

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	•	COOK	593	1
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

INDEX OF SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN NUMBER

D-91-417-01 47TH ST TO 31ST ST
D-91-419-01 GARFIELD BLVD TO 47TH ST

PROJECT LOCATED IN CITY OF CHICAGO

DESIGN DESIGNATION

SB LOCAL LANES: 6042 (35) URBAN INTERSTATE 264.46 (CRC-30)

SB LOCAL LANES	ADT (2020)	DESIGN SPEED	POSTED SPEED
RAMP 39D	122,330	60	45
RAMP 43A	7,120	45	40
RAMP 43D	5,335	45	40
RAMP 47A	5,000	45	40
	14,040	45	40

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**

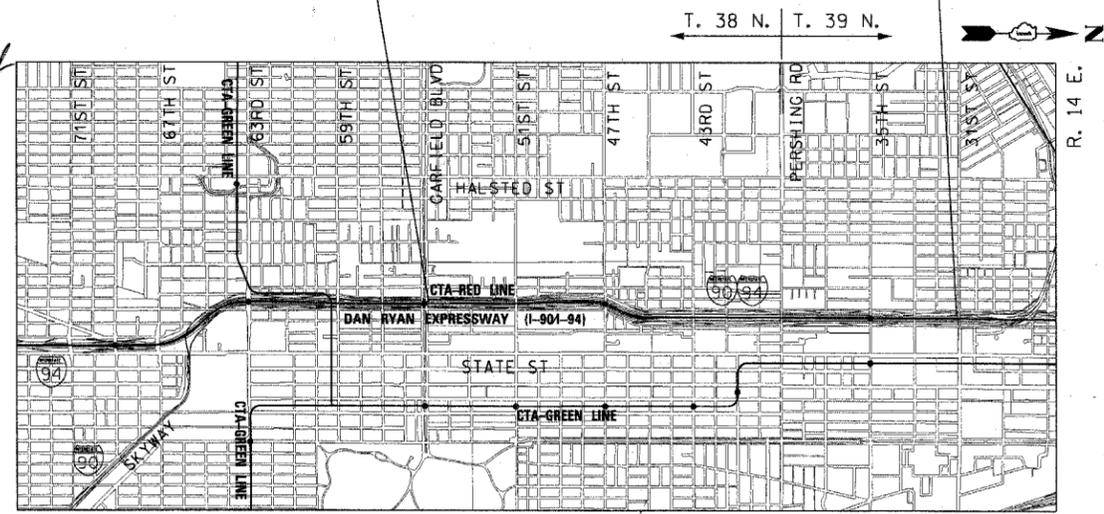
F.A.I. ROUTE 90/94 (DAN RYAN EXPRESSWAY) (I90/94)
SECTION (2021-922 PT2 ETC 2324.6-1P) R-11
PROJECT: ACIM-000S(517)
RECONSTRUCTION OF SOUTHBOUND LOCAL LANES AND RAMPS BETWEEN GARFIELD BOULEVARD AND 31ST STREET
COOK COUNTY
C-91-420-01



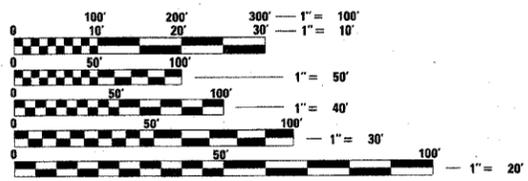
 SIGNATURE <i>John Alendi</i> DATE <i>6-6-06</i> EXPIRES <i>11-30-07</i> ALL CTE SHEETS	 SIGNATURE <i>Rick W. Staffal</i> DATE <i>June 6, 2006</i> EXPIRES <i>Nov. 30, 2007</i>
 SIGNATURE <i>Robert M. Govek</i> DATE <i>6-6-06</i> EXPIRES <i>11-30-07</i>	 SIGNATURE <i>Dennis D. Moore</i> DATE <i>June 6, 2006</i> EXPIRES <i>Nov. 30, 2007</i>
 SIGNATURE <i>James P. Coleman</i> DATE <i>6-6-06</i> EXPIRES <i>11-30-07</i>	 SIGNATURE <i>Mir. S. Alifan</i> DATE <i>6-6-06</i> EXPIRES <i>11-30-07</i> ALL KEI SHEETS
 SIGNATURE <i>Matthew J. Pregon</i> DATE <i>6-5-2006</i> EXPIRES <i>11-30-2006</i>	 SIGNATURE <i>Brian L. Umbright</i> DATE <i>June 6, 2006</i> EXPIRES <i>Nov. 30, 2006</i>

PROJECT BEGINS
SB I-90/94
LOCAL LANES
STA 3475 + 50.00

PROJECT ENDS
SB I-90/94
LOCAL LANES
STA 3635 + 14.00



RETAINING WALL STRUCTURE NO. 016-W978
RETAINING WALL DESIGNATION: S-47N-R
RETAINING WALL DESIGNATION: S-43N-F
RETAINING WALL DESIGNATION: S-39S-R

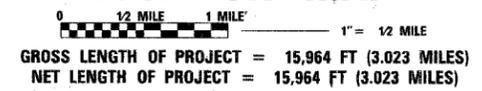


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 62303

LOCATION MAP



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *June 1, 2006*

Diane M. O'Keefe /cd
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

June 30, 2006
Mike Hine /RD
ENGINEER OF DESIGN AND ENVIRONMENT

June 30, 2006
Milton L. Sear /P.E. /RD
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
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CTE | AECOM

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OF THE STATE OF ILLINOIS

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

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

62303 • (2021-922 PT2 ETC 2324.6-1P) R-11

GENERAL NOTES:

- THE LOCATIONS OF EXISTING UTILITIES, AS SHOWN ON THE DRAWINGS, REPRESENT DATA RECEIVED FROM VARIOUS SOURCES. IT IS NOT GUARANTEED TO BE CORRECT OR ALL INCLUSIVE. THE CONTRACTOR MUST CONDUCT HIS OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY IMPACT THE WORK UNDER THIS CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE MUST BE FULLY PROTECTED BY THE CONTRACTOR AND ANY DAMAGE CAUSED BY THE CONSTRUCTION MUST BE IMMEDIATELY REPAIRED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PROTECTION OF ANY AND ALL SURFACE AND UNDERGROUND UTILITIES, EVEN THOUGH THEY MAY NOT BE IDENTIFIED ON THE PLANS.
- THE CONTRACTOR MUST COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES OF THE CITY OF CHICAGO. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR MUST CALL THE CHICAGO UTILITY ALERT NETWORK (C.U.A.N.) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRICAL, TELEPHONE, CABLE, AND GAS FACILITIES (48 HOURS NOTIFICATION IS REQUIRED). THE CONTRACTOR MUST CONTACT THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT, PERMIT SECTION AT (312) 747-7893 FOR WATER AND CITY SEWER LOCATIONS.
- 10 FOOT TRANSITION LENGTHS MUST 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 MUST 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 IDOT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS, THE CONTRACTOR MUST EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING COMMERCIAL AND RESIDENTIAL AREAS.
- ON STATE STANDARD 483001, SUBBASE GRANULAR MATERIAL, TYPE B, 24" MUST BE USED AS THE IMPROVED SUBGRADE. THE ADDITIONAL THICKNESS OF AGGREGATE SUBGRADE UNDER THE SHOULDER MUST BE INCLUDED IN THE COST PER SQ YARD OF "SUB-BASE GRANULAR MATERIAL, TYPE B, 24"."
- USE NO. 6 EPOXY-COATED TIE BARS CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL SAWED JOINT AS SHOWN ON IDOT STANDARD 420001 AND FOR TYING THE CURB AND GUTTER SECTIONS TO THE MAINLINE SHOULDERS AND PAVEMENT AS SHOWN ON THE PLANS. THE TIE BARS WILL NOT BE PAID FOR SEPARATELY. TIE BARS USED FOR LONGITUDINAL CONSTRUCTION JOINTS MUST BE INCLUDED IN THE COST OF CONT REINFORCED PCC PAVEMENT, 14". TIE BARS USED WITH CURB AND GUTTER MUST BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
- USE NO. 8 EPOXY-COATED TIE BARS IN LIEU OF NO. 6 BARS, CONFORMING TO ARTICLE 1006.10(B)(2) OF THE STANDARD SPECIFICATIONS FOR LONGITUDINAL CONSTRUCTION JOINT AS SHOWN ON IDOT STANDARD 420001 AND FOR TYING SHOULDER SECTIONS TO THE MAINLINE PAVEMENT AND FOR TYING PCC CONCRETE WIDENING TO EXISTING CONCRETE PAVEMENT AND FOR TYING RAMP PAVEMENT TO EXISTING FRONTAGE ROAD CONCRETE BASE COURSE, AS SHOWN ON THE PLANS. TIE BARS USED FOR LONGITUDINAL CONSTRUCTION JOINTS MUST BE INCLUDED IN THE COST OF CONT REINFORCED PCC PAVEMENT, 14". TIE BARS USED WITH THE SHOULDERS MUST BE INCLUDED IN THE COST OF PCC SHOULDERS, 14". ALL OTHER TIE BARS MUST BE INCLUDED IN THE COST OF PCC BASE COURSE, 9".
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE MUST NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 3:1 (H:V).
- CHAIN LINK FENCE REMOVAL MUST BE CONSIDERED AS PART OF CLEARING.
- THE VARIATION IN WIDTH OF THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN ON THE PLANS MUST BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER OF THE TYPE SPECIFIED.
- COMBINATION CURB AND GUTTER REMOVAL WILL BE MEASURED PER LINEAL FOOT. THE REMOVAL OF THE EXISTING BITUMINOUS OVERLAY OF THE GUTTER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR COMBINATION CURB AND GUTTER REMOVAL.
- IT MUST 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 MUST 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 MUST BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR MUST 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 MUST REMAIN UNDISTURBED.
- ALL ELEVATIONS IN THIS PLAN SET ARE BASED ON THE CHICAGO CITY DATUM. THE CONVERSION EQUATION FROM CCD TO NAVD 88 IS: NAVD 88 ELEVATION = CCD + 579.19.

- BARRICADES: THE CONTRACTOR MUST PROVIDE AND INSTALL TWO WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE WEIGHTED SANDBAG ACROSS EACH BOTTOM RAIL. ALL TYPE III BARRICADES REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE IDOT DISTRICT 1 "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE UNIT WEIGHT USED FOR ALL BITUMINOUS SURFACE MIXTURES IS 112 LB/SQ YD/IN.
- THE QUANTITY FOR BITUMINOUS MATERIALS (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.0004 TONS/SQ YD.
- THE QUANTITY FOR AGGREGATE (PRIME COAT) WAS DETERMINED USING AN APPLICATION RATE OF 0.002 TONS/SQ YD.
- SUPERSTRUCTURE RATING COARSE AGGREGATE MUST BE USED IN THE CONCRETE BARRIER WALL CONCRETE MIXTURE.
- LOCATIONS OF ACCESS CONTROL FENCING AS SHOWN ON THE PLANS MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO BETTER FIT FIELD CONDITIONS.
- THE LOCATION OF VARIOUS ITEMS SUCH AS PAVEMENT, BARRIER WALLS, AND DRAINAGE STRUCTURES BUILT IN CONTRACTS UNDER CONSTRUCTION DURING THE PREPARATION OF THESE PLANS IS BASED ON THE PUBLISHED CONTRACT PLAN DRAWINGS AVAILABLE DURING DESIGN. THE CONTRACTOR MUST FIELD VERIFY LIMITS, LOCATIONS AND ELEVATIONS OF THESE PREVIOUSLY CONSTRUCTED ITEMS.
- CRUSHING PLANT AND CONCRETE PLANT LOCATIONS REQUIRE CITY OF CHICAGO APPROVAL.
- TEMPORARY CONCRETE BARRIER - THE BARRIER UNIT AT EACH END OF THE INSTALLATIONS MUST BE SECURED TO THE PAVEMENT OR SHOULDER USING THREE ANCHORING PINS FOR F SHAPE OR THREE DOWEL BARS FOR NEW JERSEY SHAPE.
- HAMMER DRIVING OF PILES WILL NOT BE ALLOWED. ALL PILES MUST BE VIBRATED INTO PLACE.
- THE CONCRETE MEDIAN SURFACE, 6" (SPECIAL) AT GUARDRAIL LOCATIONS MUST USE THE INTEGRAL RED CONCRETE WITHOUT THE BRICK PATTERN FINISH.
- THE CONTRACTOR IS ALERTED THAT THERE ARE EXISTING CTA UTILITY FACILITIES WITHIN, ADJACENT TO, AND CROSSING UNDER THE EXPRESSWAY FROM THE FRONTAGE ROADS TO THE CTA OPERATING AREA. THE EXACT LOCATION OF THESE FACILITIES IS NOT KNOWN. THE CONTRACTOR MUST CONTACT THE CTA AT 312-681-3860 FOR LOCATIONS OF THESE FACILITIES BEFORE PROCEEDING WITH ANY WORK WITHIN OR ADJACENT TO THE CTA OPERATING AREA.
- THE CONTRACTOR MUST USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR MUST MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR MUST PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, AND CATCH BASINS. THE CONTRACTOR MUST PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. THE CONTRACTOR MUST PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE INCLUDING PAVEMENT. THIS WORK MUST NOT BE PAID FOR SEPARATELY BUT MUST BE CONSIDERED INCLUDED IN THE COST OF THIS CONTRACT.

GENERAL NOTES: CITY OF CHICAGO

(CITY OF CHICAGO NOTES APPLY ONLY TO WORK ON THE WELLS STREET/WENTWORTH AVENUE FRONTAGE ROAD.)

- ALL CATCH BASINS IN THE CITY OF CHICAGO MUST MEET THE DEPARTMENT OF WATER MANAGEMENT STANDARDS.
- SEWER SIZES 21" DIAMETER OR SMALLER MUST BE EXTRA STRENGTH VITRIFIED CLAY PIPE C-700 OR DUCTILE IRON PIPE WITH PUSH-ON OR MECHANICAL JOINTS. SEWER SIZES 24" DIAMETER OR LARGER MUST BE REINFORCED CONCRETE PIPE TYPE C-76, CLASS III, WALL "B" WITH "O-RING" JOINTS.
- 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 333 SOUTH STATE STREET, SUITE 410, CHICAGO, IL 60604. INSPECTION WILL BE PROVIDED BY THE DEPARTMENT OF WATER MANAGEMENT.
- IF THE SEWER PIPE COVER IS REDUCED TO LESS THAN 3 FEET, CONCRETE ENCASEMENT OF THE SEWER OR REPLACEMENT OF THE SEWER WITH CLASS 52 DUCTILE IRON PIPE WILL BE REQUIRED. THIS WORK WILL BE PAID FOR AS COMBINED SEWERS OR STORM SEWERS (WATER MAIN REQUIREMENTS) FOR THE DIAMETER SPECIFIED.
- IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS, SEWER STRUCTURES AND/OR BENCH MONUMENTS, THE CONTRACTOR MUST IMMEDIATELY CONTACT THE DEPARTMENT OF WATER MANAGEMENT AT (312) 747-7892 OR (312) 747-7893.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED FROM THE DEPARTMENT OF WATER MANAGEMENT AT 333 SOUTH STATE STREET, SUITE 410, CHICAGO, IL 60604. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF REPLACING ANY BENCH MONUMENT DAMAGED OR DESTROYED DURING 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.
- CLOSED LIDS MUST BE PLACED ON ALL MANHOLES EXCEPT AT INTERSECTIONS. PERFORATED LIDS MUST BE PLACED ON ALL CATCH BASINS.
- ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND GRATES OR LIDS ON SEWER STRUCTURES MUST BE REPLACED WITH NEW DEPARTMENT OF WATER MANAGEMENT STANDARD FRAMES AND GRATES OR LIDS. OLD FRAMES AND GRATES OR LIDS MUST BE DELIVERED TO THE DEPARTMENT OF WATER MANAGEMENT AT 39TH STREET AND ASHLAND AVENUE.
- CITY OF CHICAGO WATER VALVE VAULTS AND SEWER STRUCTURES MUST NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY OF CHICAGO DEPARTMENT OF WATER MANAGEMENT.
- CURB AND GUTTER CONSTRUCTION MUST PROVIDE A MINIMUM CURB HEIGHT OF 3".
- PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATER MAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED, MUST BE WITH CLASS SI CONCRETE.
- THE CHICAGO TRANSIT AUTHORITY (CTA) HAS BUS OPERATIONS ALONG WENTWORTH AVENUE/WELLS STREET. THE CONTRACTOR MUST INFORM THE CTA REPRESENTATIVE MARVIN A. WATSON (GENERAL MANAGER CONSTRUCTION) OF THE ON-GOING PROJECT SCHEDULE STARTING 28 DAYS BEFORE THE START OF CONSTRUCTION AT (312) 733-7000 EXTENSION 7008.
- ALL SEWER CONNECTIONS WITH PIPES 21" DIAMETER AND SMALLER MUST BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. PRECAST "TEE" AND "WYE" PIPE CONNECTIONS FOR PROPOSED SEWER WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST FOR THE SEWERS. FOR PROPOSED SEWER PIPES LARGER THAN 21" DIAMETER, OPENINGS OF THE SPECIFIED DIAMETER MUST BE MADE IN THE PIPE AT THE TIME IT IS MANUFACTURED. FOR EXISTING SEWERS LARGER THAN 21", CONNECTIONS MUST BE CORE DRILLED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

GENERAL NOTES

SCALE: NONE
 DATE: 06/09/06

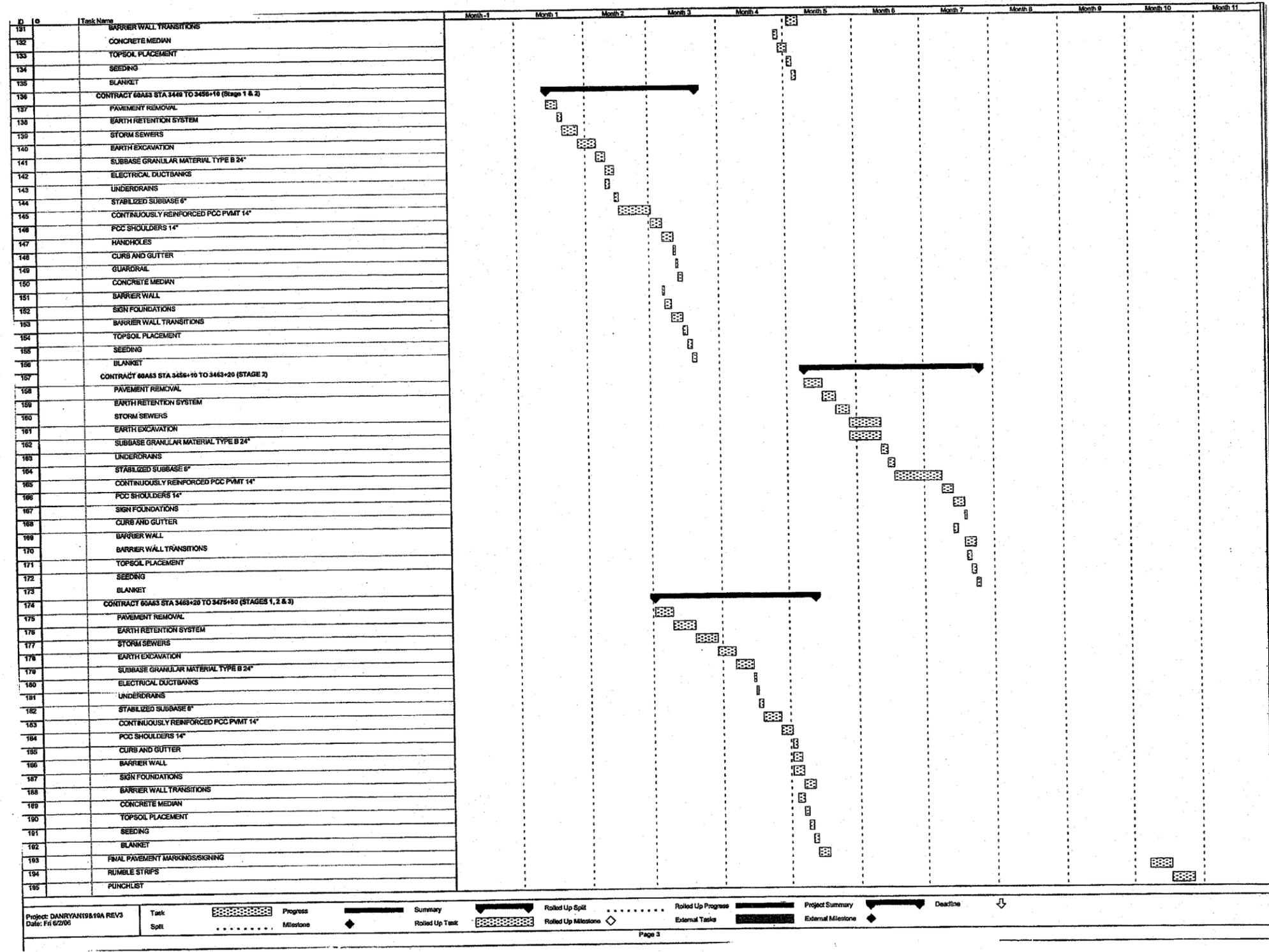
DRAWN BY: JDC
 CHECKED BY: RS

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43828 7/1 6/21/2006

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Project: DANRYAN198.19A REV3 Date: Fri 6/2/06

Task Split

Progress Milestone

Summary Rolled Up Task

Rolled Up Split Rolled Up Milestone

Rolled Up Progress External Tasks

Project Summary External Milestone

Deadline

Page 3

REVISIONS	
NAME	DATE

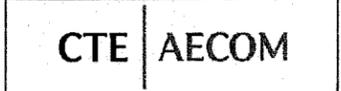
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUGGESTED SEQUENCE OF OPERATION

SCALE: NONE
DATE: June 9, 2006

DRAWN BY: NJH
CHECKED BY: RMC



7.31.06 PM 6/6/2006

SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	7
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62303		• (2021-922 PT2 ETC 2324.6-1P) R-11		

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE										
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS 69TH SW Y007 39TH-47TH Y007		MWRD CULVERT X02B-2A	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	764	764										
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	774	774										
20101000	TEMPORARY FENCE	FOOT	35	35										
20200100	EARTH EXCAVATION	CU YD	110,547	110,547										
20200410	EARTH EXCAVATION (SPECIAL)	CU YD	2439	2439										
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	10,252	10,252										
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	75				14	56				5		
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	1,500	1,500										
20800150	TRENCH BACKFILL	CU YD	3234	3234										
20900110	POROUS GRANULAR BACKFILL	CU YD	844	844										
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	119,406	119,406										
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	29,672	29,672										
21101645	TOPSOIL FURNISH AND PLACE, 12"	SQ YD	34,170	34,170										
21101825	COMPOST FURNISH AND PLACE, 6"	SQ YD	34,170	34,170										
25000210	SEEDING, CLASS 2A	ACRE	10.0	10.0										
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,187	1,187										
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,185	1,185										
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,185	1,185										
NP 25000750	MOWING	ACRE	13.8	13.8										
25001800	SEEDING, CLASS 4 (MODIFIED)	ACRE	3.2	3.2										
25100630	EROSION CONTROL BLANKET	SQ YD	63,842	63,842										
25200200	SUPPLEMENTAL WATERING	UNIT	1,534	1,534										
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30,484	30,484										
28000510	INLET FILTERS	EACH	408	408										
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SQ YD	80,641	80,641										
31101860	SUB-BASE GRANULAR MATERIAL, TYPE B 24"	SQ YD	39,765	39,765										
31200100	STABILIZED SUB-BASE 4"	SQ YD	8,390	8,390										
35300410	PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"	SQ YD	4,265	4,265										
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	211	211										

NP = NON-PARTICIPATING
* - SPECIALTY ITEM

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
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REVISIONS	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUMMARY OF QUANTITIES

SCALE: 1"=N.T.S.
DATE: 06/09/06

DRAWN BY: RGR
CHECKED BY: DDM

Rev.

