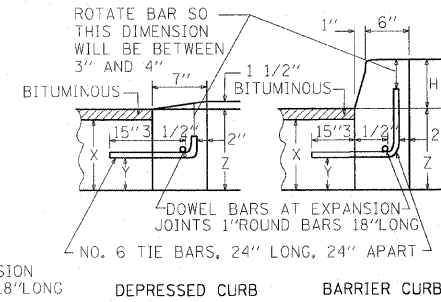
**TYPE BV.12 OR  
TYPE 3 CURB & GUTTER**



**TYPE B6.12 MOD**



**TYPE B OR TYPE 4 CURB**



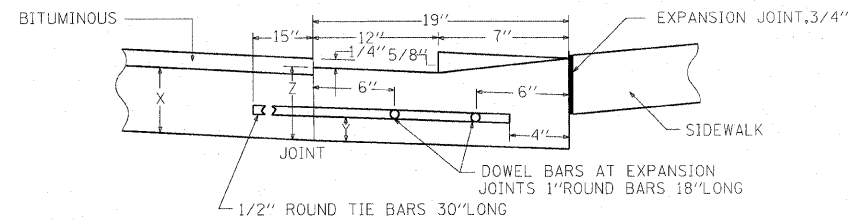
### JOINTS IN CURB, GUTTER, COMBINED CURB & GUTTER

CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET.  
ALL TIE BARS SHALL BE CORRUGATED- ALL DOWEL BARS SHALL BE SMOOTH.  
AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE ENGINEER. CURB, GUTTER OR COMBINED CURB & GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1" THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PREFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER

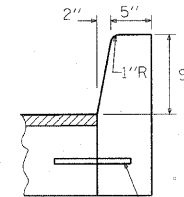
### BASIS OF PAYMENT

THE COST OF ALL JOINTS, TIE BARS, INCLUDING LABOR, FURNISHING AND PLACING OF STEEL, FILLER AND ALL OTHER INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICES BID FOR TYPE B-V.12 OR TYPE 3 COMBINED CONCRETE CURB AND GUTTER, TYPE 4 OR TYPE B CONCRETE CURB OR ANY SPECIFIED SPECIAL TYPE OF CURB, GUTTER OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

### DEPRESSED CURB & GUTTER



IF NO ITEM IS PROVIDED FOR DEPRESSED CURB AND GUTTER, IT WILL BE PAID FOR AS TYPE B-V.12 OR TYPE 3 COMBINATION CONCRETE CURB AND GUTTER.



NO. 6 TIE BAR, 12" LONG @ 24" CENTERS

**CONCRETE CURB  
TYPE B (SPECIAL)**

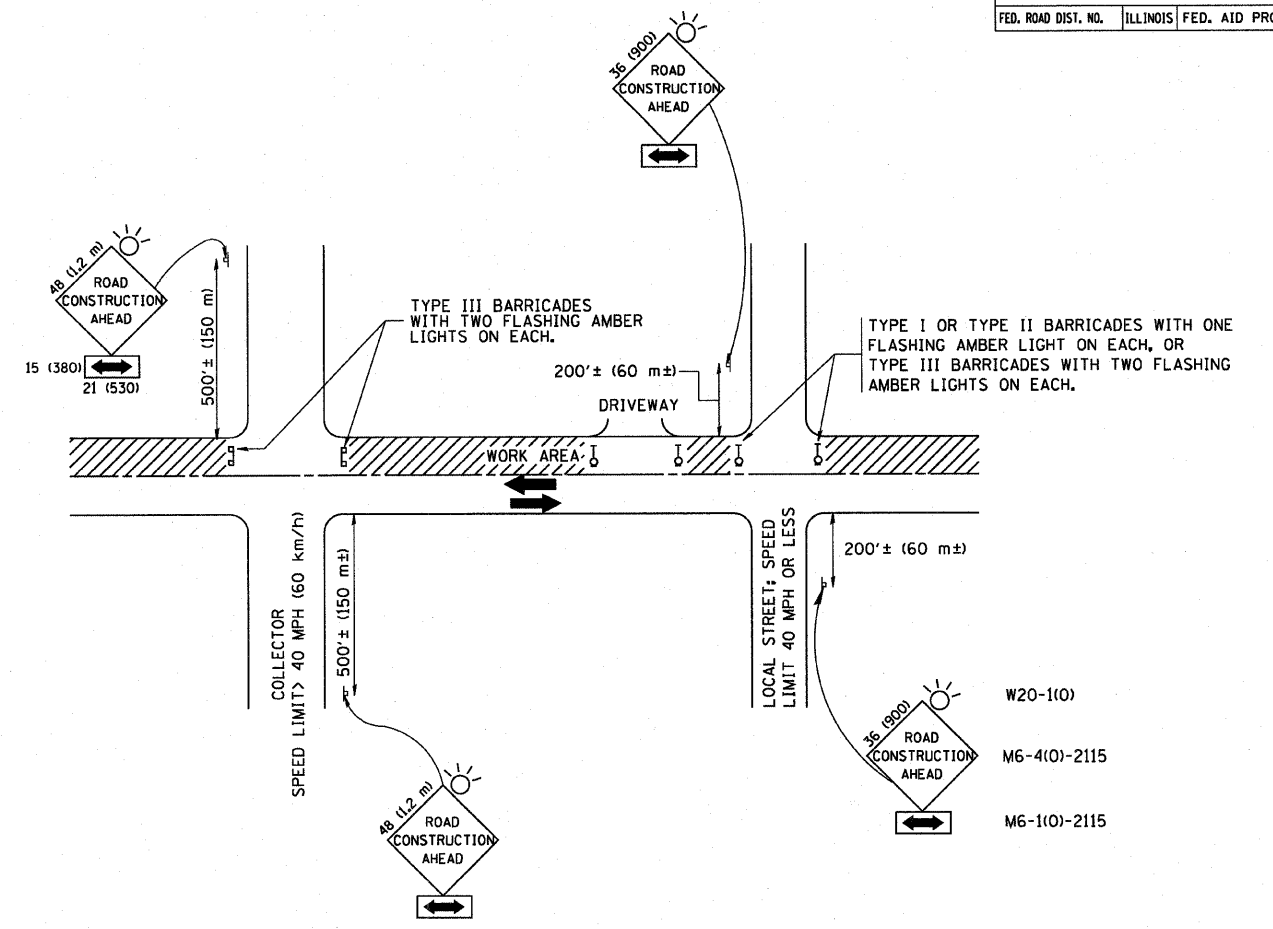
### MOUNTABLE CURB GENERAL NOTES

LONGITUDINAL JOINT TIE BARS SHALL BE NO. 6 AT 24" CENTERS IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001.

CONTRACTOR SHALL FOLLOW STANDARD 606001 FOR GENERAL NOTES AND PROCEDURES.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET GATEWAY LANDSCAPING AND IRRIGATION
NAME	DATE	
		CONSTRUCTION DETAILS CURB AND GUTTER DETAILS

SCALE: NONE      DRAWN BY: MK  
DATE: MAY 02, 2008      CHECKED BY: RMG



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

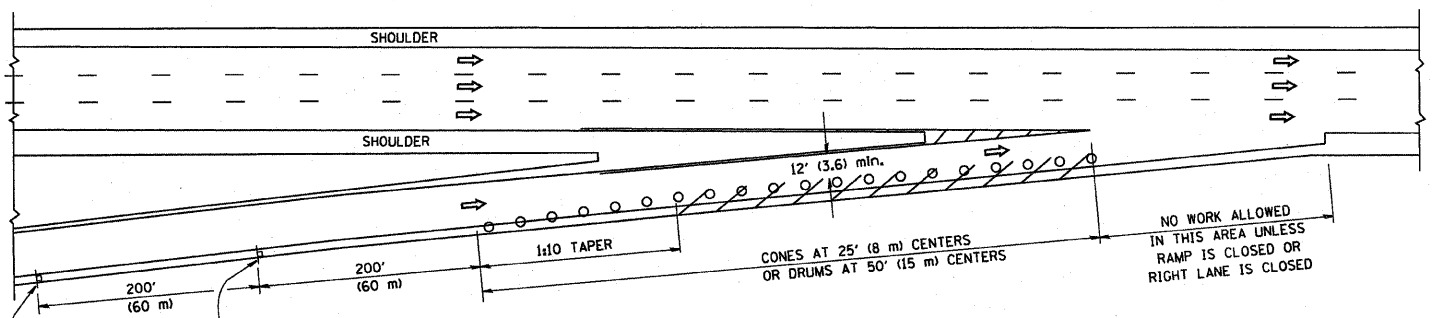
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