S00-01

M:\660\66019\94\90\SHEETS\660_194S0001.dwg 15:43:35 PM 6/9/2006

SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE								
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS		MWRD CULVERT	SIGNING	SAFETY	LIGHTING	SURVEILLANCE
				69TH SW Y007	39TH-47TH Y007			Y002-1C	SFTY-3N	Y030-1E	Y032-1F	
40600300	AGGREGATE (PRIME COAT)	TON	239	239								
42000521	PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)	SQ YD	6,013	6,013								
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	400					400				
42001300	PROTECTIVE COAT	SQ YD	131,685	131,685								
42100380	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	SQ YD	80,645	80,645								
44000008	BITUMINOUS SURFACE REMOVAL 2 1/2"	SQ YD	2,759	2,759								
44000009	BITUMINOUS SURFACE REMOVAL 3"	SQ YD	1,134	1,134								
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	38					38				
44000100	PAVEMENT REMOVAL	SQ YD	107,871	107,871								
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	32,686	32,686								
44000700	APPROACH SLAB REMOVAL	SQ YD	164					164				
44001980	CONCRETE BARRIER REMOVAL	FOOT	431	431								
44003100	MEDIAN REMOVAL	SQ FT	14,841	14,841								
44004250	PAVED SHOULDER REMOVAL	SQ YD	4,851	4,851								
48300600	PORTLAND CEMENT CONCRETE SHOULDERS 11"	SQ YD	394	394								
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1			1						
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1				1					
50102400	CONCRETE REMOVAL	CU YD	88			42	46					
50200100	STRUCTURE EXCAVATION	CU YD	820			233	326	4		257		
50200400	ROCK EXCAVATION FOR STRUCTURES	CUYD	157	157								
50300225	CONCRETE STRUCTURES	CU YD	629.9	30		335	198.9			66		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	369.6			133	147.6	89				
50300260	BRIDGE DECK GROOVING	SQ YD	142					142				
50300300	PROTECTIVE COAT	SQ YD	2723			1,329	806	253		335		
50300510	RUSTICATION FINISH	SQ FT	12,870			9,160	3,189			521		
50500505	STUD SHEAR CONNECTORS	EACH	2,778			2,074	704					
50700209	UNTREATED TIMBER LAGGING	SQ FT	9,342			6,576	2,766					
50700215	FURNISHING SOLDIER PILES (W SECTION)	FOOT	5,821			3,536	2,285					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	149,040	5,000		64,550	55,960	15,780		7,750		

SOQ-02

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUMMARY OF QUANTITIES
 SCALE: 1"=N.T.S.
 DATE: 06/09/06
 DRAWN BY: RGR
 CHECKED BY: DDM

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SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE								
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS		MWRD CULVERT X02B-2A	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F
				69TH SW Y007	39TH-47TH Y007							
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	8,878	8,878								
550A0360	STORM SEWERS, CLASS A, TYPE 2 15"	FOOT	181	181								
550A0380	STORM SEWERS, CLASS A, TYPE 2 18"	FOOT	81	81								
55100300	STORM SEWER REMOVAL 8"	FOOT	46	46								
55100400	STORM SEWER REMOVAL 10"	FOOT	3,286	3,286								
55100500	STORM SEWER REMOVAL 12"	FOOT	2,805	2,805								
55100700	STORM SEWER REMOVAL 15"	FOOT	834	834								
55100900	STORM SEWER REMOVAL 18"	FOOT	443	443								
55101200	STORM SEWER REMOVAL 24"	FOOT	56	56								
58600100	SAND BACKFILL	CU YD	870	870								
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	741		512	229						
60107700	PIPE UNDERDRAINS 6"	FOOT	21,086	21,086								
60108000	PIPE UNDERDRAINS 12"	FOOT	1,361	1,361								
60108200	PIPE UNDERDRAINS 6" (SPECIAL)	FOOT	920	920								
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	1,640		720	920						
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	13	13								
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	14	14								
60201310	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 20 FRAME AND GRATE	EACH	176	176								
60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	11	11								
60208210	CATCH BASINS, TYPE C, TYPE 20 FRAME AND GRATE	EACH	10	10								
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7	7								
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	4	4								
60251710	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE	EACH	7	7								
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	16	16								
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2								
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	57	57								
60500040	REMOVING MANHOLES	EACH	13	13								
60500050	REMOVING CATCH BASINS	EACH	129	129								
60500060	REMOVING INLETS	EACH	91	91								

S00-03

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SUMMARY OF QUANTITIES
SCALE: 1"=N.T.S
DATE: 06/09/06
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SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE									
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS 69TH SW Y007		39TH-47TH Y007	MWRD CULVERT X020-2A	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F
60500105	FILLING MANHOLES	EACH	2		2								
60500205	FILLING CATCH BASINS	EACH	47		47								
60602800	CONCRETE GUTTER, TYPE B	FOOT	3,445		3,445								
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,801		1,801								
60608521	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24	FOOT	1,186		1,186								
60618324	CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)	SQ FT	18,805		18,805								
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	988							988			
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1										
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1		1								
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6		6								
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	8		8								
63200310	GUARDRAIL REMOVAL	FOOT	1,749		1,749								
63700805	CONCRETE BARRIER TRANSITION	FOOT	1034		1034								
64200105	SHOULDER RUMBLE STRIP	FOOT	60,655		60,655								
66400550	CHAIN LINK FENCE, 4' (SPECIAL)	FOOT	1,781		1,781								
67100100	MOBILIZATION	L SUM	1		1								
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	28,250		25,160	3,090							
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	580		364	216							
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	79,867		68,907	10,960							
70300530	PAVEMENT MARKING TAPE, TYPE III 5"	FOOT	14,613		10,612	4,001							
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	35,530		31,571	3,959							
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	4,303		4,126	177							
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	63,998		46,249	17,749							
70400100	TEMPORARY CONCRETE BARRIER	FOOT	8,420		8,420								
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	31,830		27,330	4,500							
72000100	SIGN PANEL-TYPE 1	SQ FT	179		0					179			
72000200	SIGN PANEL-TYPE 2	SQ FT	280		0					280			
72000300	SIGN PANEL - TYPE 3	SQ FT	7,098							7,098			
72400200	REMOVE SIGN PANEL ASSEMBLY-TYPE B	EACH	13							13			

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SUMMARY OF QUANTITIES
SCALE: 1"=N.T.S
DATE: 06/09/06
DRAWN BY: RGR
CHECKED BY: DDM

S00-04

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11/6/00 09:00 AM 11/9/09 SHEET 5 OF 6 09:00 AM 6/29/2006

SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	11
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE										
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS 69TH SW Y007		39TH-47TH Y007	MWRD CULVERT X028-24	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F	
72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	1,922							1,922				
72700100	STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY	POUND	652							652				
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	96							96				
72900200	METAL POST - TYPE B	FOOT	160							160				
73000100	WOOD SIGN SUPPORT	FOOT	874							874				
73000105	WOOD SIGN SUPPORT, SPECIAL	FOOT	17										17	
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	10							10				
73300100	OVERHEAD SIGN STRUCTURE - SPAN, TYPE I-A (4'-0" X 4'-6")	FOOT	448							448				
73300200	OVERHEAD SIGN STRUCTURE - SPAN, TYPE II-A (4'-6" X 5'-3")	FOOT	173							173				
73300300	OVERHEAD SIGN STRUCTURE - SPAN, TYPE III-A (5'-0" X 7'-0")	FOOT	133							133				
73302190	OVERHEAD SIGN STRUCTURE - CANTILEVER, TYPE III-C-A (24" X 7'-0")	FOOT	26							26				
73304000	OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	FOOT	104							104				
73305000	OVERHEAD SIGN STRUCTURE WALKWAY	FOOT	532							532				
73400100	CONCRETE FOUNDATIONS	CU YD	1							1				
73400200	DRILLED SHAFT CONCRETE FOUNDATIONS	CU YD	140							140				
73600200	REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER	EACH	1							1				
73602000	REMOVE OVERHEAD SIGN STRUCTURE - BRIDGE MOUNTED	EACH	1							1				
73700100	REMOVE GROUND-MOUNTED SIGN SUPPORT	EACH	18							18				
73700200	REMOVE CONCRETE FOUNDATION - GROUND MOUNT	EACH	18							18				
73700300	REMOVE CONCRETE FOUNDATION - OVERHEAD	EACH	5							5				
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS & SYMBOLS	SQ FT	182	182										
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	56,684	56,684										
78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	22,034	22,034										
78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	26,869	26,869										
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	5,739	5,739										
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	59	59										
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2,193	2,193										
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4										
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	1,775	1,593	182									

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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUMMARY OF QUANTITIES

SCALE: 1"=N.T.S.
DATE: 06/09/06
DRAWN BY: RGR
CHECKED BY: DDM

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SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	12
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE									
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS		MWRD CULVERT	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F	
						69TH SW Y007	39TH-47TH Y007						
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	21								21		
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	261	261									
* 78201000	TERMINAL MARKER, DIRECT APPLIED	EACH	8							8			
78300100	PAVEMENT MARKING REMOVAL	SQ FT	32,609	17,947	14,662								
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	2,652										2,652
* 81000800	CONDUIT IN TRENCH, 3" DIA., GALVANIZED STEEL	FOOT	389								99		290
* 81016600	CONDUIT IN TRENCH, 2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	168										168
* 81016700	CONDUIT IN TRENCH, 2 1/2" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	6										6
* 81017000	CONDUIT IN TRENCH, 4" DIA., HIGH DENSITY POLYETHYLENE, COILABLE	FOOT	374										374
* 81023750	CONDUIT ENCASED, CONCRETE, 3" DIA., PVC	FOOT	449										449
* 81200120	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	20										20
* 81400200	HEAVY-DUTY HANDHOLE	EACH	11										11
* 81400205	HEAVY-DUTY HANDHOLE (SPECIAL)	EACH	6										6
81400206	HEAVY-DUTY HANDHOLE (SPECIAL)	EACH	6										6
* 81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,979								297		3,682
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	9										9
* 87900200	DRILL EXISTING HANDHOLE	EACH	1										1
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	5										5
* C2000124	SHRUB, AESCULUS PARVIFLORA (BOTTLEBRUSH BUCKEYE), 2' HEIGHT, BALLED AND BURLAPPED	EACH	176	176									
* C2005818	SHRUB, RHUS AROMATICA GRO-LOW (GRO-LOW FRAGRANT SUMAC), 18" WIDTH, CONTAINER	EACH	63	63									
* E20200G1	VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT	EACH	743	743									
* E20220G1	VINE-PARTHENOCISSUS TRICUSPIDATA (BOSTON IVY), 1-GALLON POT	EACH	891	891									
* K0030400	PERENNIAL PLANTS, DAYLILIES	UNIT	18	18									
X0320333	ROADWAY CLEANING (SPECIAL)	EACH	19	19									
X0321720	WATER MAIN REMOVAL	FOOT	143	143									
* X0321905	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	395	395									
X0322400	PILE EXTRACTION	EACH	2			2							
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	2,794	2,490	304								
* X0322859	WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE	POUND	29	29									

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REVISIONS	
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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUMMARY OF QUANTITIES

SCALE: 1"=N.T.S. DRAWN BY: RGR
DATE: 06/09/06 CHECKED BY: DDM

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SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE										
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS 69TH SW Y007		39TH-47TH Y007	MWRD CULVERT X028-2A	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F	
X0323221	PLUG AND ABANDON EXISTING PIPE	CU YD	5	5										
X0323426	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	EACH	764	764										
X0323907	COMMUNICATIONS VAULT	EACH	4										4	
X0323973	SEDIMENT CONTROL, SILT FENCE	FOOT	13,675	13,675										
X0323974	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	FOOT	3,420	3,420										
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	18,192	17,647			545							
X0324112	BARRIER BASE	FOOT	17,288	17,288										
X0324433	LIGHT TOWER, SERVICE PAD, 6"	SQ FT	136								136			
X0324455	DRILLING AND SETTING SOLDIER PILES (IN SOIL)	CU FT	34,296			26,076	8,220							
X0324469	CONDUIT ENCASED, REINFORCED CONCRETE, 2-4" DIA., CNC	FOOT	58										58	
X0324470	CONDUIT ENCASED, REINFORCED CONCRETE, 3-4" DIA., CNC	FOOT	499										499	
X0324471	CONDUIT ENCASED, REINFORCED CONCRETE, 4-4" DIA., CNC	FOOT	316								137		179	
X0324472	CONDUIT ENCASED, REINFORCED CONCRETE, 5-4" DIA., CNC	FOOT	258										258	
X0324646	CONDUIT ENCASED, REINFORCED CONCRETE, 6-4" DIA., CNC	FOOT	29										29	
X0324697	SOIL STABILIZERS	POUND	1,695,770	1,695,770										
X0324698	APPLYING DUST SUPPRESSION AGENT	UNIT	1,255	1,255										
X0324793	LIGHT TOWER, SERVICE PAD, SPECIAL	SQ FT	1,768								1,768			
X0325080	VIDEO TAPING OF MWRD CULVERT	FOOT	245					245						
X0325081	CONCRETE SLAB HYDRO-DEMOLITION	SQ YD	151					151						
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	11,443	10,921						522				
X2020300	EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL	CU YD	26,713	26,713										
X2500322	SEEDING, CLASS 5A (MODIFIED)	ACRE	3.2	3.2										
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	431	431										
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	288	288										
X4210400	LUG SYSTEM REMOVAL	EACH	2	2										
X4834090	PORTLAND CEMENT CONCRETE SHOULDERS 14"	SQ YD	25,506	25,506										
X6061003	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)	FOOT	5,025	5,025										
X6063401	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	283	283										
X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	8,467	8,467										

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ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUMMARY OF QUANTITIES

SCALE: 1"=N.T.S. DRAWN BY: RGR
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SUMMARY OF QUANTITIES

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

CODE NUMBER	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	90% FEDERAL / 10% STATE									
				ROADWAY IDOT J000	ROADWAY CDOT J000	RETAINING WALLS		MWRD CULVERT X028-2A	SIGNING Y002-1C	SAFETY SFTY-3N	LIGHTING Y030-1E	SURVEILLANCE Y032-1F	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1									
Z0076600	TRAINEES	HOUR	1500	1500									
X0325502	MEDIAN BARRIER GATE SYSTEM	EACH	2	2									
X0325515	LUG SYSTEM COMPLETE 41'	EACH	1	1									
X0325514	LUG SYSTEM COMPLETE 49'	EACH	1	1									
X0325517	CONDUIT EMBEDDED IN STRUCTURE, 1-1/4" DIA., GALVANIZED STEEL	FOOT	45									45	
X0325085	TEMPORARY PAVEMENT (INTERSTATE)	SQ YD	2,863	2,341						522			
X0325505	CONDUIT ENCASED, REINFORCED CONCRETE, 1-2" DIA., CNC	FOOT	397									397	
X0325506	CONDUIT ENCASED, REINFORCED CONCRETE, 2-2" DIA., CNC	FOOT	115									115	
X0325510	VIDEO TAPING OF PIPE UNDERDRAINS	FOOT	9,387	9,387									
X0325509	TEMPORARY PAVEMENT (VARIABLE DEPTH)	SQ YD	481	481									
X0325516	CLEANING PIPE UNDERDRAINS	FOOT	4,694	4,694									
X6013700	PIPE UNDERDRAIN REMOVAL, SPECIAL	FOOT	3,602	3,602									
X0325498	DUCTILE IRON PIPE	FOOT	423	423									
Z0018100	DRAINAGE STRUCTURES TO BE ADJUSTED, SPECIAL	EACH	28	28									

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⊙ - Y080
• - SPECIALTY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUMMARY OF QUANTITIES

SCALE: 1"=N.T.S.
DATE: 06/09/06

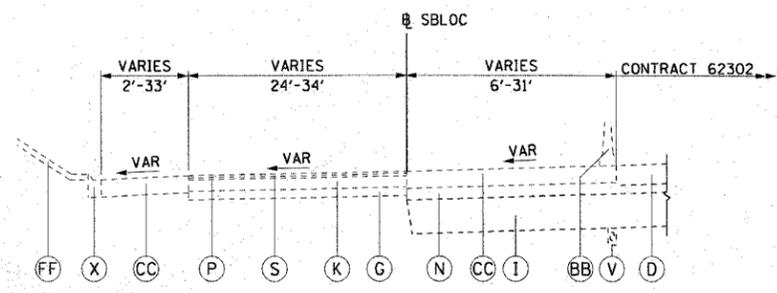
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SOQ-09

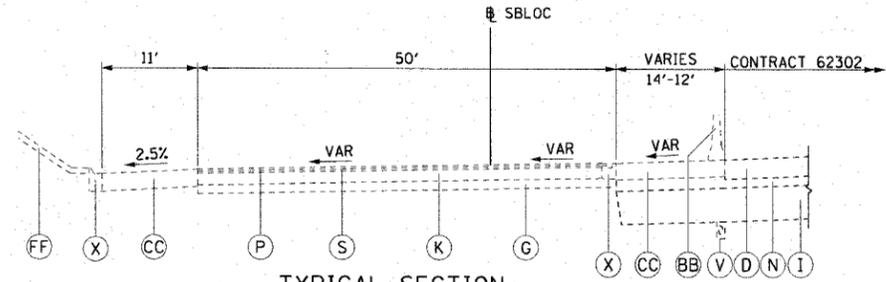
07/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	16
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

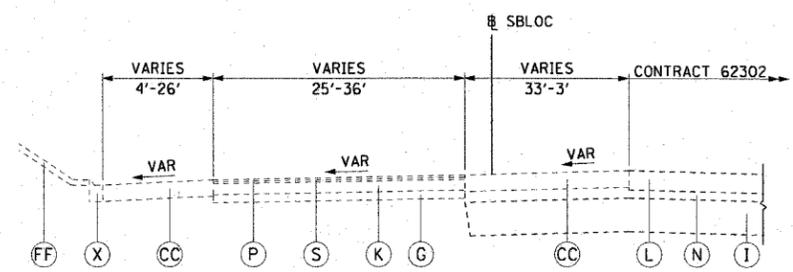
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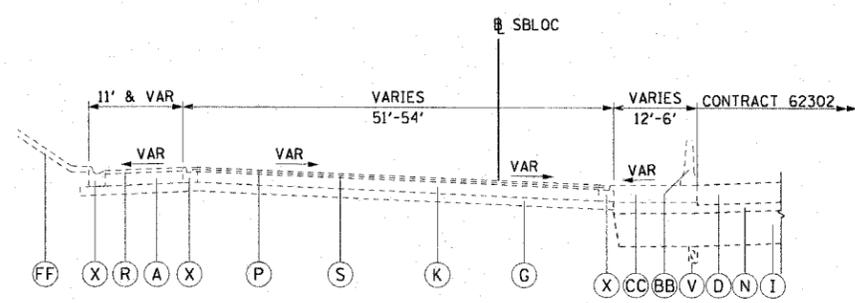
① TYPICAL SECTION
SB LOCAL LANES
STA 3475+50.00 TO STA 3515+10.04



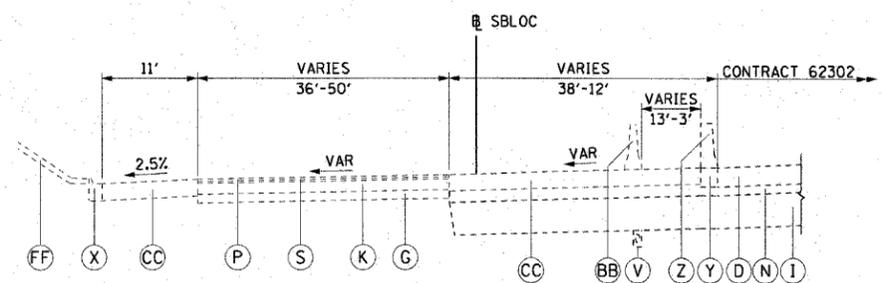
④ TYPICAL SECTION
SB LOCAL LANES
STA 3523+28.83 TO STA 3523+84.69



② TYPICAL SECTION
SB LOCAL LANES
STA 3515+10.04 TO STA 3520+14.98



⑤ TYPICAL SECTION
SB LOCAL LANES
STA 3523+84.69 TO STA 3529+00



③ TYPICAL SECTION
SB LOCAL LANES
STA 3520+14.98 TO STA 3523+28.83

EXISTING LEGEND:

- (A) GRAVEL OR CRUSHED STONE BASE COURSE, TY A, 6"
- (D) PORTLAND CEMENT CONCRETE SHOULDERS, 14"
- (G) SUB-BASE GRANULAR MATERIAL, 6"
- (I) SUB-BASE GRANULAR MATERIAL, TYPE B, 24"
- (K) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (L) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 14"
- (N) STABILIZED SUB-BASE, 6"
- (P) BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
- (R) BITUMINOUS CONCRETE SURFACE COURSE, 2 1/2"
- (S) BITUMINOUS CONCRETE BINDER COURSE, 1 1/2"
- (V) PIPE UNDERDRAIN, 6"
- (X) COMBINATION CONCRETE CURB AND GUTTER
- (Y) BARRIER BASE
- (Z) CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- (BB) TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- (CC) TEMPORARY PAVEMENT (INTERSTATE) - 12" P.C.C. OR 14" BITUMINOUS
- (FF) GRASS AREA

NOTE:
THE EXISTING PAVEMENT TYPES AND THICKNESSES WERE TAKEN FROM DAN RYAN DESIGN PLANS OR RECORD DRAWINGS.

CTE | AECOM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

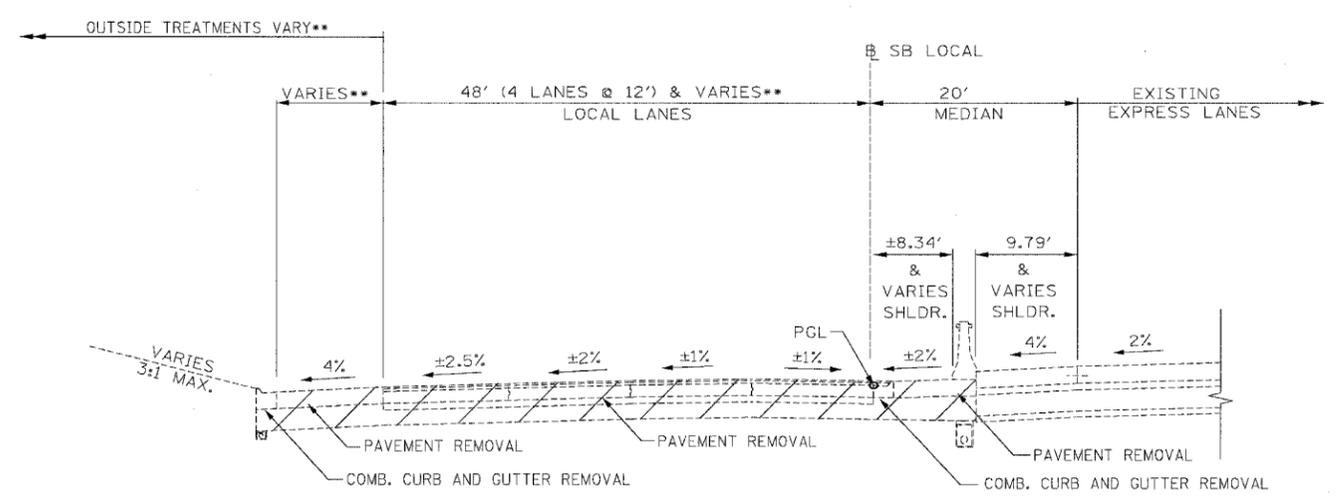
EXISTING TYPICAL SECTIONS
SOUTHBOUND LOCAL LANES

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DATE: June 9, 2006

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CHECKED BY: RMG

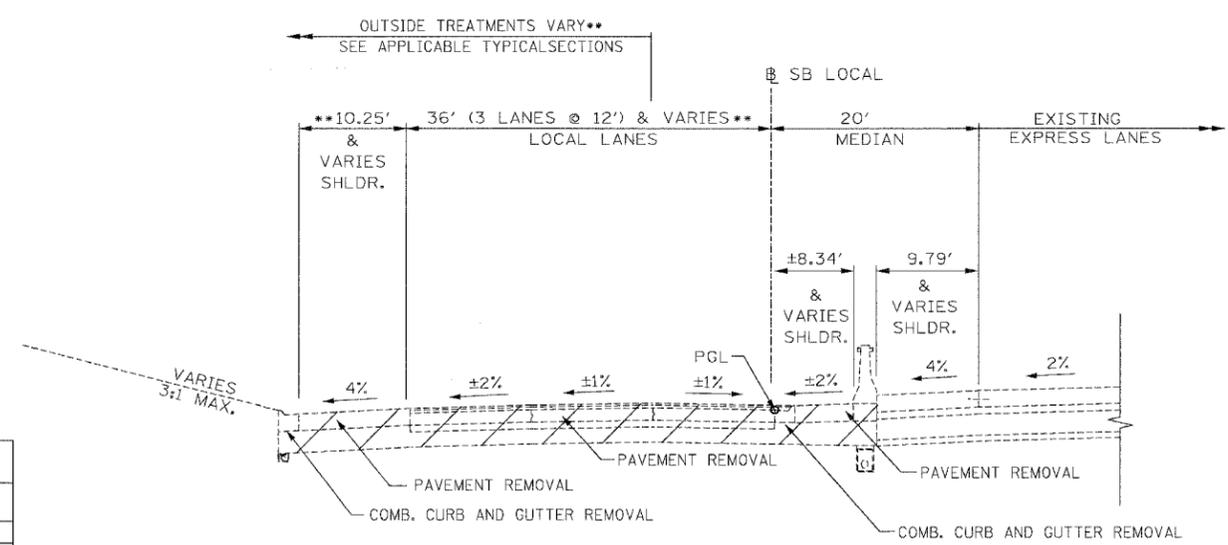
EXTYP-1

6/7/2006 1:30:23 PM



EXISTING LOCAL LANES WITH AUXILIARY LANE

STA. 3530+96 TO 3548+15
 STA. 3561+31 TO 3571+95
 STA. 3581+45 TO 3601+50
 STA. 3619+33 TO 3625+62
 (SUPER ELEVATED SECTIONS ARE SIMILAR)



EXISTING LOCAL LANES

STA. 3529+00 TO 3629+96
 (SUPERELEVATED SECTIONS ARE SIMILAR)

EXISTING LEGEND

- (A) GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A, 6"
- (B) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (C) PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (D) PORTLAND CEMENT CONCRETE SHOULDERS, 14"
- (E) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (F) SUB-BASE GRANULAR MATERIAL (DEPTH VARIES SEE SCHEDULE ON THIS SHEET)
- (G) SUB-BASE GRANULAR MATERIAL, 6"
- (H) SUB-BASE GRANULAR MATERIAL, 6" AND VARIES
- (I) SUB-BASE GRANULAR MATERIAL, TYPE B, 24"
- (J) CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- (K) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (L) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 14"
- (M) STABILIZED SUB-BASE, 4"
- (N) STABILIZED SUB-BASE, 6"
- (O) BITUMINOUS SURFACE, 1/2"
- (P) BITUMINOUS CONCRETE SURFACE COURSE, 1/2"
- (Q) BITUMINOUS CONCRETE SURFACE COURSE, 1 3/4"
- (R) BITUMINOUS CONCRETE SURFACE COURSE, 2 1/2"
- (S) BITUMINOUS CONCRETE BINDER COURSE, 1/2"
- (T) BITUMINOUS CONCRETE BINDER COURSE, 1 3/4"
- (U) BITUMINOUS SHOULDERS SUPERPAVE, 6"
- (V) PIPE UNDERDRAINS, 6"
- (W) PIPE UNDERDRAINS, 8"
- (X) COMBINATION CONCRETE CURB AND GUTTER
- (Y) BARRIER BASE
- (Z) CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- (AA) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (BB) TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- (CC) TEMPORARY PAVEMENT (INTERSTATE) - 12" P.C.C. OR 14" BITUMINOUS
- (DD) TEMPORARY SOIL RETENTION SYSTEM
- (EE) SAND BACKFILL
- (FF) GRASS AREA
- (GG) RETAINING WALL
- (HH) CHAIN LINK FENCE
- (II) GUARDRAIL

EXISTING VARYING DEPTH SUB-BASE GRANULAR MATERIAL	
STATION	DEPTH
3581+87 - 3586+20	18"
3586+20 - 3587+20	18" - 36"
3587+20 - 3605+35	36"
3605+35 - 3607+50	36" - 18"
3607+50 - 3608+45	18"
3608+45 - 3611+50	24" - 42"
3611+50 - 3618+50	42"
3618+50 - 3622+50	42" - 18"
3622+50 - 3627+00	18" - 42"
3627+00 - 3629+96	42"

NOTES:
 1. THICKNESS OF EXISTING PAVEMENT AND SUB BASES ARE TAKEN FROM RECORD DRAWING PLANS.
 2. SUPERELEVATED SECTIONS ARE SIMILAR TO TANGENT SECTIONS
 • PAVEMENT CROSS SLOPES AS STATED & VARIES
 ** SEE PLAN SHEETS FOR DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

EXISTING TYPICAL SECTIONS

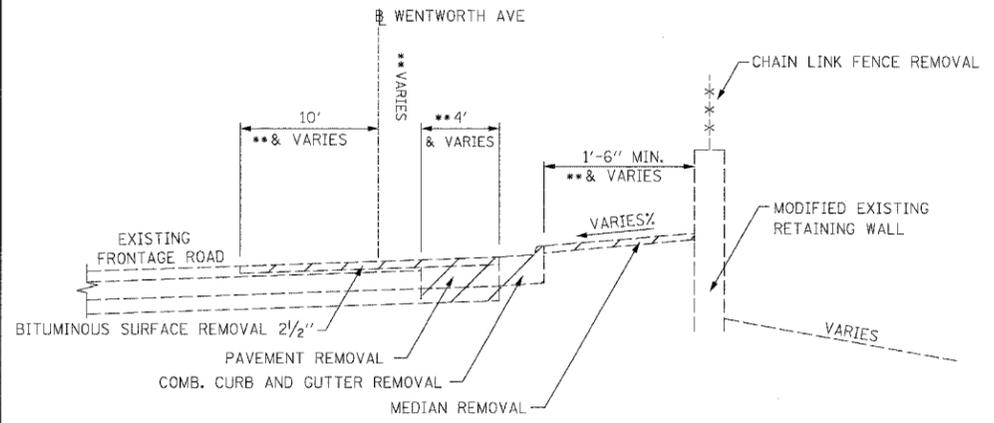
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 CHECKED BY: RS

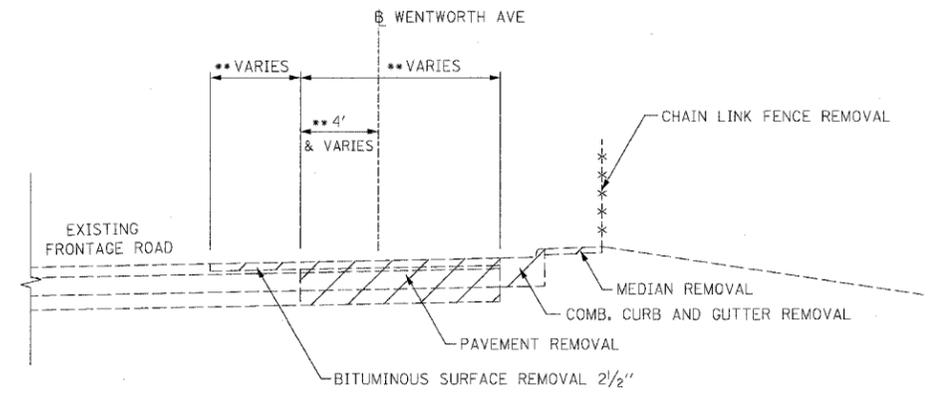
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EXTYP-2
 11/6/14 AM
 6/8/2006

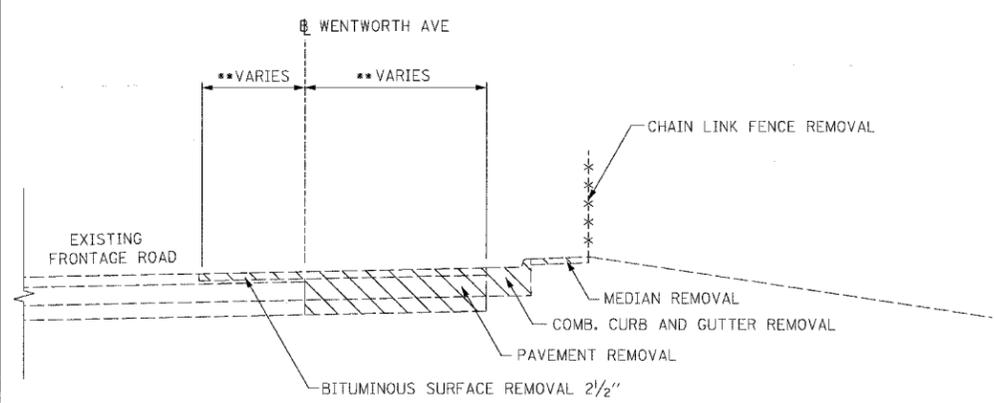
F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	19
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



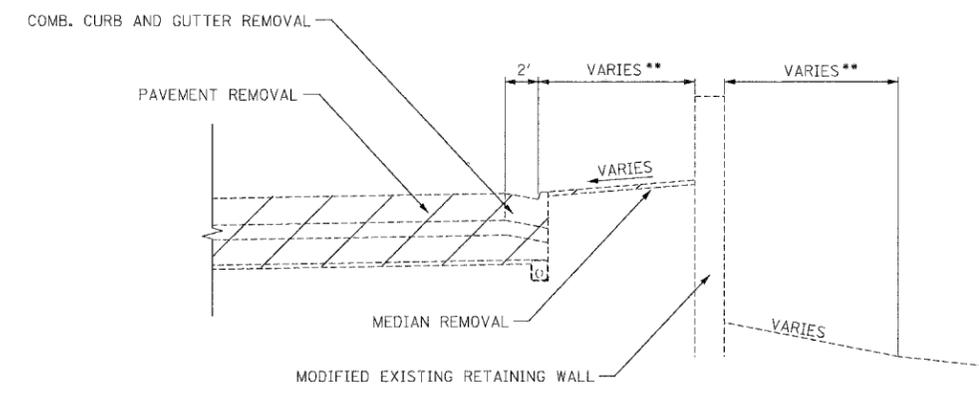
EXISTING FRONTAGE ROAD WITH A PARTIAL WALL
STA. 12+72 TO 17+95



EXISTING FRONTAGE ROAD PARTIAL RECONSTRUCTION
STA. 12+72 TO 5071+93
STA. 26+99.1 TO 29+96.9
STA. 30+71.8 TO 37+66.1
STA. 53+66.7 TO 56+23.8



EXISTING FRONTAGE ROAD PAVEMENT REDUCTION
RAMP 47A: STA. 5071+93 TO 5073+94



EXISTING TYPICAL INSIDE RAMP SHOULDER TREATMENT WITH RETAINING WALL

STATION	RAMP
(NO STATIONING DUE TO RAMP RE-ALIGNMENT)	47A
54+80 TO 7044+09	39D

- NOTES:
- THICKNESS OF EXISTING PAVEMENT AND SUB BASES ARE TAKEN FROM RECORD DRAWING PLANS.
 - SUPERELEVATED SECTIONS ARE SIMILAR TO TANGENT SECTIONS
- PAVEMENT CROSS SLOPES AS STATED & VARIES
 - SEE PLAN SHEETS FOR DETAILS

EXISTING LEGEND

- (A) GRAVEL OR CRUSHED STONE BASE COURSE, TYPE A, 6"
- (B) PORTLAND CEMENT CONCRETE BASE COURSE, 9"
- (C) PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (D) PORTLAND CEMENT CONCRETE SHOULDERS, 14"
- (E) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (F) SUB-BASE GRANULAR MATERIAL (DEPTH VARIES SEE SCHEDULE ON THIS SHEET)
- (G) SUB-BASE GRANULAR MATERIAL, 6"
- (H) SUB-BASE GRANULAR MATERIAL, 6" AND VARIES
- (I) SUB-BASE GRANULAR MATERIAL, TYPE B, 24"
- (J) CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- (K) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 10"
- (L) CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 14"
- (M) STABILIZED SUB-BASE, 4"
- (N) STABILIZED SUB-BASE, 6"
- (O) BITUMINOUS SURFACE, 1 1/2"
- (P) BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
- (Q) BITUMINOUS CONCRETE SURFACE COURSE, 1 3/4"
- (R) BITUMINOUS CONCRETE SURFACE COURSE, 2 1/2"
- (S) BITUMINOUS CONCRETE BINDER COURSE, 1 1/2"
- (T) BITUMINOUS CONCRETE BINDER COURSE, 1 3/4"
- (U) BITUMINOUS SHOULDERS SUPERPAVE, 6"
- (V) PIPE UNDERDRAINS, 6"
- (W) PIPE UNDERDRAINS, 8"
- (X) COMBINATION CONCRETE CURB AND GUTTER
- (Y) BARRIER BASE
- (Z) CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- (AA) CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- (BB) TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- (CC) TEMPORARY PAVEMENT (INTERSTATE) - 12" P.C.C. OR 14" BITUMINOUS
- (DD) TEMPORARY SOIL RETENTION SYSTEM
- (EE) SAND BACKFILL
- (FF) GRASS AREA
- (GG) RETAINING WALL
- (HH) CHAIN LINK FENCE
- (II) GUARDRAIL

EXTYP-4

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REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94/90 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
NAME	DATE	
		EXISTING TYPICAL SECTIONS

SCALE: NTS
DATE: 06/09/06

DRAWN BY: JDC
CHECKED BY: RS

1/6/07 AM 6/21/2006

F.A.I. RTE. 90/94	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	588	20
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
62303		• (2021-922 PT2 ETC 2324.6-1P) R-11		

STRUCTURAL PAVEMENT DESIGN FOR MAINLINE

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930 MU= 31,949
ROAD/STREET CLASSIFICATION:	CLASS 1
PV= 8%	SU= 37% MU= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46 AC TYPE= N/A
	MINIMUM TF= 12.39
AC GRADE:	BINDER= SURFACE=
SUBGRADE SUPPORT RATING:	
SSR= 2.00 (STA. to STA.)	
SSR= 2.00 (STA. to STA.)	

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP %
BITUMINOUS STABILIZED SUB-BASE, 4"	PG 58-22	2% @ 30 Gyr	50
BITUMINOUS STABILIZED SUB-BASE, 6"	PG 58-22	3% @ 50 Gyr	25
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 Gyr	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5% @ 50 Gyr	0
TEMPORARY PAVEMENT (INTERSTATE)			
POLYMERIZED BIT. CONC. BINDER COURSE, SUPERPAVE, IL-19.0, N105, 14"	SBS PG 76-22	4% @ 105 Gyr	0

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS/SOYD/IN

PROPOSED LEGEND:

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ③ BITUMINOUS STABILIZED SUB-BASE, 6"
- ⑤ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑱ CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- ⑳ CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- ㉑ CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- ㉒ BARRIER BASE
- ㉔ BARRIER WALL MARKERS, TYPE C (80' C-C)
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- ㉙ PIPE UNDERDRAINS 6"
- ㉚ RETAINING WALL
- ㉛ SAND BACKFILL
- ㉜ TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- ㉝ LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF CONTINUOUSLY REINFORCED PCC PAVEMENT 14")
- ㉞ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB CONC CURB AND GUTTER TYPE)
- ㉟ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE PCC SHOULDER TYPE)

NOTES:

- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
- SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
- TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.