SCALE: NONE  
 DRAWN BY  
 CHECKED BY  
 TC-10

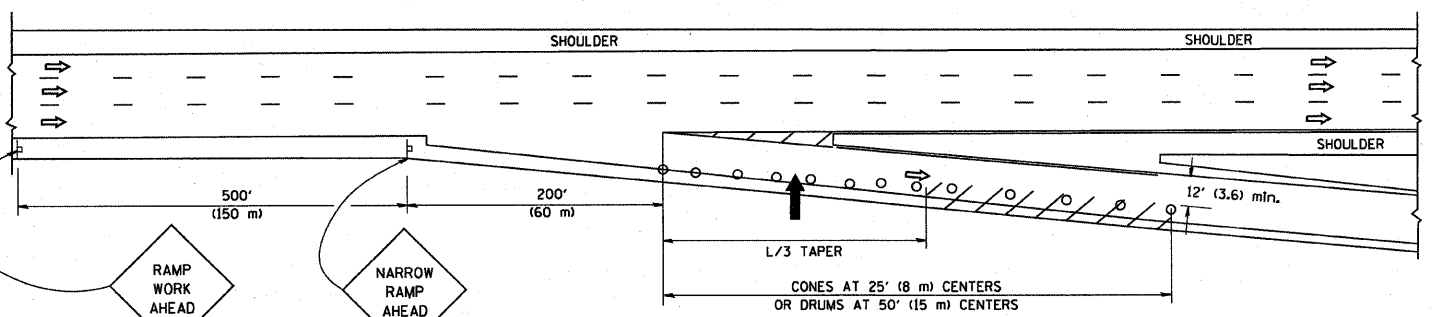
### PARTIAL RAMP CLOSURE DETAILS

### SHOULDER CLOSURE DETAILS

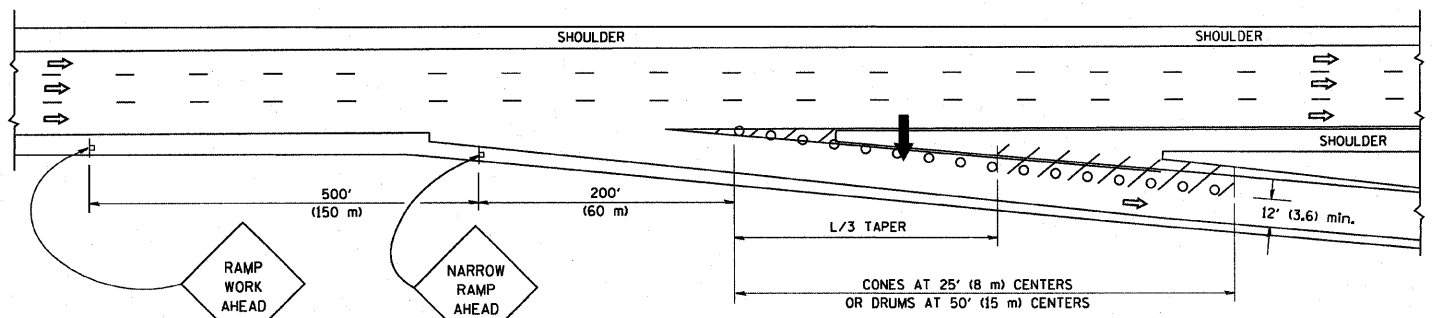
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/4	2005-0114	Cook	39	37
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

#### SYMBOLS

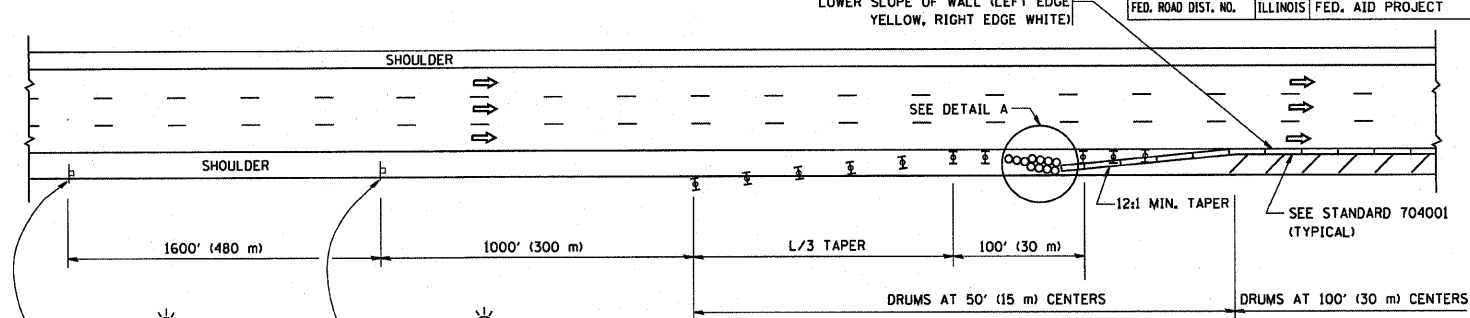
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

#### GENERAL NOTES

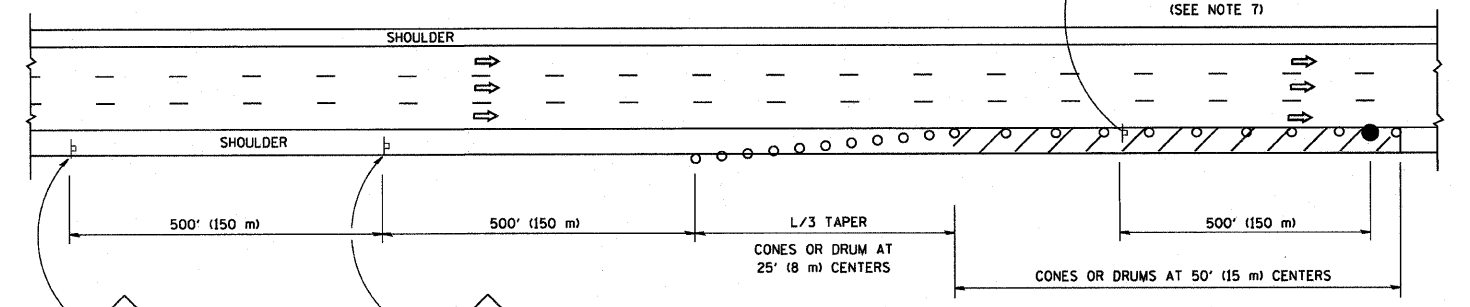
- THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h)	METRIC ENGLISH
OR GREATER:	$L=0.65(W)(S)$ $L=(W)(S)$

W = WIDTH OF OFFSET IN FEET (METERS)  
S = NORMAL POSTED SPEED MPH (KM/H)
- PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

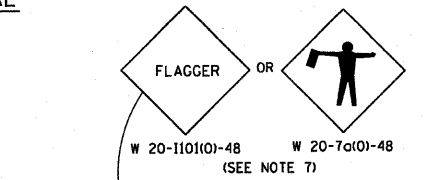


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

OR WHEN SPECIFIED INSTALL TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS PER TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).



THIS DETAIL IS USED WHERE:  
1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT FOR POSTED SPEED.