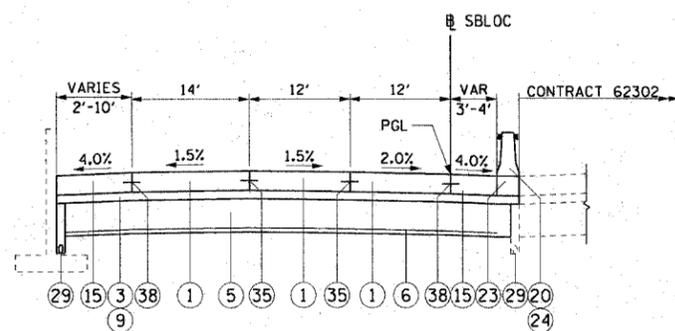
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

**PROPOSED TYPICAL SECTIONS
SOUTHBOUND LOCAL LANES**

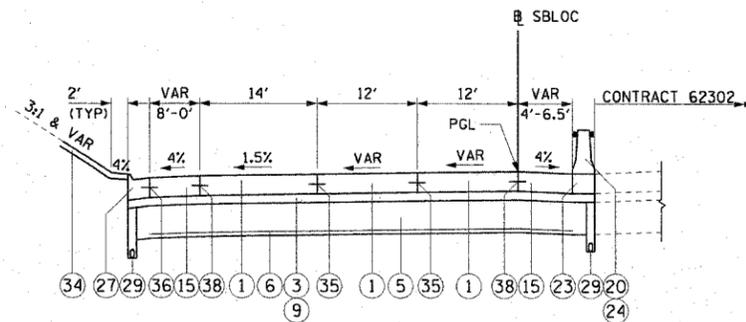
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DATE: June 9, 2006
DRAWN BY: NJH
CHECKED BY: RMG

PRTYP-1



1 TYPICAL SECTION
SB LOCAL LANES

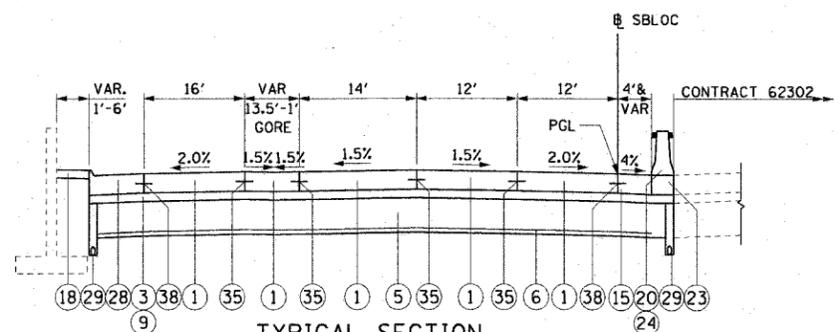
STA 3474+50.00 TO STA 3486+88.69



4 TYPICAL SECTION
SB LOCAL LANES

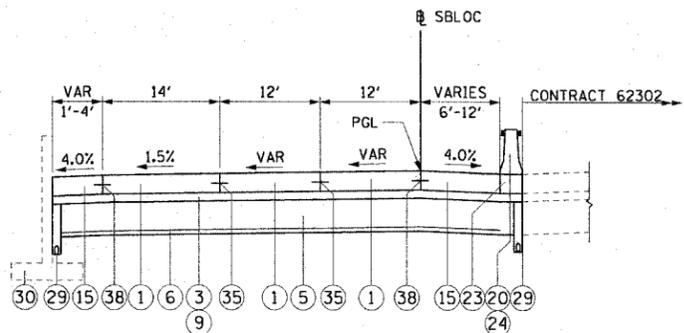
STA 3493+29.44 TO STA 3501+55.67

SUPERELEVATION TRANSITION: STA 3496+39.30 TO STA 3497+97.30
FULL SUPERELEVATION: STA 3497+97.30 TO STA 3504+82.40 (1.5% LT)



2 TYPICAL SECTION
SB LOCAL LANES

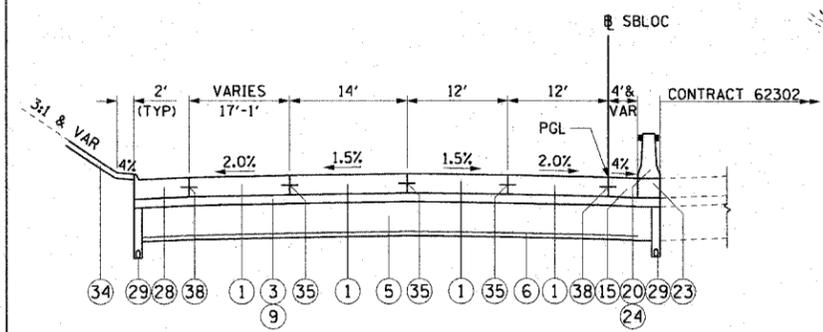
STA 3486+88.69 TO STA 3490+10.93



5 TYPICAL SECTION
SB LOCAL LANES

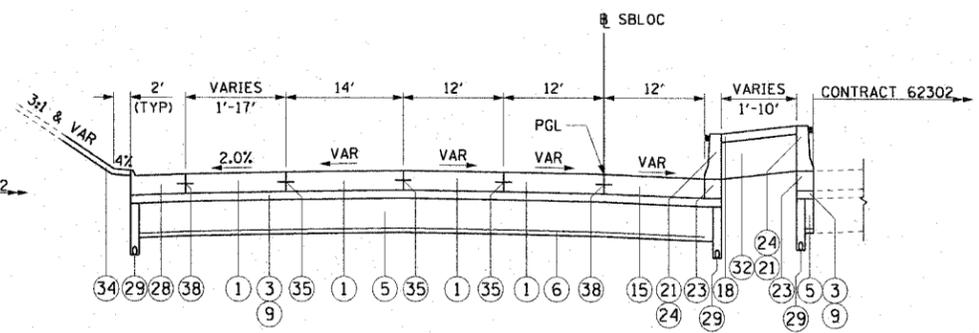
STA 3501+55.67 TO STA 3505+08.48

FULL SUPERELEVATION: STA 3497+97.30 TO STA 3504+82.40 (1.5% LT)



3 TYPICAL SECTION
SB LOCAL LANES

STA 3490+10.93 TO STA 3493+29.44



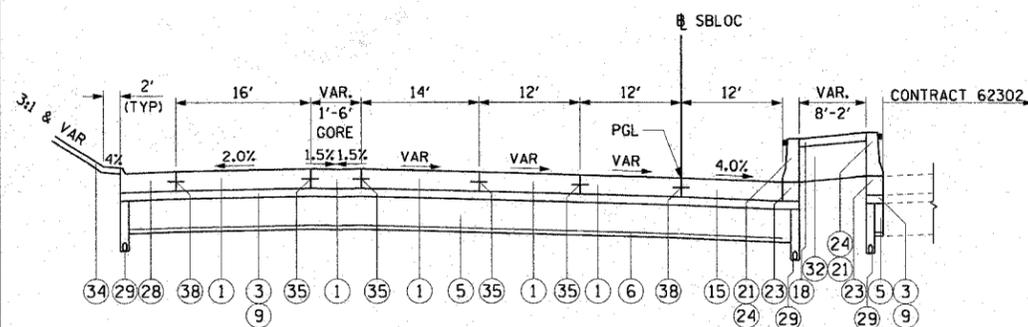
6 TYPICAL SECTION
SB LOCAL LANES

STA 3505+08.48 TO STA 3513+58.35

SUPERELEVATION TRANSITION: STA 3504+82.40 TO STA 3506+40.40
SUPERELEVATION TRANSITION: STA 3510+72.54 TO STA 3512+28.54
FULL SUPERELEVATION: STA 3512+28.54 TO STA 3515+89.45 (2.8% RT)

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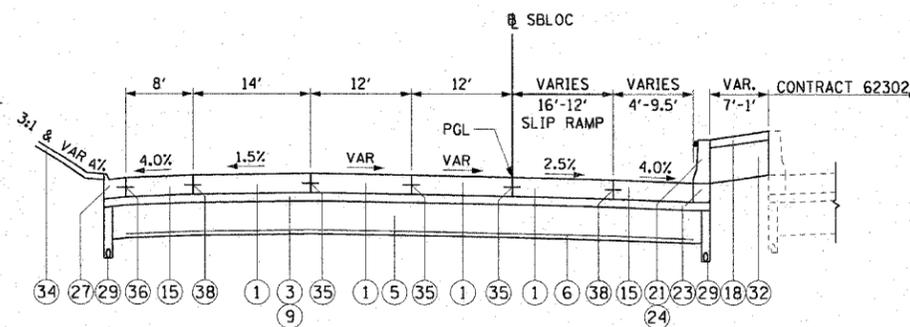
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	21
STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



1 TYPICAL SECTION SB LOCAL LANES

STA 3513+58.35 TO STA 3516+11.82

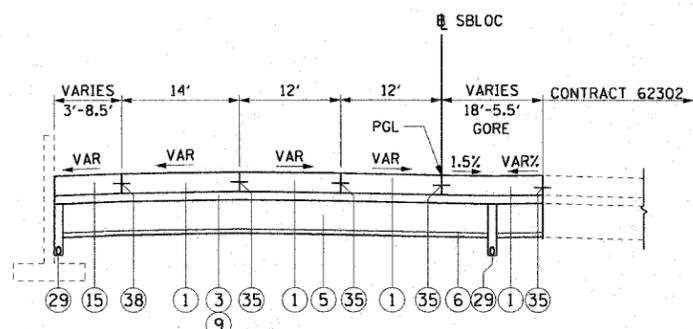
FULL SUPERELEVATION: STA 3512+28.54 TO STA 3515+89.45 (2.8% RT)
SUPERELEVATION TRANSITION: STA 3515+89.45 TO STA 3517+45.45



4 TYPICAL SECTION SB LOCAL LANES

STA 3520+14.98 TO STA 3523+72.02

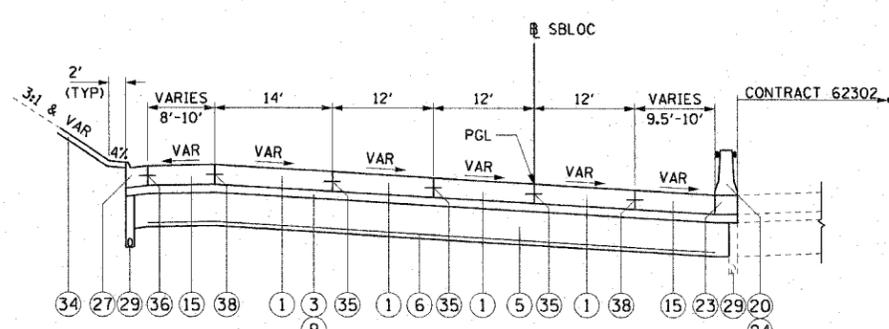
SUPERELEVATION TRANSITION: STA 3522+48.47 TO STA 3525+31.47



2 TYPICAL SECTION SB LOCAL LANES

STA 3516+11.82 TO STA 3518+96.04

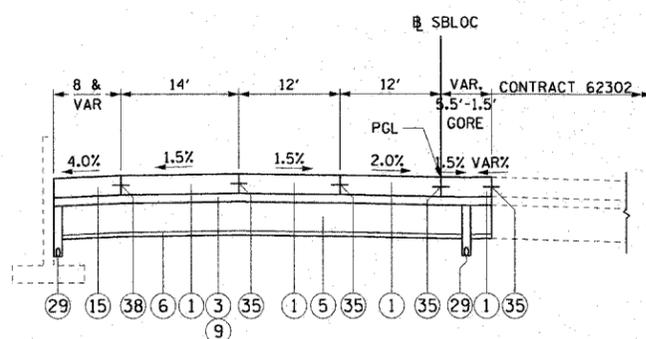
SUPERELEVATION TRANSITION: STA 3515+89.45 TO STA 3517+45.45



5 TYPICAL SECTION SB LOCAL LANES

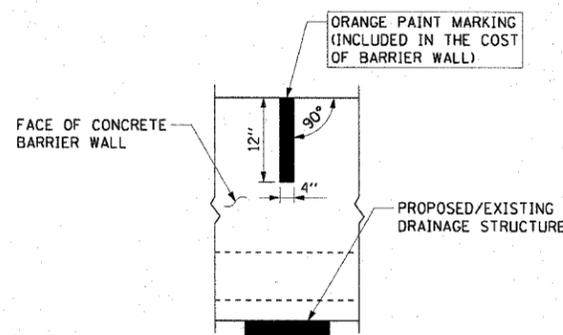
STA 3523+72.02 TO STA 3529+00.00

SUPERELEVATION TRANSITION: STA 3522+48.47 TO STA 3525+31.47
FULL SUPERELEVATION: STA 3525+31.47 TO STA 3531+43.15 (5.7% RT)



3 TYPICAL SECTION SB LOCAL LANES

STA 3518+96.04 TO STA 3520+14.98



CONCRETE BARRIER WALL MARKING AT DRAINAGE STRUCTURE

PLACE ON BARRIER WALL CONSTRUCTED ADJACENT TO ALL PROPOSED AND/OR EXISTING DRAINAGE STRUCTURES

STRUCTURAL PAVEMENT DESIGN FOR MAINLINE

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930 MU= 31,949
ROAD/STREET CLASSIFICATION:	CLASS 1
PV= 8%	SU= 37% MU= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46 AC TYPE= N/A
	MINIMUM TF= 12.39
AC GRADE:	BINDER= - SURFACE= -
SUBGRADE SUPPORT RATING:	
SSR= 2.00	(STA. to STA.)
SSR= 2.00	(STA. to STA.)

PROPOSED LEGEND:

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- 3 BITUMINOUS STABILIZED SUB-BASE, 6"
- 5 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 9 BITUMINOUS MATERIALS (PRIME COAT)
- 15 PORTLAND CEMENT CONCRETE SHOULDERS 14"
- 18 CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- 20 CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- 21 CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- 23 BARRIER BASE
- 24 BARRIER WALL MARKERS, TYPE C (80' C-C)
- 27 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 28 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- 29 PIPE UNDERDRAINS 6"
- 30 RETAINING WALL
- 32 SAND BACKFILL
- 34 TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- 35 LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF CONTINUOUSLY REINFORCED PCC PAVEMENT 14")
- 36 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB CONC CURB AND GUTTER TYPE)
- 38 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE PCC SHOULDER TYPE)

NOTES:

- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
- SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
- TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.

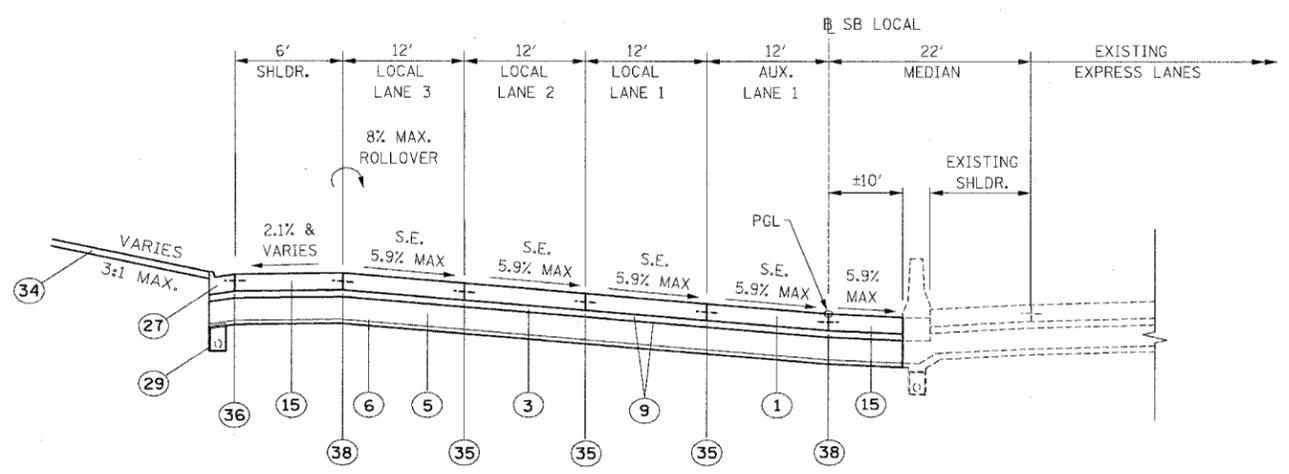
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)	
PROPOSED TYPICAL SECTIONS SOUTHBOUND LOCAL LANES	
SCALE: H:1"=10' V:1"=5'	DRAWN BY: NJH
DATE: June 9, 2006	CHECKED BY: RMG

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	22
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

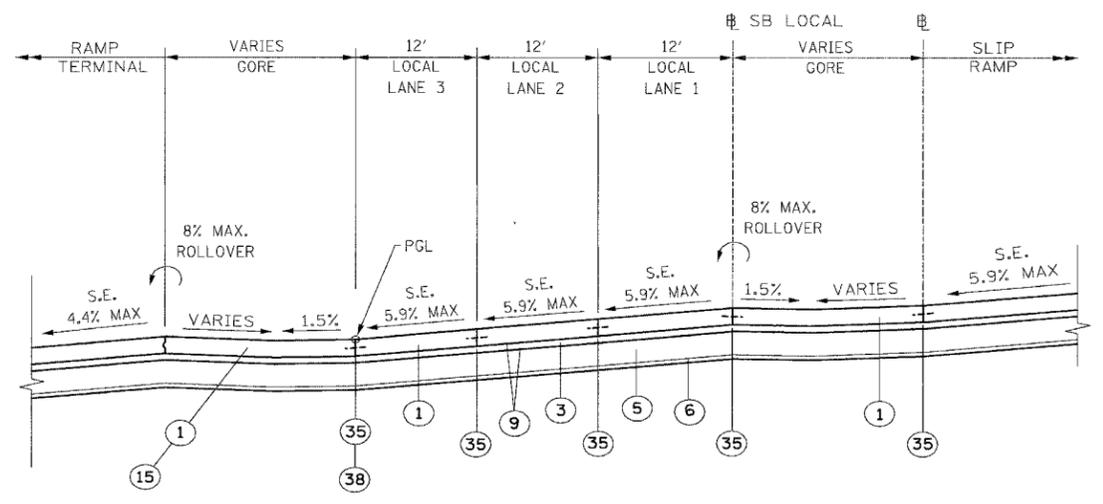
PROPOSED LEGEND

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ② STABILIZED SUB-BASE 4"
- ③ STABILIZED SUB-BASE 6"
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- ⑤ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑦ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- ⑫ PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- ⑬ PORTLAND CEMENT CONCRETE SHOULDERS 11"
- ⑭ NOT USED
- ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑯ CONCRETE GUTTER, TYPE B
- ⑰ CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- ⑱ CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- ⑲ CONCRETE MEDIAN SURFACE, 6"
- ⑳ CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- ㉑ CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- ㉒ CHAIN LINK FENCE, 4' (SPECIAL)
- ㉓ BARRIER BASE
- ㉔ BARRIER WALL MARKERS, TYPE C (80' C-C)
- ㉕ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- ㉙ PIPE UNDERDRAINS 6"
- ㉚ RETAINING WALL
- ㉛ MODIFIED EXISTING RETAINING WALL
- ㉜ SAND BACKFILL
- ㉝ GUARDRAIL
- ㉞ TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- ㉟ LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- ㊱ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- ㊲ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- ㊳ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)



PROPOSED LOCAL LANES

STA. 3529+00 TO 3530+92.51 - SUPERELEVATION = 5.7%
 (SUPERELEVATION TRANSITION SECTION FROM STA. 3530+92.51 TO 3537+00.25 IS SIMILAR)



PROPOSED LOCAL LANES

STA. 3537+00.25 TO STA. 3541+43.17 - SUPERELEVATION = 5.7%
 (SUPERELEVATION TRANSITION SECTION FROM STA. 3541+43.17 TO STA. 3545+91.96 IS SIMILAR)

MAINLINE:

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930
ROAD/STREET CLASSIFICATION:	MU= 31,949
P= 8%	S= 37%
TRAFFIC FACTOR:	AC TYPE= N/A
ACTUAL TF= 264.46	MINIMUM TF= 12.39
AC GRADE:	BINDER= -
SUBGRADE SUPPORT RATING:	SURFACE= -
SSR= 2.00	

- NOTES:
- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
 - SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 - TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.
- SEE PLAN SHEETS FOR DETAILS

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
 www.bbainc.com

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

SCALE: NTS
 DATE: 06/09/06

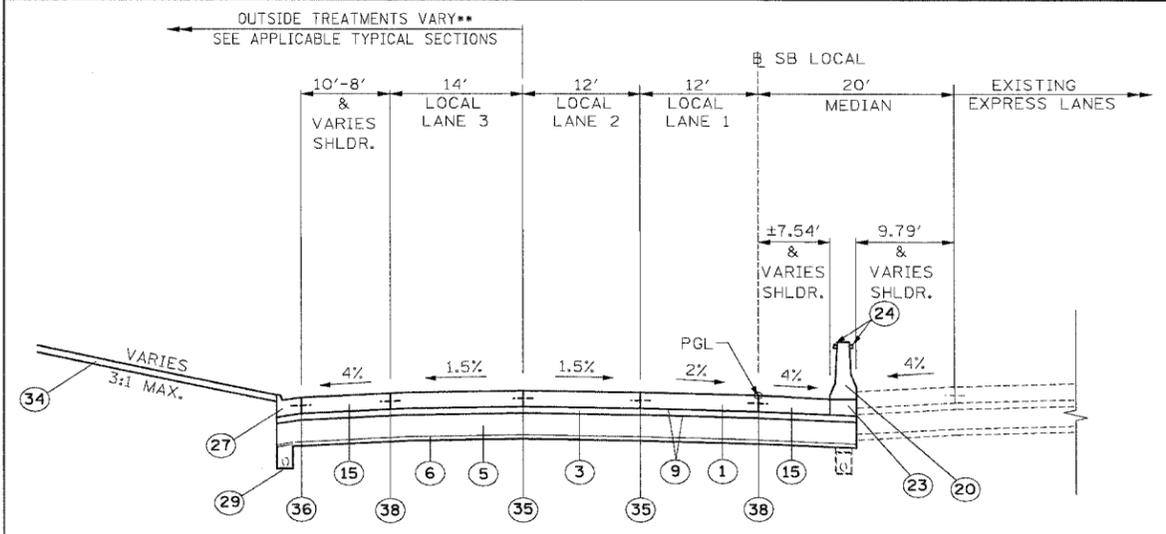
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PRTYP-3
 11/8/13 AM
 6/8/2006