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

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

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

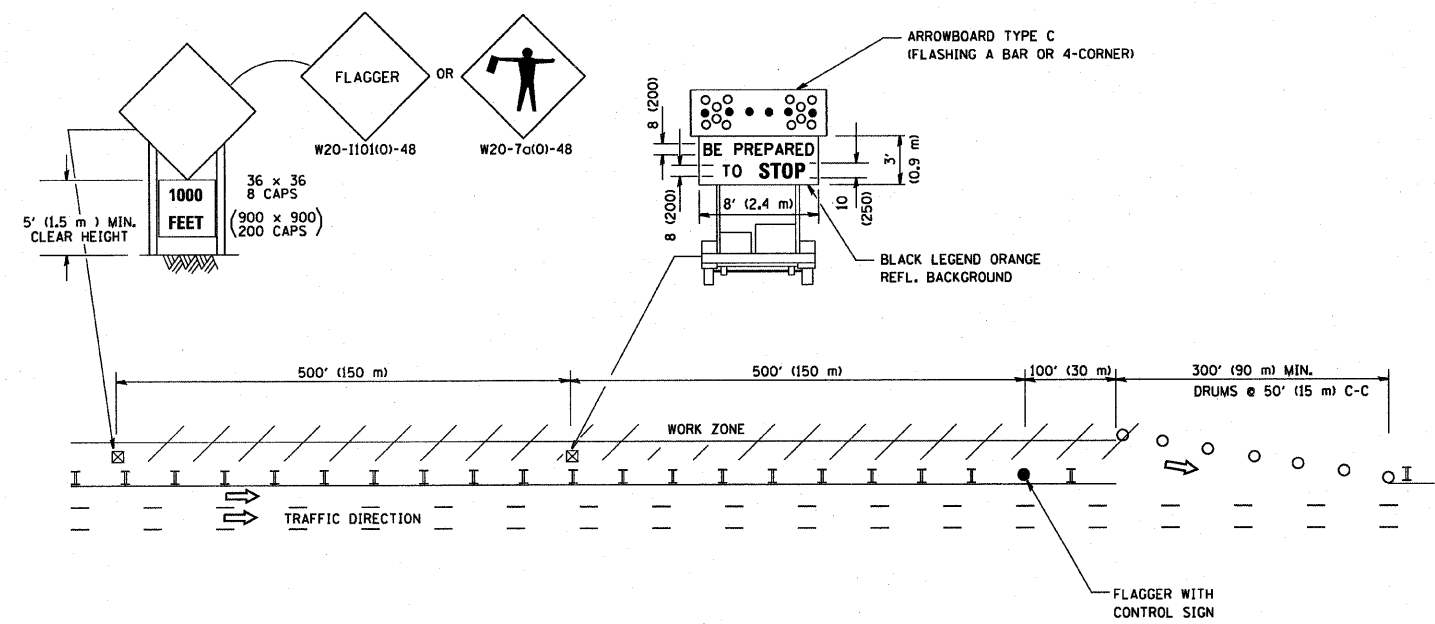
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES**  
 DESIGNED BY: DWS  
 DRAWN BY:  
 CHECKED BY:  
 SCALE: NONE  
 TC-17

PLOT DATE = 2/7/2007  
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 USER NAME = bward1

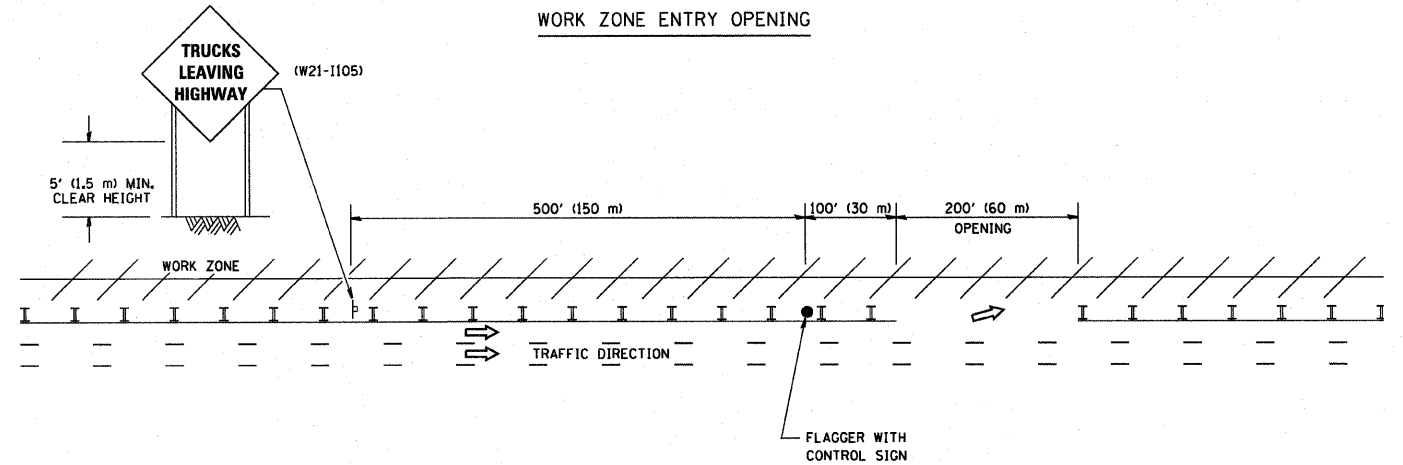
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/44	2005-071 LS	Cook	39	38
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. The Arrowboard, the Flagger Ahead trailer mounted sign, and the Trucks Leaving Highway sign shall be removed or turned away from traffic and the exit and entry openings shall be closed when the flagging operation ceases.
2. Work Zone Exit Openings should be a minimum of one half mile apart.
3. Exiting the work zone at any place other than at a Work Zone Exit Opening will be prohibited.
4. All vehicles shall enter the work zone at entry openings, using their turn signals to warn motorists