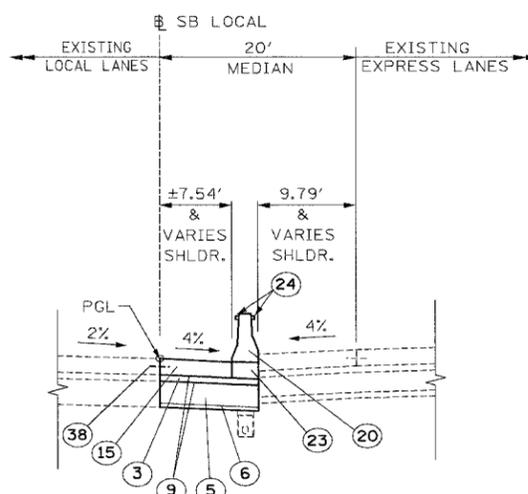
F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	23
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC	2324.6-1P)	R-11	

PROPOSED LEGEND

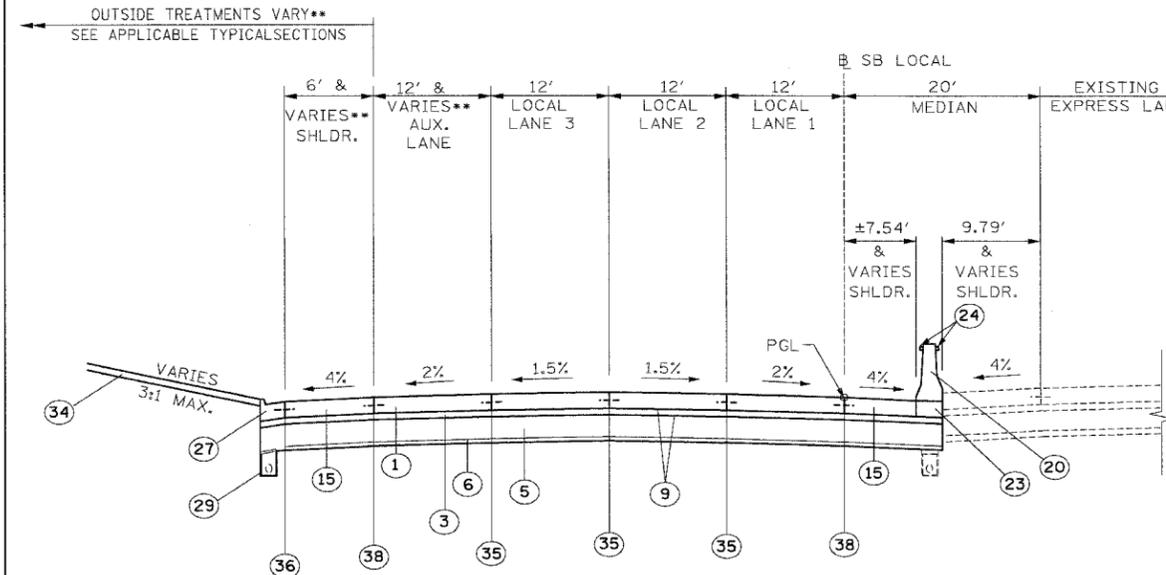
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ② STABILIZED SUB-BASE 4"
- ③ STABILIZED SUB-BASE 6"
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- ⑤ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑦ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- ⑫ PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- ⑬ PORTLAND CEMENT CONCRETE SHOULDERS 11"
- ⑭ NOT USED
- ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑯ CONCRETE GUTTER, TYPE B
- ⑰ CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- ⑱ CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- ⑲ CONCRETE MEDIAN SURFACE, 6"
- ⑳ CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- ㉑ CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- ㉒ CHAIN LINK FENCE, 4' (SPECIAL)
- ㉓ BARRIER BASE
- ㉔ BARRIER WALL MARKERS, TYPE C (80' C-C)
- ㉕ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- ㉙ PIPE UNDERDRAINS 6"
- ㉚ RETAINING WALL
- ㉛ MODIFIED EXISTING RETAINING WALL
- ㉜ SAND BACKFILL
- ㉝ GUARDRAIL
- ㉞ TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- ㉟ LONGITUDINAL SAWED OR CONSTRUCTION JOINT, FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- ㊱ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- ㊲ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- ㊳ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)



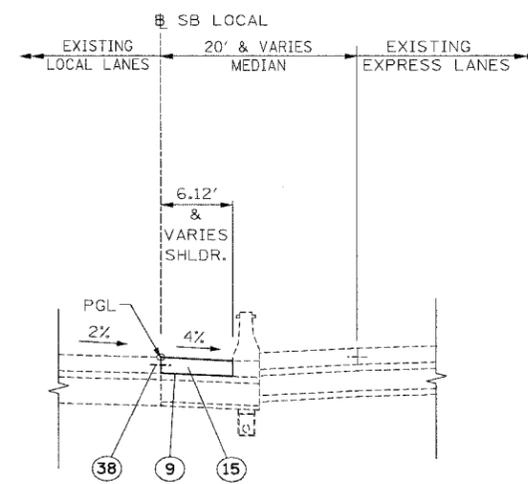
PROPOSED LOCAL LANES
STA. 3545+91.96 TO 3629+96



PROPOSED SHOULDER
STA. 3629+96 TO 3635+14



PROPOSED LOCAL LANES WITH AUXILIARY LANE
STA. 3530+93 TO 3543+83
STA. 3556+15 TO 3569+40
STA. 3597+50 TO 3622+50
(SUPER ELEVATED SECTIONS ARE SIMILAR)



PROPOSED SHOULDER
STA. 3635+88 TO 3643+65

MAINLINE:

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930
ROAD/STREET CLASSIFICATION:	CLASS 1
P= 8%	S= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46
	MINIMUM TF= 12.39
AC GRADE:	BINDER= -
SUBGRADE SUPPORT RATING:	SURFACE= -
SSR= 2.00	

- NOTES:
- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
 - SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 - TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.
- SEE PLAN SHEETS FOR DETAILS

BOWMAN, BARRETT & ASSOCIATES INC.
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REVISIONS	
NAME	DATE
REVISOR	6/23/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

SCALE: NTS
DATE: 06/09/06

DRAWN BY: JDC
CHECKED BY: RS

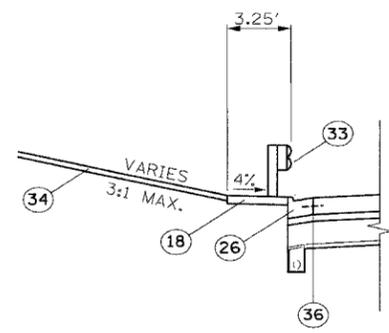
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6/23/2006 10:55 AM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	24
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

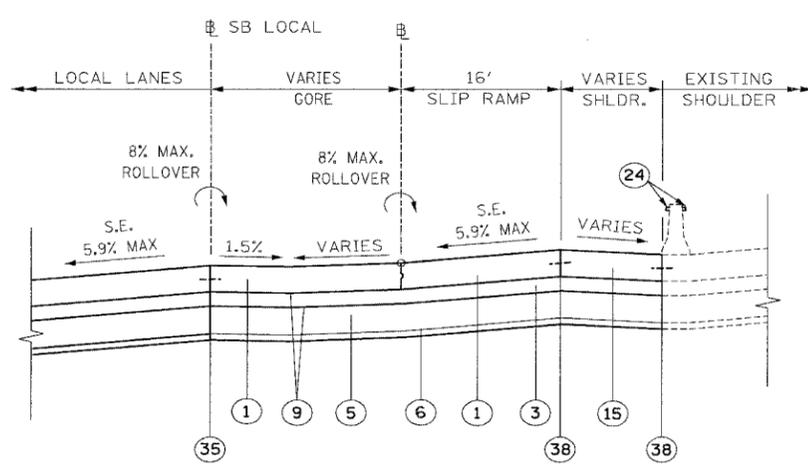
PROPOSED LEGEND

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ② STABILIZED SUB-BASE 4"
- ③ STABILIZED SUB-BASE 6"
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- ⑤ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑦ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- ⑫ PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- ⑬ PORTLAND CEMENT CONCRETE SHOULDERS 11"
- ⑭ NOT USED
- ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 14"
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- ⑰ CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- ⑱ CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- ⑲ CONCRETE MEDIAN SURFACE, 6"
- ⑳ CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- ㉑ CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- ㉒ CHAIN LINK FENCE, 4' (SPECIAL)
- ㉓ BARRIER BASE
- ㉔ BARRIER WALL MARKERS, TYPE C (80' C-C)
- ㉕ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- ㉙ PIPE UNDERDRAINS 6"
- ㉚ RETAINING WALL
- ㉛ MODIFIED EXISTING RETAINING WALL
- ㉜ SAND BACKFILL
- ㉝ GUARDRAIL
- ㉞ TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- ㉟ LONGITUDINAL SAWED OR CONSTRUCTION JOINT, FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- ㊱ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- ㊲ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- ㊳ LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)



PROPOSED GUARDRAIL

STA. 3529+14.17 TO 3531+47.10
 STA. 3556+35.88 TO 3559+23.74
 STA. 3566+23.18 TO 3568+62.98
 STA. 3576+22.01 TO 3578+36.60
 STA. 3583+69.87 TO 3585+72.20



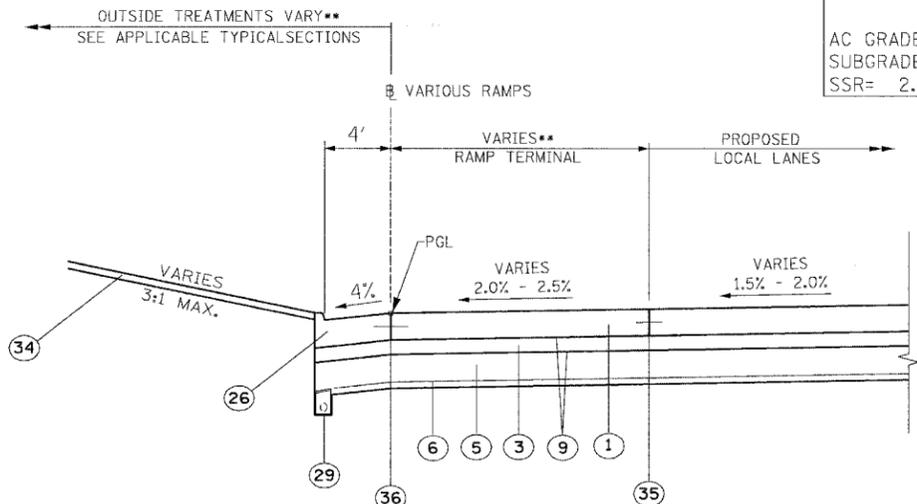
PROPOSED SLIP RAMP

STA. 721+23 TO 725+72.77 - SUPERELEVATION = 5.9%

(SUPERELEVATION TRANSITION SECTION FROM STA. 725+72.77 TO 727+63.41 IS SIMILAR)

MAINLINE:

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930
ROAD/STREET CLASSIFICATION:	MU= 31,949
P= 8%	CLASS 1
S= 37%	M= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46
	MINIMUM TF= 12.39
AC GRADE:	BINDER:= -
SUBGRADE SUPPORT RATING:	SSR= 2.00
	SURFACE:= -



CRC LOCAL LANE RAMP TERMINAL

RAMP	STATION
47A	- 5060+00 TO 5062+66.19
43C	- 7057+45.05 TO 7059+84.92
43A	- 5040+09.48 TO 5041+61.85
39D	- 7048+50.27 TO 7050+90.17
T35D	- 7046+58.03 TO 7053+38.03
T39A	- 5020+23.52 TO 5022+06.41
35A	- 5000+11.36 TO 5001+93.91
31D	- 7007+33.48 TO 7009+73.36

- NOTES:
- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
 - SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 - TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.
- SEE PLAN SHEETS FOR DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

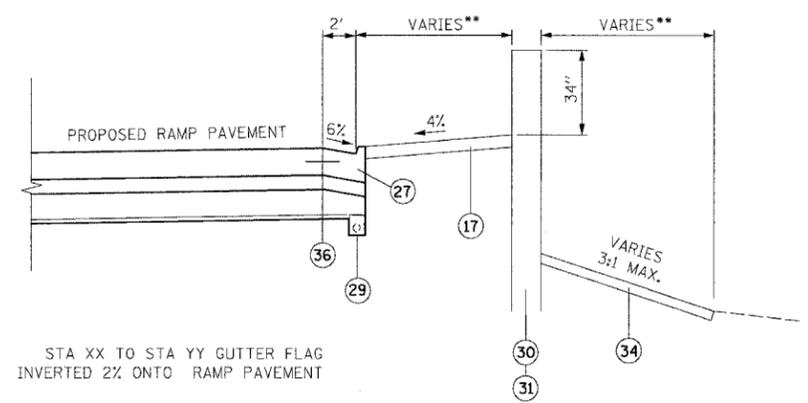
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 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
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PRTYP-5

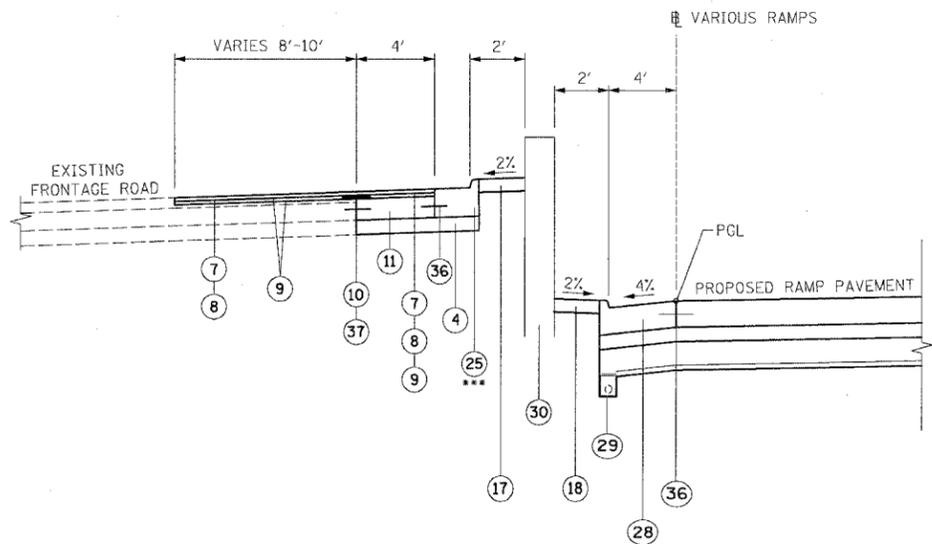
16/09/2006 11:51:51 AM 16/09/2006 11:51:51 AM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	26
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



**PROPOSED TYPICAL INSIDE RAMP SHOULDER
TREATMENT WITH RETAINING WALL**

STATION	RAMP
5066+13.30 TO 5070+72.56	- 47A
54+79.84 TO 7044+17	- 39D



**PROPOSED TYPICAL OUTSIDE RAMP SHOULDER
TREATMENT WITH RETAINING WALL**

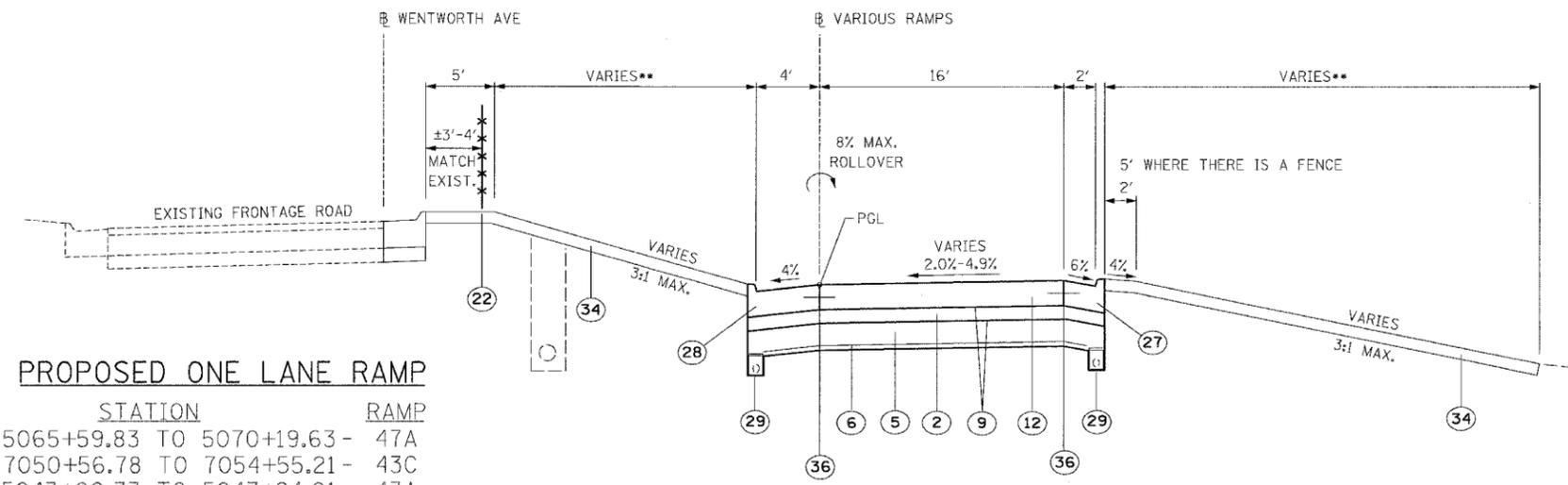
STATION	RAMP
5065+29.90 TO 5069+92	- 47A

PROPOSED LEGEND

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- 2 STABILIZED SUB-BASE 4"
- 3 STABILIZED SUB-BASE 6"
- 4 SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- 5 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 7 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- 8 POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- 9 BITUMINOUS MATERIALS (PRIME COAT)
- 10 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 11 PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- 12 PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- 13 PORTLAND CEMENT CONCRETE SHOULDERS 11"
- 14 NOT USED
- 15 PORTLAND CEMENT CONCRETE SHOULDERS 14"
- 16 CONCRETE GUTTER, TYPE B
- 17 CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- 18 CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- 19 CONCRETE MEDIAN SURFACE, 6"
- 20 CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- 21 CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- 22 CHAIN LINK FENCE, 4' (SPECIAL)
- 23 BARRIER BASE
- 24 BARRIER WALL MARKERS, TYPE C (80' C-C)
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- 27 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 28 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- 29 PIPE UNDERDRAINS 6"
- 30 RETAINING WALL
- 31 MODIFIED EXISTING RETAINING WALL
- 32 SAND BACKFILL
- 33 GUARDRAIL
- 34 TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- 35 LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- 36 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- 37 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- 38 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)

PROPOSED ONE LANE RAMP

STATION	RAMP
⊗ 5065+59.83 TO 5070+19.63	- 47A
⊙ 7050+56.78 TO 7054+55.21	- 43C
⊙ 5043+00.73 TO 5047+94.01	- 43A
⊗ 7040+64.74 TO 7045+66.83	- 39D
⊙ 7043+08.57 TO 7043+58.07	- T35D
⊙ 5023+73.67 TO 5024+32.53	- T39A
⊙ 5003+60.75 TO 5004+04.93	- 35A
⊙ 7004+63.75 TO 7004+91.72	- 31D



(INVERT RAMP 47A 24" GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM STA 5070+30 TO THE FRONTAGE ROAD CURB AND GUTTER)
 (INVERT RAMP 43C 24" GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM THE FRONTAGE ROAD CURB AND GUTTER TO STA 7050+28)
 (INVERT RAMP 43A 24" GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM STA 5047+88 TO THE FRONTAGE ROAD CURB AND GUTTER)
 ⊗ SEE "PROPOSED TYPICAL INSIDE RAMP SHOULDER TREATMENT WITH RETAINING WALL" FOR LEFT SIDE TREATMENT.
 ⊙ SEE "EARTH RETAINING RAMP BARRIER WALL" FOR RIGHT SIDE TREATMENT.
 ⊗ SEE "PROPOSED TYPICAL OUTSIDE RAMP SHOULDER TREATMENT WITH RETAINING WALL" FOR RIGHT SIDE TREATMENT

RAMPS:

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 16,758	SU= 532
ROAD/STREET CLASSIFICATION:	MU= 1,710
P= 100%	CLASS 1
S= 100%	M= 100%
TRAFFIC FACTOR:	ACTUAL TF= 38.10
	MINIMUM TF= 16.75
AC GRADE:	BINDER:= -
SUBGRADE SUPPORT RATING:	SURFACE:= -
SSR= 2.00	

- NOTES:**
- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
 - SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 - TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.
- SEE PLAN SHEETS FOR DETAILS

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

SCALE: NTS
 DATE: 06/09/06

DRAWN BY: JDC
 CHECKED BY: RS

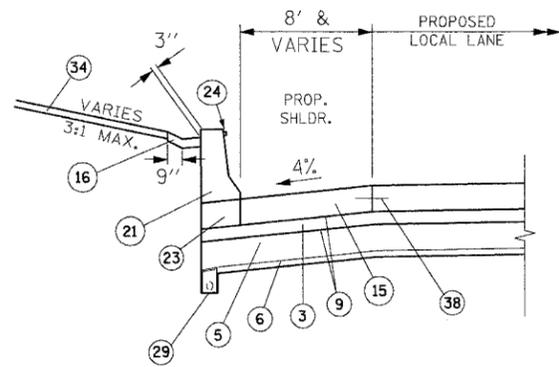
PRTYP-7

11/6/09 11:58:39 AM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	28
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
62303 * (2021-922 PT2 ETC 2324.6-1P) R-11				