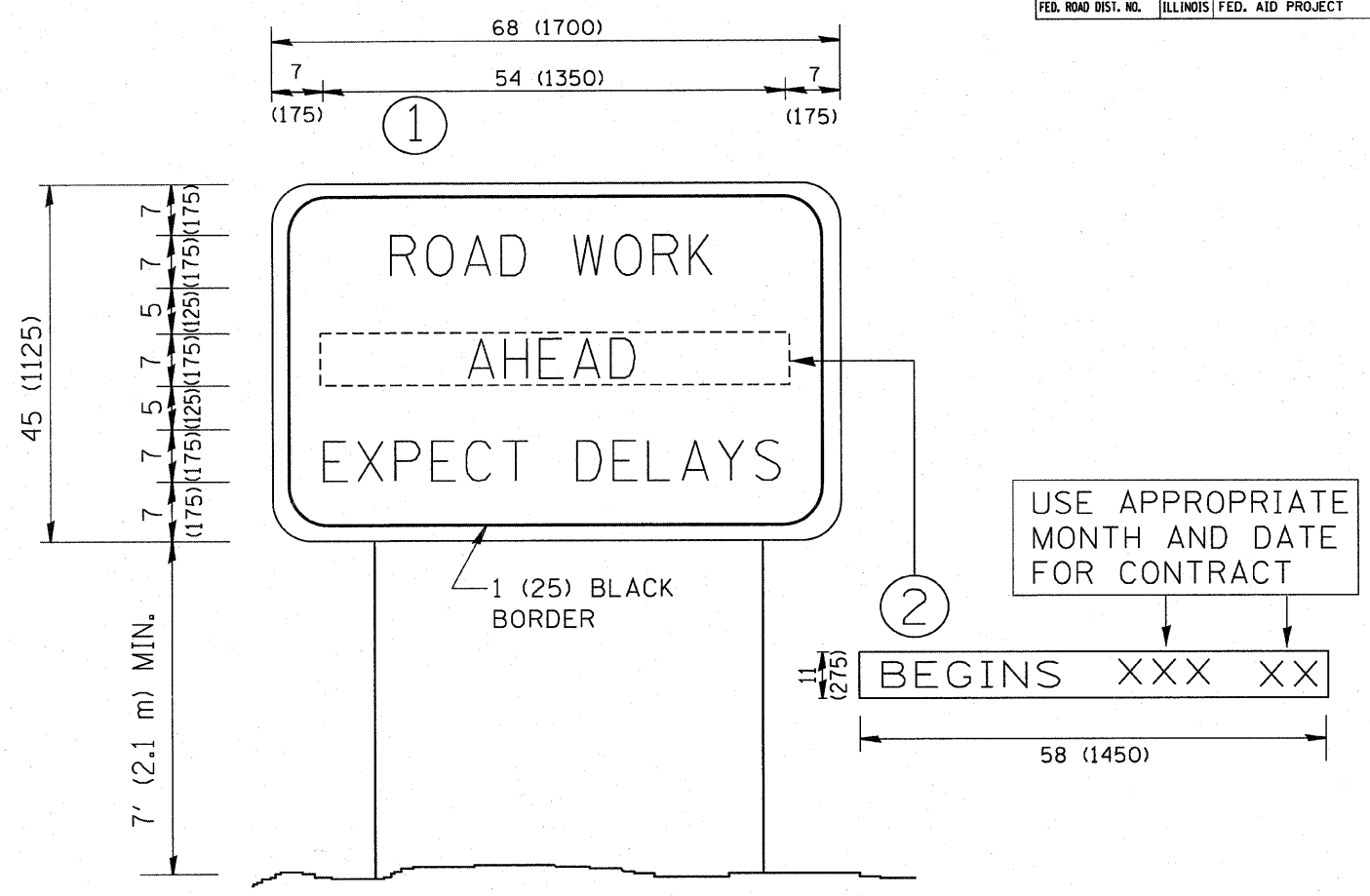
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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

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

SCALE: NONE

DRAWN BY CADD  
CHECKED BY  
TC-18



**NOTES:**

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

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

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

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

SCALE: NONE

DRAWN BY DESIGN  
CHECKED BY

TC22