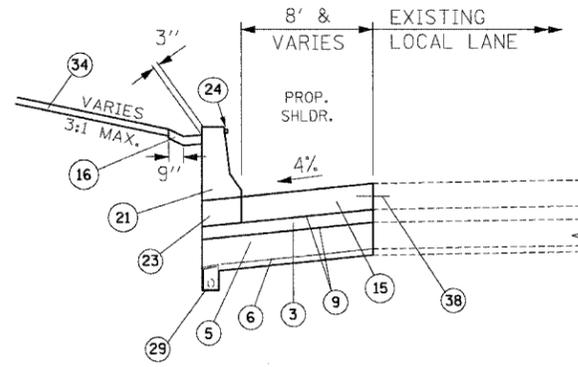
PROPOSED LEGEND

- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- ② STABILIZED SUB-BASE 4"
- ③ STABILIZED SUB-BASE 6"
- ④ SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- ⑤ SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- ⑥ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑦ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- ⑧ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- ⑨ BITUMINOUS MATERIALS (PRIME COAT)
- ⑩ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑪ PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- ⑫ PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- ⑬ PORTLAND CEMENT CONCRETE SHOULDERS 11"
- ⑭ NOT USED
- ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 14"
- ⑯ CONCRETE GUTTER, TYPE B
- ⑰ CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- ⑱ CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- ⑲ CONCRETE MEDIAN SURFACE, 6"
- ⑳ CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- ㉑ CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- ㉒ CHAIN LINK FENCE, 4' (SPECIAL)
- ㉓ BARRIER BASE
- ㉔ BARRIER WALL MARKERS, TYPE C (80' C-C)
- ㉕ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ㉖ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- ㉙ PIPE UNDERDRAINS 6"
- ㉚ RETAINING WALL
- ㉛ MODIFIED EXISTING RETAINING WALL
- ㉜ SAND BACKFILL
- ㉝ GUARDRAIL
- ㉞ TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- ㉟ LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- ㊱ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- ㊲ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- ㊳ LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)



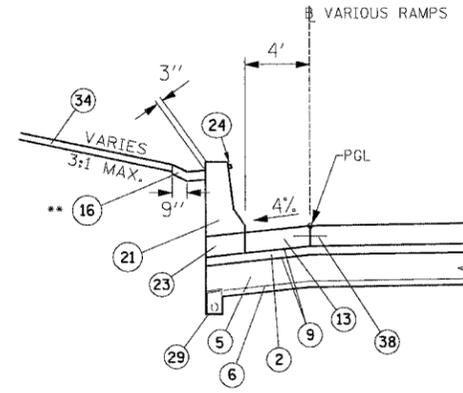
EARTH RETAINING LOCAL LANE BARRIER WALL

STA. 3551+50 TO 3555+50
 STA. 3605+57 TO 3608+44
 STA. 3609+47 TO 3616+89
 STA. 3618+95 TO 3621+84
 STA. 3622+70 TO 3625+49
 STA. 3628+02 TO 3629+96



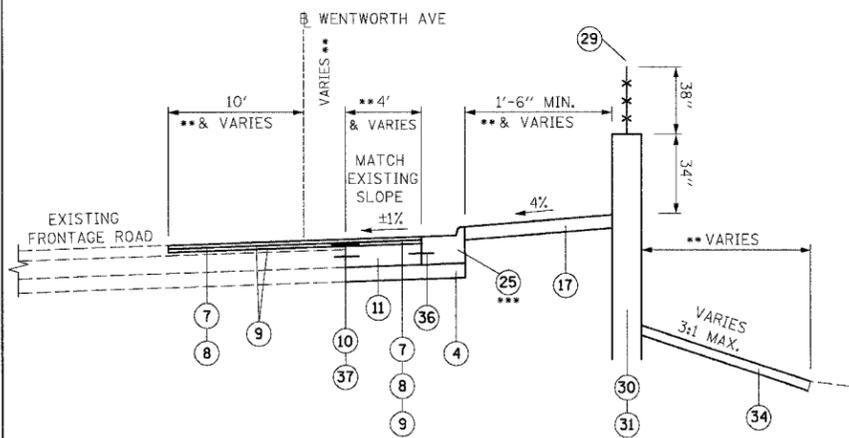
EARTH RETAINING LOCAL LANE BARRIER WALL ADJACENT TO EXISTING PAVEMENT

STA. 3629+96 TO 3635+14



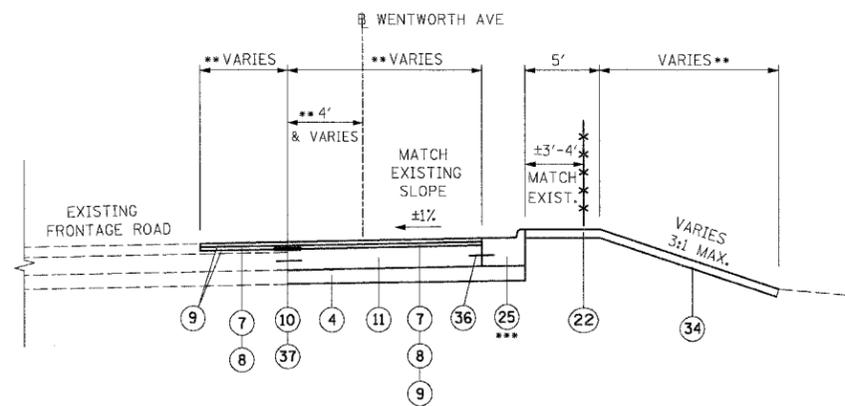
EARTH RETAINING RAMP BARRIER WALL

RAMP STATION
 43C - 7050+84.05 TO 7053+65.86
 T39A - 5022+67.53 TO 5024+32.53
 35A - 5002+54.93 TO 5004+04.93
 31D - 7004+63.75 TO 7006+73.62



RECONSTRUCTION WITH RETAINING WALL

STA. 5065+29.90 TO 17+95.20
 STA. 33+18.14 TO 37+68.14



PROPOSED FRONTAGE ROAD PARTIAL RECONSTRUCTION

STA. 5070+19.63 TO 5071+93
 STA. 26+99.07 TO 27+44.09
 STA. 32+55.42 TO 33+18.14
 STA. 53+66.73 TO 53+97.30

NOTES:

1. SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
2. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
3. TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.

** SEE PLAN SHEETS FOR DETAILS

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REVISIONS	
NAME	DATE
REVISED	6/23/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

SCALE: NTS
 DATE: 06/09/06

DRAWN BY: JDC
 CHECKED BY: RS

PRTYP-9

11/4/59 AM 6/23/2006

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	30
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	• (2021-922 PT2 ETC 2324.6-1P) R-11			

ROADWAY REMOVAL SCHEDULE

STATION	TO	STATION	BITUMINOUS SURFACE REMOVAL 2-1/2"	PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	CONCRETE BARRIER REMOVAL	MEDIAN REMOVAL	PAVED SHOULDER REMOVAL	GUARDRAIL REMOVAL	TEMPORARY CONCRETE BARRIER REMOVAL	LUG SYSTEM REMOVAL	IMPACT ATTENUATOR REMOVAL
			SQ YD	SQ YD	FOOT	FOOT	SQ FT	SQ YD	FOOT	FOOT	FOOT	EACH
3475+00.00	TO	3479+00.00	0	1,665	350	64	0	100	156	242	0	0
3479+00.00	TO	3491+00.00	0	6,952	1,200	71	0	0	0	1,122	0	1
3491+00.00	TO	3503+00.00	0	6,243	1,198	27	0	5	0	1,077	0	0
3503+00.00	TO	3515+00.00	0	7,904	1,203	0	0	0	0	1,199	0	0
3515+00.00	TO	3526+00.00	0	8,048	1,119	0	0	212	0	562	0	2
3526+00.00	TO	3529+00.00	0	1,925	615	0	0	296	0	230	0	0
3529+00.00	TO	3541+00.00	1036	10871	4426	0	5277.6	516	132	89	0	0
3541+00.00	TO	3533+00.00	325	9582	2618	49	1734.5	828	201	945	0	0
3533+00.00	TO	3565+00.00	1109	10304	2693	31	3815.3	187	157	1285	0	0
3565+00.00	TO	3577+00.00	0	8904	3694	23	1969.8	756	235	1370	0	0
3577+00.00	TO	3589+00.00	289	4907	3213	69	2043.9	985	307	1193	2	0
3589+00.00	TO	3601+00.00	0	8335	3025	27	0	686	107	1163	0	0
3601+00.00	TO	3613+00.00	0	8570	2629	41	0	36	229	1018	0	0
3613+00.00	TO	3625+00.00	0	8532	3099	29	0	84	225	1105	0	0
3625+00.00	TO	3637+00.00	0	4702	1604	0	0	160	0	1013	0	0
3637+00.00	TO	3638+05.00	0	427	0	0	0	0	0	0	0	0
TOTALS			2,759	107,871	32,686	431	14,841	4,851	1,749	13,613	2	3

CURB AND GUTTER SCHEDULE

STATION	TO	STATION	CONCRETE GUTTER, TYPE B	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12	COMBINATION CONCRETE CURB & GUTTER, TYPE M-2.24	COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.48 (MODIFIED)	COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12	COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
			FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
3475+00.00	TO	3479+00.00	0	0	0	0	0	0
3479+00.00	TO	3491+00.00	0	0	0	285	0	0
3491+00.00	TO	3503+00.00	0	0	0	127	0	928
3503+00.00	TO	3515+00.00	0	0	0	995	0	24
3515+00.00	TO	3526+00.00	0	0	0	113	0	629
3526+00.00	TO	3529+00.00	0	0	0	0	0	225
3529+00.00	TO	3541+00.00	0	887	239	533	283	1365
3541+00.00	TO	3533+00.00	372	300	0	894	0	777
3533+00.00	TO	3565+00.00	266	583	288	684	0	1192
3565+00.00	TO	3577+00.00	0	0	320	524	0	843
3577+00.00	TO	3589+00.00	0	31	339	592	0	843
3589+00.00	TO	3601+00.00	0	0	0	278	0	1016
3601+00.00	TO	3613+00.00	828	0	0	0	0	410
3613+00.00	TO	3625+00.00	1038	0	0	0	0	139
3625+00.00	TO	3637+00.00	943	0	0	0	0	75
3637+00.00	TO	3638+05.00	0	0	0	0	0	0
TOTALS			3,445	1,801	1,186	5,025	283	8,467

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REVISIONS	
NAME	DATE
REVISED SHEET	6/23/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

ROADWAY SCHEDULES

SCALE: NTS
DATE: 06/09/06
DRAWN BY: RA
CHECKED BY: RS

SCH-01

12/26/06 4:14 PM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	31
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

LANDSCAPING SCHEDULE

STATION	TO	STATION	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	TREE REMOVAL (OVER 15 UNITS DIAMETER)	SUPPLEMENTAL WATERING	TOPSOIL FURNISH AND PLACE, 4"	TOPSOIL FURNISH AND PLACE, 12"	COMPOST FURNISH AND PLACE, 6"	SEEDING CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHOROUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	SEEDING, CLASS 4 (MODIFIED)	EROSION CONTROL BLANKET	VINE-PARTHENOCISSUS QUINQUEFOLIA (VIRGINIA CREEPER), 1-GALLON POT	VINE-PARTHENOCISSUS TRICUSPIDATA (BOSTON IVY), 1-GALLON POT	SEEDING, CLASS 5A (MODIFIED)	WEED CONTROL
STATION	TO	STATION	UNIT	UNIT	UNIT	SQ YD	SQ YD	SQ YD	ACRE	POUND	POUND	POUND	ACRE	SQ YD	EACH	EACH	ACRE	POUND
3475+50.00	TO	3482+00.00	0	0	0	0	3	3	0.00	1	1	1	0.00	3	5	0	0.00	1.00
3482+00.00	TO	3506+00.00	0	0	60	942	1,561	1,561	0.52	47	47	47	0.00	2,503	40	16	0.00	1.00
3506+00.00	TO	3529+00.00	0	0	179	3,477	3,992	3,992	0.98	135	133	133	0.48	7,469	285	68	0.48	10.00
3529+00.00	TO	3553+00.00	216	506	258	6,040	4,698	4,698	1.72	200	200	200	0.5	10,738	0	210	0.50	2.90
3553+00.00	TO	3577+00.00	385	252	389	7,803	8,393	8,393	1.82	302	302	302	1.5	16,196	43	17	1.54	0.80
3577+00.00	TO	3601+00.00	163	16	312	6,371	6,590	6,590	2.01	241	241	241	0.7	12,961	0	0	0.67	0.00
3601+00.00	TO	3625+00.00	0	0	243	3,551	6,579	6,579	2.10	189	189	189	0.0	10,130	370	260	0.00	8.80
3625+00.00	TO	3638+05.00	0	0	92	1,488	2,354	2,354	0.80	72	72	72	0.0	3,842	0	320	0.00	4.50
TOTALS			764	774	1,534	29,672	34,170	34,170	9.95	1,187	1,185	1,185	3.19	63,842	743	891	3.19	29.00

EROSION CONTROL SCHEDULE

STATION	TO	STATION	SEDIMENT CONTROL, SILT FENCE	SEDIMENT CONTROL, SILT FENCE MAINTENANCE	INLET FILTERS	SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER CLEANING	TEMPORARY EROSION CONTROL SEEDING	MOWING
STATION	TO	STATION	FOOT	FOOT	EACH	EACH	POUND	ACRE
3475+50.00	TO	3482+00.00	0	0	12	24	0	0.00
3482+00.00	TO	3506+00.00	1,290	323	44	88	1,612	0.52
3506+00.00	TO	3529+00.00	1,794	449	46	92	4,650	1.87
3529+00.00	TO	3553+00.00	2,257	564	66	132	7,286	2.3
3553+00.00	TO	3577+00.00	2,625	656	62	124	10,513	3.4
3577+00.00	TO	3601+00.00	2,444	611	55	110	3,159	2.6
3601+00.00	TO	3625+00.00	2,394	599	65	130	2,319	2.2
3625+00.00	TO	3638+05.00	871	218	32	64	944	0.9
TOTALS			13,675	3,419	382	764	30,484	13.76

SCH-02

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94/90 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES) ROADWAY SCHEDULES
NAME	DATE	
REVISED SHEET	6/23/06	

SCALE: NTS
DATE: 06/09/06
DRAWN BY: RA
CHECKED BY: RS

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12/26/05 PM 6/21/2006

ROADWAY ITEMS SCHEDULE

STATION	TO	STATION	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SUB-BASE GRANULAR MATERIAL, TYPE B 24"	STABILIZED SUB-BASE 4"	P.C.C. BASE COURSE 9-1/2"	CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"	P.C.C. PAVEMENT 11" (JOINTED)	P.C.C. SHOULDERS 11"	SHOULDER RUMBLE STRIP	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1-1/2")	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL 4.75, N50 (1")	P.C.C. SHOULDERS 14"	STABILIZED SUB-BASE 6"	PAVEMENT REINFORCEMENT, 14"	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)
			SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	FOOT	TON	TON	SQ YD	SQ YD	SQ YD	TON	TON
3475+50.00	TO	3479+00.00	1,940	1,478	462	0	0	1,478	0	0	1,400	0	0.0	323	1,940	1,478	0.8	3.9
3479+00.00	TO	3491+00.00	8,005	6,091	1,914	0	0	6,092	0	0	4,389	0	0.0	1,425	8,005	6,092	3.3	16.1
3491+00.00	TO	3503+00.00	7,348	5,220	2,128	0	0	5,221	0	0	4,573	0	0.0	1,462	7,348	5,221	3.0	14.7
3503+00.00	TO	3515+00.00	8,825	6,169	2,656	0	0	6,169	0	0	4,307	0	0.0	1,634	8,825	6,169	3.6	17.7
3515+00.00	TO	3526+00.00	8,223	6,398	1,825	0	0	6,399	0	0	4,300	0	0.0	1,408	8,223	6,399	3.3	16.5
3526+00.00	TO	3529+00.00	2,436	1,679	1,757	0	0	1,680	0	0	1,187	0	0.0	608	2,436	1,680	1.0	4.9
3529+00.00	TO	3541+00.00	12,445	8,657	3,788	1,529	777	8,657	1,155	0	4,541	153.5	102.3	2,551	12,445	8,657	30.6	5.5
3541+00.00	TO	3553+00.00	9,490	6,053	3,437	1,575	126	6,053	1,105	134	3,987	38.7	25.8	1,602	9,490	6,053	23.7	1.4
3553+00.00	TO	3565+00.00	10,217	5,966	4,251	1,490	1,029	5,966	1,046	3	4,609	181.1	120.8	1,862	10,217	5,966	26.0	6.5
3565+00.00	TO	3577+00.00	9,456	6,125	3,332	1,145	0	6,125	820	0	3,836	0.0	0.0	2,340	9,456	6,125	22.5	0.0
3577+00.00	TO	3589+00.00	8,492	5,932	2,560	683	2,334	5,932	472	0	4,270	57.8	38.6	2,066	8,492	5,932	19.9	2.1
3589+00.00	TO	3601+00.00	8,991	5,207	3,784	636	0	5,207	481	0	4,569	0.0	0.0	1,997	8,991	5,207	20.5	0.0
3601+00.00	TO	3613+00.00	9,905	6,656	3,249	432	0	6,656	293	85	4,178	0.0	0.0	1,600	9,905	6,656	22.0	0.0
3613+00.00	TO	3625+00.00	9,692	6,830	2,863	378	0	6,830	267	78	4,088	0.0	0.0	2,115	9,692	6,830	21.4	0.0
3625+00.00	TO	3637+00.00	3,941	2,182	1,759	522	0	2,182	374	93	4,382	0.0	0.0	2,085	3,941	2,182	9.5	0.0
3637+00.00	TO	3638+05.00	0	0	0	0	0	0	0	0	2,039	0.0	0.0	427	0	0	0.0	0.0
TOTAL			119,406	80,641	39,765	8,390	4,265	80,645	6,013	394	60,655	431.1	287.5	25,506	119,406	80,645	211	89

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REVISIONS	
NAME	DATE
REVISED SHEET	6/23/06

SCH-03

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

ROADWAY SCHEDULES

SCALE: NTS
DATE: 06/09/06

DRAWN BY: RA
CHECKED BY: RS

12/23/2006 12:26:57 PM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	33
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

MEDIAN SCHEDULE

STATION	TO	STATION	SAND BACKFILL CU YD	CONCRETE MEDIAN SURFACE 6 INCH (SPECIAL) SQ FT	CONCRETE MEDIAN SURFACE 5 INCH (MODIFIED) SQ FT
3475+50.00	TO	3479+00.00	39	475	0
3479+00.00	TO	3491+00.00	0	415	0
3491+00.00	TO	3503+00.00	0	0	0
3503+00.00	TO	3515+00.00	617	7,781	0
3515+00.00	TO	3526+00.00	214	2,975	0
3526+00.00	TO	3529+00.00	0	0	0
3529+00.00	TO	3541+00.00	0	2,040	1,826
3541+00.00	TO	3533+00.00	0	335	808
3533+00.00	TO	3565+00.00	0	1,256	1,308
3565+00.00	TO	3577+00.00	0	1,294	1,392
3577+00.00	TO	3589+00.00	0	1,022	1,887
3589+00.00	TO	3601+00.00	0	103	0
3601+00.00	TO	3613+00.00	0	75	0
3613+00.00	TO	3625+00.00	0	675	0
3625+00.00	TO	3637+00.00	0	359	0
3637+00.00	TO	3638+05.00	0	0	0
TOTALS			870	18,805	7,221

PAVEMET MARKING SCHEDULE

STATION	TO	STATION	POLYUREA PAVEMENT MARKING TYPE I - LETTERS & SYMBOLS SQ FT	POLYUREA PAVEMENT MARKING TYPE I - LINE 4" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 5" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 8" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 12" FOOT	POLYUREA PAVEMENT MARKING TYPE I - LINE 24" FOOT	RAISED REFLECTIVE PAVEMENT MARKER EACH	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) EACH
3475+50.00	TO	3482+00.00	0	2,612	818	0	83	0	85	0
3482+00.00	TO	3506+00.00	0	8,782	3,003	1,628	376	0	323	0
3506+00.00	TO	3529+00.00	0	7,515	2,475	5,488	717	0	295	0
3529+00.00	TO	3553+00.00	127	6,945	2,951	9,481	1,897	36	360	0
3553+00.00	TO	3577+00.00	0	8,181	3,178	3,150	380	23	280	0
3577+00.00	TO	3601+00.00	55	8,453	2,400	2,749	1,158	0	244	4
3601+00.00	TO	3625+00.00	0	8,525	3,538	2,388	298	0	374	0
3625+00.00	TO	3638+05.00	0	5,671	2,310	1,958	451	0	232	0
FRANKLIN CONNECTOR			0	0	1361	27	380	0	0	0
TOTALS			182	56,684	22,034	26,869	5,739	59	2,193	4

SCH-04

REVISIONS	
NAME	DATE
REVISED SHEET	6/23/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 ROADWAY SCHEDULES
 SCALE: NTS
 DATE: 06/09/06
 DRAWN BY: RA
 CHECKED BY: RS

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12/26/09 PM
 6/23/2006

EARTHWORK SCHEDULE

STATION TO STATION		REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	EARTH EXCAVATION (SPECIAL)	TOTAL EARTH EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	EXCAVATE EXISTING GRANULAR MATERIAL	PLACE EXISTING GRANULAR MATERIAL	EXISTING GRANULAR MATERIAL BALANCE WASTE(+) OR SHORTAGE(-)	
CU	YD	CU	YD	CU	YD	CU	YD	CU	YD	CU	YD
3529+00.00	3530+00.00	66	1,115	0	948	0	+948	67	186	-119	
3530+00.00	3531+00.00	125	1,195	0	1,016	0	+1,016	65	186	-121	
3531+00.00	3532+00.00	114	1,021	0	868	12	+856	65	186	-121	
3532+00.00	3533+00.00	105	1,209	0	1,028	12	+1,016	69	199	-130	
3533+00.00	3534+00.00	103	1,702	0	1,447	0	+1,447	73	219	-146	
3534+00.00	3535+00.00	103	2,134	0	1,814	0	+1,814	76	234	-158	
3535+00.00	3536+00.00	101	2,515	0	2,138	0	+2,138	80	239	-159	
3536+00.00	3537+00.00	89	2,746	0	2,335	0	+2,335	82	238	-156	
3537+00.00	3538+00.00	70	2,822	0	2,399	0	+2,399	99	238	-139	
3538+00.00	3539+00.00	60	2,669	0	2,269	0	+2,269	113	238	-125	
3539+00.00	3540+00.00	56	2,165	0	1,841	0	+1,841	110	238	-128	
3540+00.00	3541+00.00	42	1,423	15	1,223	156	+1,067	89	234	-145	
3541+00.00	3542+00.00	39	930	37	822	234	+588	69	219	-150	
3542+00.00	3543+00.00	46	743	43	669	301	+368	63	199	-136	
3543+00.00	3544+00.00	59	603	56	561	428	+133	60	184	-124	
3544+00.00	3545+00.00	84	529	56	498	355	+143	62	184	-122	
3545+00.00	3546+00.00	101	537	22	476	76	+400	63	200	-137	
3546+00.00	3547+00.00	111	561	0	477	0	+477	65	176	-111	
3547+00.00	3548+00.00	112	619	0	527	0	+527	69	141	-72	
3548+00.00	3549+00.00	110	879	0	748	0	+748	73	141	-68	
3549+00.00	3550+00.00	111	1,205	0	1,025	0	+1,025	62	141	-79	
3550+00.00	3551+00.00	115	1,455	0	1,237	0	+1,237	49	141	-92	
3551+00.00	3552+00.00	118	1,463	0	1,244	0	+1,244	49	141	-92	
3552+00.00	3553+00.00	122	1,225	0	1,042	0	+1,042	50	141	-91	
3553+00.00	3554+00.00	132	939	16	812	156	+656	52	141	-89	
3554+00.00	3555+00.00	145	889	31	782	202	+580	52	141	-89	
3555+00.00	3556+00.00	77	863	16	748	35	+713	49	141	-92	
3556+00.00	3557+00.00	74	943	0	802	0	+802	50	145	-95	
3557+00.00	3558+00.00	140	1,211	0	1,030	0	+1,030	56	152	-96	
3558+00.00	3559+00.00	120	1,374	0	1,168	0	+1,168	56	160	-104	
3559+00.00	3560+00.00	108	1,531	0	1,302	0	+1,302	58	167	-109	
3560+00.00	3561+00.00	109	1,611	0	1,370	0	+1,370	60	175	-115	
3561+00.00	3562+00.00	110	1,529	0	1,300	0	+1,300	62	178	-116	
3562+00.00	3563+00.00	106	1,171	24	1,016	147	+869	63	178	-115	
3563+00.00	3564+00.00	110	737	64	681	224	+457	71	178	-107	
3564+00.00	3565+00.00	129	600	40	544	74	+470	73	178	-105	
3565+00.00	3566+00.00	70	630	0	536	0	+536	65	200	-135	
3566+00.00	3567+00.00	76	832	0	708	0	+708	65	200	-135	
3567+00.00	3568+00.00	148	1,208	0	1,027	0	+1,027	67	178	-111	
3568+00.00	3569+00.00	144	1,358	0	1,155	0	+1,155	67	178	-111	
3569+00.00	3570+00.00	143	1,367	0	1,162	0	+1,162	67	178	-111	
3570+00.00	3571+00.00	137	1,235	23	1,070	175	+895	67	188	-121	
3571+00.00	3572+00.00	134	1,024	59	921	238	+683	67	200	-133	
3572+00.00	3573+00.00	133	880	68	806	259	+547	69	173	-104	
3573+00.00	3574+00.00	123	805	58	734	220	+514	73	141	-68	
3574+00.00	3575+00.00	108	911	26	797	38	+759	65	141	-76	
3575+00.00	3576+00.00	95	1,052	0	895	0	+895	54	141	-87	
3576+00.00	3577+00.00	98	908	0	772	0	+772	54	141	-87	
3577+00.00	3578+00.00	107	559	0	476	25	+451	56	141	-85	
3578+00.00	3579+00.00	109	433	45	407	251	+156	56	141	-85	
3579+00.00	3580+00.00	123	511	107	526	405	+121	56	141	-85	
3580+00.00	3581+00.00	147	613	89	597	351	+246	56	141	-85	
3581+00.00	3582+00.00	80	519	26	464	39	+425	143	145	-2	
3582+00.00	3583+00.00	0	439	0	374	0	+374	234	154	80	

EARTHWORK SCHEDULE

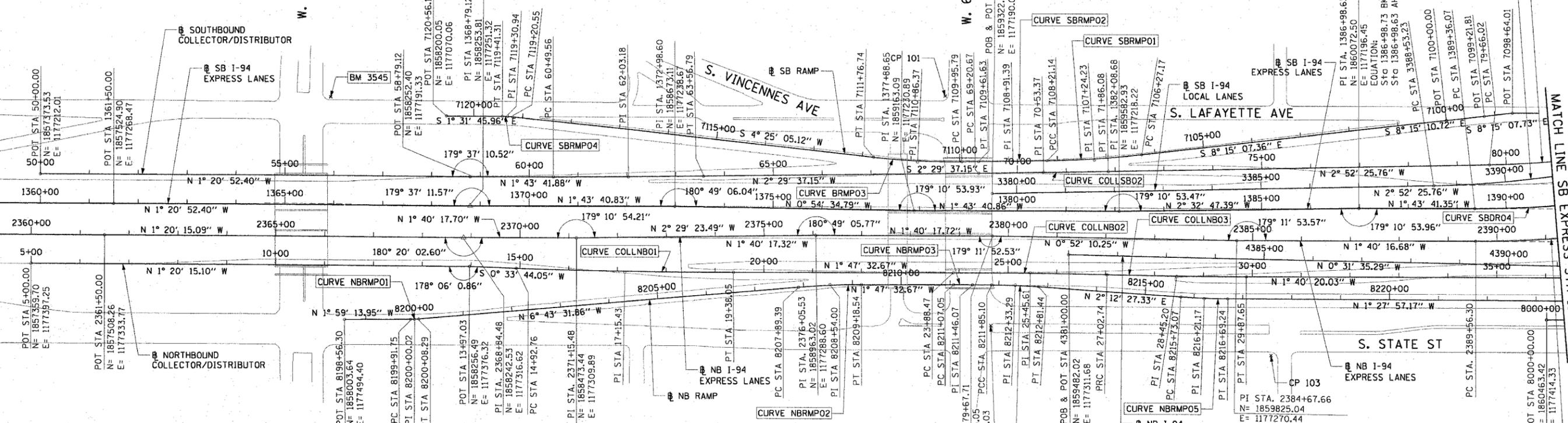
STATION TO STATION		REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	EARTH EXCAVATION (SPECIAL)	TOTAL EARTH EXCAVATION ADJUSTED FOR SHRINKAGE*	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	EXCAVATE EXISTING GRANULAR MATERIAL	PLACE EXISTING GRANULAR MATERIAL	EXISTING GRANULAR MATERIAL BALANCE WASTE(+) OR SHORTAGE(-)	
CU	YD	CU	YD	CU	YD	CU	YD	CU	YD	CU	YD
3583+00.00	3584+00.00	56	711	0	605	0	+605	252	163	89	
3584+00.00	3585+00.00	56	840	0	714	0	+714	273	171	102	
3585+00.00	3586+00.00	0	766	0	652	0	+652	284	180	104	
3586+00.00	3587+00.00	27	600	0	510	0	+510	476	191	285	
3587+00.00	3588+00.00	27	400	0	340	0	+340	676	200	476	
3588+00.00	3589+00.00	0	319	0	272	0	+272	702	210	492	
3589+00.00	3590+00.00	0	250	0	213	0	+213	728	219	509	
3590+00.00	3591+00.00	0	202	0	172	0	+172	773	234	539	
3591+00.00	3592+00.00	0	130	0	111	0	+111	689	193	496	
3592+00.00	3593+00.00	0	59	0	51	0	+51	575	141	434	
3593+00.00	3594+00.00	0	25	0	22	0	+22	575	141	434	
3594+00.00	3595+00.00	11	6	10	14	73	+59	550	141	409	
3595+00.00	3596+00.00	19	0	18	16	125	+109	499	141	358	
3596+00.00	3597+00.00	16	0	15	13	102	+89	452	141	311	
3597+00.00	3598+00.00	17	0	16	14	106	+92	402	147	255	
3598+00.00	3599+00.00	18	0	17	15	110	+95	352	156	196	
3599+00.00	3600+00.00	21	0	20	17	117	+100	321	163	158	
3600+00.00	3601+00.00	34	0	32	28	170	+142	289	171	118	
3601+00.00	3602+00.00	42	39	21	51	86	+35	260	176	84	
3602+00.00	3603+00.00	42	82	0	70	0	+70	239	178	61	
3603+00.00	3604+00.00	36	61	0	52	0	+52	223	178	45	
3604+00.00	3605+00.00	40	18	25	37	84	+47	282	178	104	
3605+00.00	3606+00.00	71	0	66	57	215	+158	380	178	202	
3606+00.00	3607+00.00	99	122	94	184	325	+141	373	178	195	
3607+00.00	3608+00.00	106	270	100	315	347	+32	373	178	195	
3608+00.00	3609+00.00	52	332	49	324	118	+206	365	178	187	
3609+00.00	3610+00.00	64	526	0	448	0	+448	350	178	172	
3610+00.00	3611+00.00	127	515	0	438	0	+438	569	178	391	
3611+00.00	3612+00.00	123	355	0	302	0	+302	773	178	595	
3612+00.00	3613+00.00	60	219	0	187	0	+187	789	178	611	
3613+00.00	3614+00.00	45	139	0	119	0	+119	756	178	578	
3614+00.00	3615+00.00	80	192	0	164	0	+164	675	178	497	
3615+00.00	3616+00.00	63	130	0	111	0	+111	563	178	385	
3616+00.00	3617+00.00	39	62	0	53	0	+53	476	178	298	
3617+00.00	3618+00.00	41	20	28	41	94	+53	562	178	384	
3618+00.00	3619+00.00	70	0	66	57	192	+135	678	178	500	
3619+00.00	3620+00.00	80	0	75	64	330	+266	671	178	493	
3620+00.00	3621+00.00	89	120	84	174	411	+237	556	178	378	
3621+00.00	3622+00.00	49	359	47	346	142	+204	375	178	197	
3622+00.00	3623+00.00	55	613	52	566	130	+436	312	178	134	
3623+00.00	3624+00.00	109	708	102	689	274	+415	391	178	213	
3624+00.00	3625+00.00	107	659	101	646	320	+326	454	178	276	
3625+00.00	3626+00.00	105	504	99	513	275	+238	604	160	444	
3626+00.00	3627+00.00	100	219	94	267	207	+60	863	141	722	
3627+00.00	3628+00.00	48	41	45	74	58	+16	782	141	641	
3628+00.00	3629+00.00	10	0	9	8	45	+37	525	141	384	
3629+00.00	3630+00.00	27	0	25	22	108	+86	271	141	130	
3630+00.00	3631+00.00	43	33	40	63	165	+102	49	71	-22	
3631+00.00	3632+00.00	41	71	38	93	144	+51	15	0	15	
3632+00.00	3633+00.00	36	74	34	92	95	+3	15	0	15	
3633+00.00	3634+00.00	51	74	48	104	133	+29	15	0	15	
3634+00.00	3635+00.00	30	239	28	227	51	+176	15	0	15	
TOTAL		10,252	108,442	2,439	94,328	10,325	84,003	28,818	26,713	2,105	

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	35
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	* (2021-922 PT2 ETC 2324.6-1P) R-11			

NOTES

1. AVAILABLE QUANTITIES FOR 'EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL' ARE ESTIMATED BASED ON EXISTING MATERIAL THICKNESSES OBTAINED FROM AS-BUILT DRAWINGS, AS SHOWN ON THE TYPICAL SECTIONS. IT WAS ASSUMED THAT 3" OF THE EXISTING SUBBASE GRANULAR MATERIAL THICKNESS WILL NOT MEET THE REQUIREMENTS OF THE SPECIAL PROVISION FOR 'EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL', AND THIS REDUCTION IN AVAILABLE VOLUME IS REFLECTED IN THE PLAN QUANTITIES.
2. END AREAS SHOWN IN THE CROSS SECTIONS DO NOT REFLECT 'EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL'. 'EARTH EXCAVATION' VOLUMES GIVEN IN THE EARTHWORK SCHEDULE HAVE BEEN ADJUSTED TO ACCOUNT FOR THE VOLUME OF 'EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL'.

CURVE COLLNBO1	CURVE COLLNBO2	CURVE COLLNBO3	CURVE COLLSBO1	CURVE COLLSBO2	CURVE COLLSBO3	CURVE SBRMPO1	CURVE SBRMPO2	CURVE SBRMPO3	CURVE SBRMPO4
P.I. STA= 17+15.43 N= 1,858,574.87 E= 1,177,378.55 Δ= 2° 07' 33" D= 0° 28' 38" R= 12,000.00' T= 222.67' L= 445.29 E= 2.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 14+92.76 N= 1,858,352.21 E= 1,177,377.25 P.T. STA= 19+38.05 N= 1,858,797.43 E= 1,177,371.58	P.I. STA= 25+45.61 N= 1,859,404.70 E= 1,177,352.58 Δ= 1° 17' 10" D= 0° 24' 33" R= 14,000.00' T= 157.14' L= 314.27 E= 0.88' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 23+88.47 N= 1,859,247.63 E= 1,177,357.49 P.T. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19	P.I. STA= 28+45.20 N= 1,859,704.28 E= 1,177,349.93 Δ= 1° 09' 57" D= 0° 24' 33" R= 14,000.00' T= 142.45' L= 284.90 E= 0.72' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 27+02.74 N= 1,859,561.83 E= 1,177,351.19 P.T. STA= 29+87.65 N= 1,859,846.68 E= 1,177,345.77	P.I. STA= 62+03.18 N= 1,858,576.31 E= 1,177,181.55 Δ= 0° 45' 55" D= 0° 14' 56" R= 23,000.00' T= 153.61' L= 307.23 E= 0.51' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 60+49.56 N= 1,858,422.76 E= 1,177,186.19 P.T. STA= 63+56.79 N= 1,858,729.78 E= 1,177,174.87	P.I. STA= 70+53.37 N= 1,859,425.70 E= 1,177,144.56 Δ= 0° 22' 48" D= 0° 14' 56" R= 40,000.00' T= 132.70' L= 275.46 E= 0.22' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 69+20.67 N= 1,860,337.20 E= 1,177,098.81 P.T. STA= 71+86.08 N= 1,859,558.24 E= 1,177,137.91	P.I. STA= 81+04.03 N= 1,860,475.04 E= 1,177,091.89 Δ= 8° 56' 14" D= 0° 14' 56" R= 1,766.00' T= 138.01' L= 265.46 E= 5.38' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 79+66.02 N= 1,860,337.20 E= 1,177,098.81 P.T. STA= 82+41.49 N= 1,860,610.14 E= 1,177,063.64	P.I. STA= 7107+24.23 N= 1,859,529.38 E= 1,177,115.44 Δ= 5° 33' 25" D= 2° 51' 53" R= 2,000.00' T= 97.06' L= 193.98 E= 2.35' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7106+27.17 N= 1,859,625.44 E= 1,177,101.51 P.T. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01	P.I. STA= 7108+91.39 N= 1,859,362.26 E= 1,177,123.31 Δ= 0° 12' 05" D= 0° 08' 36" R= 39,975.44' T= 70.24' L= 140.48 E= 0.06' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7108+21.14 N= 1,859,432.42 E= 1,177,120.01 P.T. STA= 7109+61.63 N= 1,859,292.09 E= 1,177,126.36	P.I. STA= 7110+86.37 N= 1,859,167.46 E= 1,177,131.79 Δ= 6° 54' 42" D= 3° 49' 11" R= 1,500.00' T= 90.58' L= 180.95 E= 2.73' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7109+95.79 N= 1,859,257.95 E= 1,177,127.85 P.T. STA= 7111+76.74 N= 1,859,077.14 E= 1,177,124.81	P.I. STA= 7119+30.94 N= 1,858,325.18 E= 1,177,066.71 Δ= 5° 56' 51" D= 28° 38' 52" R= 200.00' T= 10.39' L= 20.76 E= 0.27' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 7119+20.55 N= 1,858,335.54 E= 1,177,067.52 P.T. STA= 7119+41.31 N= 1,858,314.79 E= 1,177,066.99



BENCH MARK NO.	ELEV.	DESCRIPTION:
3528	16.20	CROSS CUT ON NORTHWESTERLY BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 45TH ST AND WENTWORTH AVE
3530	18.18	CROSS CUT ON SOUTHEAST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 51ST ST AND WELLS ST
3531	17.55	CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF GARFIELD BLVD AND WELLS ST
3532	18.84	HORIZONTAL BOLT ON CTA "EL" STRUCTURE, EAST SIDE OF WELLS ST ABOUT 50 FEET NORTH OF 59TH PL.
3533	19.71	BRASS DISK (CTA MONUMENT) AT THE SOUTHWEST CORNER OF 63RD ST AND HARVARD ST

BENCH MARK NO.	ELEV.	DESCRIPTION:
3535	19.31	FOUND CROSS CUT ON SOUTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 59TH ST AND WENTWORTH AVE
3536	18.37	CROSS CUT ON SOUTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE SOUTHEAST CORNER OF GARFIELD BLVD AND WENTWORTH AVE
3537	17.71	CROSS CUT ON NORTHEASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 51ST ST AND WENTWORTH AVE
3538	17.31	CROSS CUT ON EASTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHEAST CORNER OF 47TH ST AND LASALLE ST
3544	19.38	CROSS CUT ON WESTERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 67TH ST AND LAFAYETTE AVE
3545	10.53	CROSS CUT ON NORTHWEST BOLT OF LIGHT POLE BASE AT THE NORTHWEST CORNER OF 71ST ST AND LAFAYETTE AVE

CURVE NBRMPO1	CURVE NBRMPO2	CURVE NBRMPO3	CURVE NBRMPO4
P.I. STA= 8200+00.02 N= 1,858,147.27 E= 1,177,489.42 Δ= 4° 44' 18" D= 28° 38' 52" R= 200.00' T= 8.27' L= 16.54 E= 0.17' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8199+91.75 N= 1,858,139.01 E= 1,177,489.70 P.T. STA= 8200+08.29 N= 1,858,155.49 E= 1,177,488.45	P.I. STA= 8208+54.00 N= 1,858,995.39 E= 1,177,389.40 Δ= 4° 55' 59" D= 3° 49' 11" R= 1,500.00' T= 64.61' L= 129.15 E= 1.39' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8207+89.39 N= 1,858,931.22 E= 1,177,396.97 P.T. STA= 8209+18.54 N= 1,859,059.97 E= 1,177,387.38	P.I. STA= 8211+46.07 N= 1,859,287.39 E= 1,177,380.27 Δ= 0° 19' 12" D= 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	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= 48.19' L= 96.34 E= 0.77' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8211+85.10 N= 1,859,326.41 E= 1,177,379.26 P.T. STA= 8212+81.44 N= 1,859,422.73 E= 1,177,379.88

CURVE NBRMPO5	CURVE SBLOCSO1
P.I. STA= 8216+21.17 N= 1,859,762.21 E= 1,177,392.97 Δ= 3° 40' 25" D= 3° 49' 11" R= 1,500.00' T= 48.10' L= 96.17' E= 0.77' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 8215+73.07 N= 1,859,714.14 E= 1,177,391.11 P.T. STA= 8216+69.24 N= 1,859,810.29 E= 1,177,391.74	P.I. STA= 3391+35.61 N= 1,860,506.29 E= 1,177,130.62 Δ= 15° 38' 54" D= 2° 47' 17" R= 2,055.00' T= 282.39' L= 561.26' E= 19.31' e= 5.5' 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

CTE | AECOM

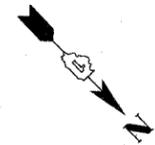
NOTES:
1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
ALIGNMENT PLAN
SCALE: 1"=100'
DATE: June 9, 2006
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

F:\V\40468\G:\IN\G-Conts 18 & 19\Site\Plan\90902\27A 12/24/04 PM 6/7/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	588	37
STA.		TO STA.		
62303		* (2021-922 PT2 ETC 2324.6-1P) R-11		



P:\p04046\04\IN\B-entrs 18 & 19\Sheet 15\Alignment\902022.dwg 6/7/2006 12:26:05 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 COLLSB03
 P.I. STA= 81+04.03
 N= 1,860,475.04
 E= 1,177,091.89
 Δ= 8° 56' 14"
 D= 3° 14' 39"
 R= 1,766.00'
 T= 138.01'
 L= 275.46'
 E= 5.38'
 e= 5.63%
 T.R.= N/A
 S.E. RUN= 200.00'
 P.C. STA= 79+66.02
 N= 1,860,337.20
 E= 1,177,098.81
 P.T. STA= 82+41.49
 N= 1,860,610.14
 E= 1,177,063.64

CURVE COLLSB04
 P.I. STA= 83+22.94
 N= 1,860,689.19
 E= 1,177,044.03
 Δ= 4° 35' 34"
 D= 2° 49' 15"
 R= 2,031.00'
 T= 81.44'
 L= 162.81'
 E= 1.63'
 e= 5.5%
 T.R.= N/A
 S.E. RUN= N/A
 P.C. STA= 82+41.49
 N= 1,860,610.14
 E= 1,177,063.64
 P.T. STA= 84+04.30
 N= 1,860,766.42
 E= 1,177,018.16

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

CURVE NBLOC01
 P.I. STA= 4398+91.75
 N= 1,861,273.69
 E= 1,177,295.21
 Δ= 47° 52' 53"
 D= 3° 22' 13"
 R= 1700.00'
 T= 754.78'
 L= 1420.67'
 E= 160.03'
 e= 5.9%
 T.R.= 41'
 S.E. RUN= 210' (236.93')
 P.C. STA= 4391+36.97
 N= 1,860,518.94
 E= 1,177,302.15
 P.T. STA= 4405+57.64
 N= 1,861,774.74
 E= 1,176,730.72

CURVE NBDRO3
 P.I. STA= 2398+13.58
 N= 1,861,170.38
 E= 1,177,231.19
 Δ= 44° 36' 17"
 D= 2° 44' 29"
 R= 2090.00'
 T= 857.27'
 L= 1627.06'
 E= 168.99'
 e= 5.5%
 T.R.= 41' (41')
 S.E. RUN= 196' (274.66')
 P.C. STA= 2389+56.30
 N= 1,860,313.48
 E= 1,177,256.19
 P.T. STA= 2405+83.37
 N= 1,861,762.92
 E= 1,176,611.65

CURVE WBSKYLO1
 P.I. STA= 6057+27.06
 N= 1,861,427.27
 E= 1,177,209.11
 Δ= 41° 36' 43"
 D= 6° 17' 09"
 R= 911.50'
 T= 346.35'
 L= 661.99'
 E= 63.59'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 129' (129')
 P.C. STA= 6053+80.71
 N= 1,861,427.39
 E= 1,177,555.47
 P.T. STA= 6060+42.70
 N= 1,861,657.19
 E= 1,176,950.08

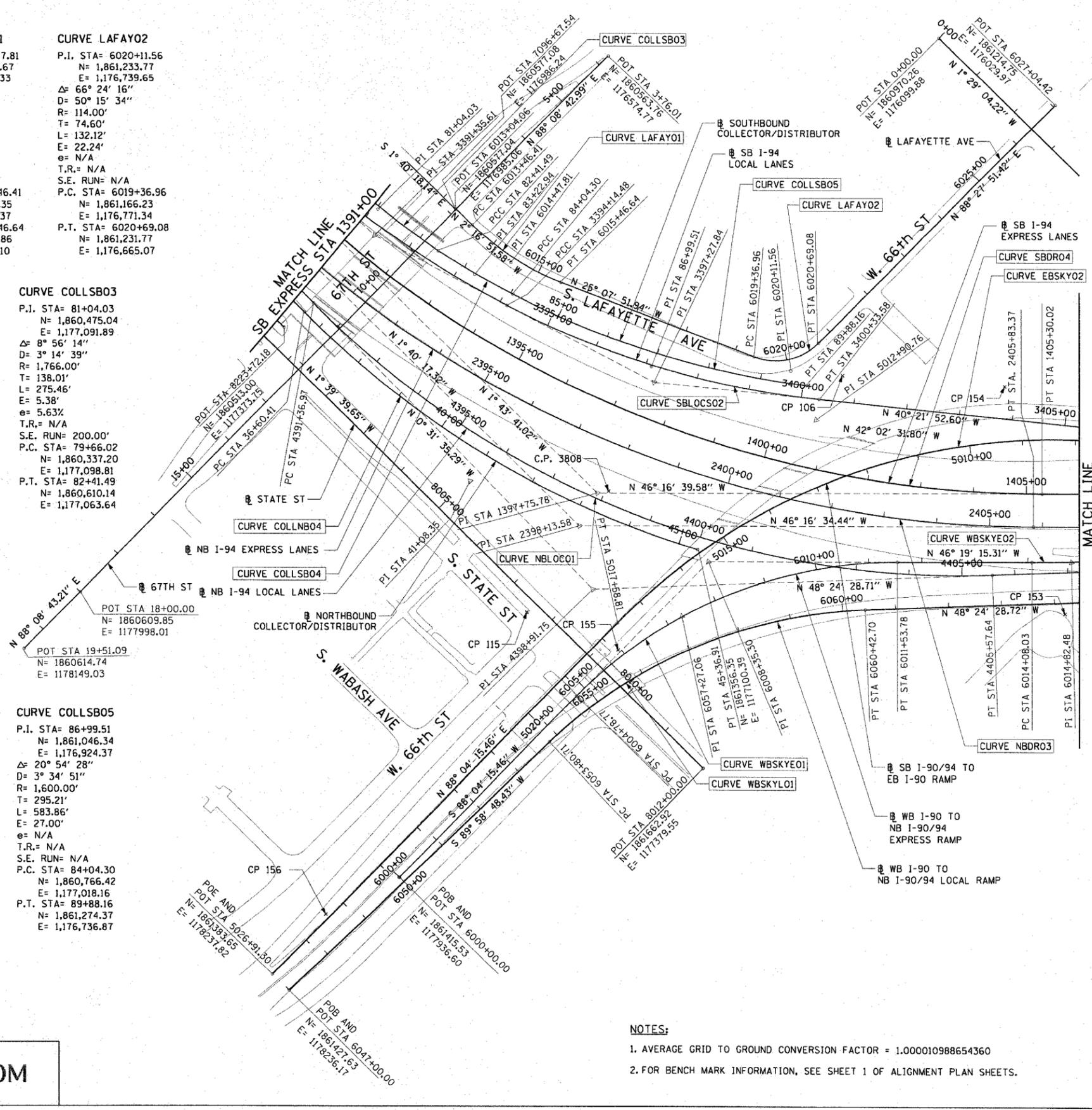
CURVE WBSKYEO1
 P.I. STA= 6008+35.30
 N= 1,861,387.41
 E= 1,177,101.77
 Δ= 45° 36' 29"
 D= 6° 45' 24"
 R= 848.00'
 T= 356.54'
 L= 675.02'
 E= 71.90'
 e= 6.0%
 T.R.= N/A
 S.E. RUN= 96' (179.23')
 P.C. STA= 6004+78.77
 N= 1,861,399.41
 E= 1,177,458.10
 P.T. STA= 6011+53.78
 N= 1,861,633.64
 E= 1,176,843.91

CURVE WBSKYEO2
 P.I. STA= 6014+82.48
 N= 1,861,860.65
 E= 1,176,606.19
 Δ= 2° 30' 00"
 D= 1° 40' 45"
 R= 3412.00'
 T= 74.45'
 L= 148.88'
 E= 0.81'
 e= 3.1%
 T.R.= N/A
 S.E. RUN= 138.58' (80.76')
 P.C. STA= 6014+08.03
 N= 1,861,809.23
 E= 1,176,660.04
 P.T. STA= 6015+56.91
 N= 1,861,909.67
 E= 1,176,550.16

CURVE SBL0CS02
 P.I. STA= 3397+27.84
 N= 1,861,071.17
 E= 1,176,941.37
 Δ= 21° 50' 32"
 D= 3° 31' 41"
 R= 1624.00'
 T= 313.36'
 L= 619.10'
 E= 29.96'
 e= 6.0%
 T.R.= 41'
 S.E. RUN= 213'
 P.C. STA= 3394+14.48
 N= 1,860,774.05
 E= 1,177,040.92
 P.T. STA= 3400+33.58
 N= 1,861,309.93
 E= 1,176,738.43

CURVE EBSKYO2
 P.I. STA= 5012+90.76
 N= 1,861,334.19
 E= 1,176,769.43
 Δ= 49° 53' 13"
 D= 4° 57' 54"
 R= 1154.00'
 T= 536.73'
 L= 1004.78'
 E= 118.71'
 e= 5.6%
 T.R.= 48' (96')
 S.E. RUN= 135' (135')
 P.C. STA= 5007+54.03
 N= 1,861,732.80
 E= 1,176,409.99
 P.T. STA= 5017+58.81
 N= 1,861,352.26
 E= 1,177,305.85

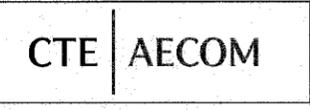
CURVE SBDRO4
 P.I. STA= 1397+75.78
 N= 1,861,149.16
 E= 1,177,163.97
 Δ= 44° 32' 59"
 D= 2° 47' 42"
 R= 2050.00'
 T= 839.71'
 L= 1593.95'
 E= 165.31'
 e= 5.5%
 T.R.= 96'
 S.E. RUN= 226' (244.83')
 P.C. STA= 1389+36.07
 N= 1,860,309.83
 E= 1,177,189.29
 P.T. STA= 1405+30.02
 N= 1,861,729.54
 E= 1,176,557.11



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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
ALIGNMENT PLAN
 SCALE: 1"=100'
 DATE: June 9, 2006
 DRAWN BY: NJH/AMM
 CHECKED BY: JAL/MS



ALT-2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	38
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

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

CURVE EKWELLO3
P.I. STA= 12+18.75
N= 1,862,163.15
E= 1,175,963.41
Δ= 2° 58' 46"
D= 2° 15' 54"
R= 2,529.60'
T= 65.78'
L= 131.54'
E= 0.85'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 11+52.96
N= 1,862,109.97
E= 1,176,002.13
P.T. STA= 12+84.51
N= 1,862,218.28
E= 1,175,927.50

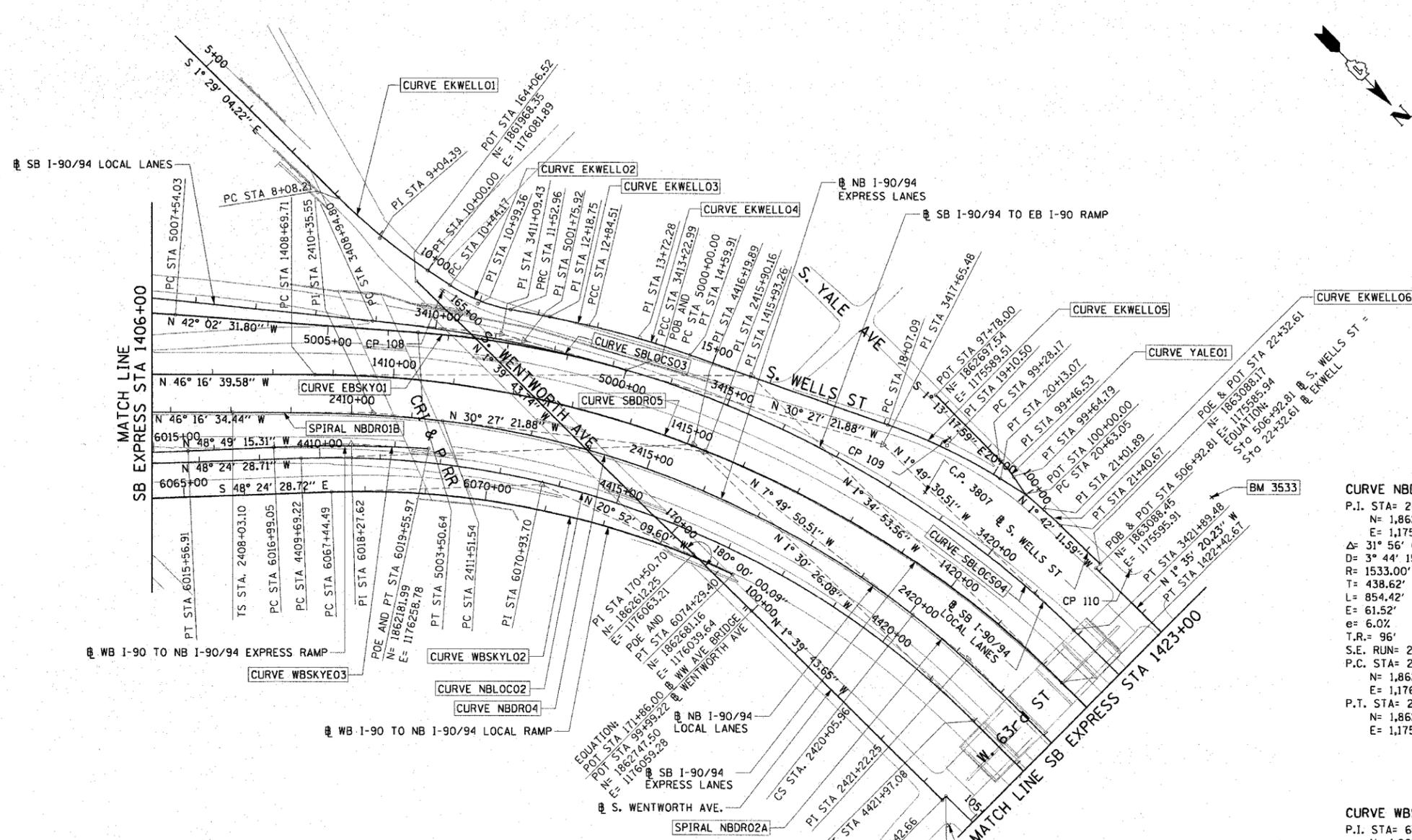
CURVE EKWELLO5
P.I. STA= 19+10.50
N= 1,862,770.39
E= 1,175,632.97
Δ= 12° 45' 31"
D= 6° 11' 38"
R= 925.00'
T= 103.41'
L= 205.97'
E= 5.76'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 18+07.09
N= 1,862,678.46
E= 1,175,680.34
P.T. STA= 20+13.07
N= 1,862,870.51
E= 1,175,607.06

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

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

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

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



CURVE EBSKY01
P.I. STA= 5001+75.92
N= 1,862,163.03
E= 1,176,022.04
Δ= 11° 35' 10"
D= 3° 18' 15"
R= 1734.00'
T= 175.92'
L= 350.64'
E= 8.90'
e= 5.6%
T.R.= 48' (96')
S.E. RUN= 135'
P.C. STA= 5000+00.00
N= 1,862,314.67
E= 1,175,932.87
P.T. STA= 5003+50.64
N= 1,862,032.38
E= 1,176,139.85

CURVE SBLOCS03
P.I. STA= 3411+09.43
N= 1,862,129.66
E= 1,176,041.66
Δ= 9° 54' 30"
D= 3° 18' 15"
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

CURVE SBDRO5
P.I. STA= 1415+93.26
N= 1,862,464.42
E= 1,175,788.71
Δ= 44° 41' 46"
D= 3° 15' 20"
R= 1760.00'
T= 442.49'
L= 1372.97'
E= 142.93'
e= 5.9%
T.R.= 41' (41')
S.E. RUN= 262.17' (242')
P.C. STA= 1408+69.71
N= 1,861,964.32
E= 1,176,311.62
P.T. STA= 1422+42.67
N= 1,863,187.69
E= 1,175,768.74

CURVE SBLOCS04
P.I. STA= 3417+65.48
N= 1,862,696.11
E= 1,175,708.58
Δ= 28° 37' 52"
D= 3° 18' 15"
R= 1734.00'
T= 128.57'
L= 866.49'
E= 55.57'
e= 5.9%
T.R.= (41')
S.E. RUN= (242')
P.C. STA= 3413+22.99
N= 1,862,314.67
E= 1,175,932.87
P.T. STA= 3421+89.48
N= 1,863,138.37
E= 1,175,694.49

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

CURVE NBDRO2
P.I. STA= 4416+19.89
N= 1,862,479.88
E= 1,175,936.27
Δ= 46° 54' 02"
D= 3° 49' 11"
R= 1500.00'
T= 650.67'
L= 1227.85'
E= 135.05'
e= 6.0%
T.R.= 41' (96')
S.E. RUN= 277.55' (246')
P.C. STA= 4409+69.22
N= 1,862,047.95
E= 1,176,422.90
P.T. STA= 4421+97.08
N= 1,863,130.33
E= 1,175,919.15

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

CURVE WBSKYE02
P.I. STA= 6070+93.70
N= 1,862,354.86
E= 1,176,164.04
Δ= 27° 32' 19"
D= 4° 01' 15"
R= 1425.00'
T= 349.20'
L= 684.91'
E= 42.16'
e= 6.0%
T.R.= N/A
S.E. RUN= 129'
P.C. STA= 6067+44.49
N= 1,862,123.05
E= 1,176,425.21
P.T. STA= 6074+29.40
N= 1,862,681.16
E= 1,176,039.64

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

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

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

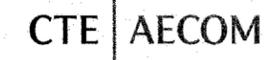
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

ALIGNMENT PLAN

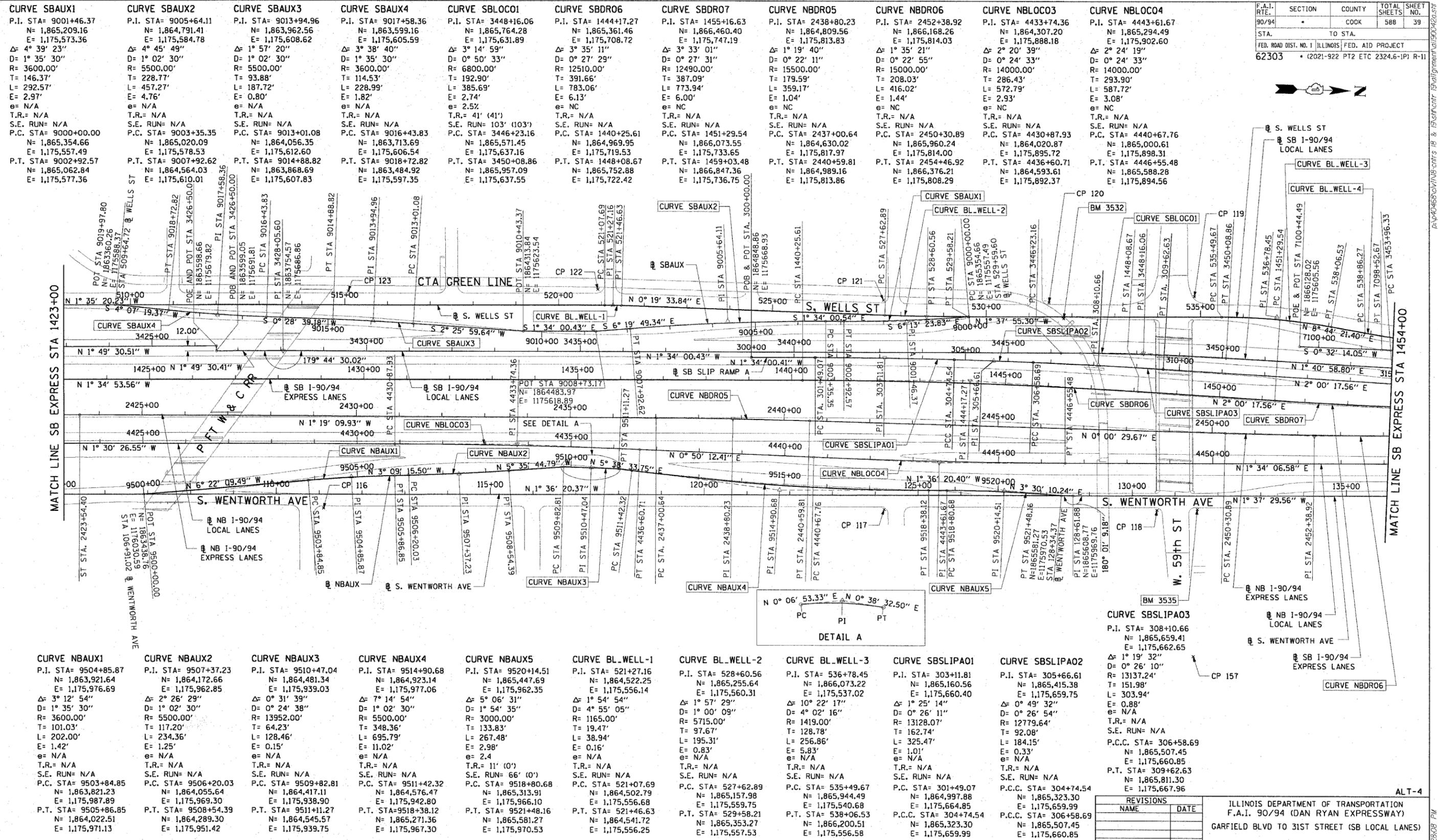
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DATE: June 9, 2006

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



6/7/2006 12:07 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	39
STA. TO STA.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P1 R-11				



<p>CURVE SBAUX1 P.I. STA= 9001+46.37 N= 1,865,209.16 E= 1,175,573.36 Δ= 4° 39' 23" D= 1° 35' 30" R= 3600.00' T= 146.37' L= 292.57' E= 2.97' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9000+00.00 N= 1,865,354.66 E= 1,175,557.49 P.T. STA= 9002+92.57 N= 1,865,062.84 E= 1,175,577.36</p>	<p>CURVE SBAUX2 P.I. STA= 9005+64.11 N= 1,864,791.41 E= 1,175,584.78 Δ= 4° 45' 49" D= 1° 02' 30" R= 5500.00' T= 228.77' L= 457.27' E= 4.76' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9003+35.35 N= 1,865,020.09 E= 1,175,578.53 P.T. STA= 9007+92.62 N= 1,864,564.03 E= 1,175,607.83</p>	<p>CURVE SBAUX3 P.I. STA= 9013+94.96 N= 1,863,962.56 E= 1,175,608.62 Δ= 1° 57' 20" D= 1° 02' 30" R= 5500.00' T= 93.88' L= 187.72' E= 0.80' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9013+01.08 N= 1,864,056.35 E= 1,175,612.60 P.T. STA= 9014+88.82 N= 1,863,868.69 E= 1,175,607.83</p>	<p>CURVE SBAUX4 P.I. STA= 9017+58.36 N= 1,863,962.56 E= 1,175,605.59 Δ= 3° 38' 40" D= 1° 35' 30" R= 3600.00' T= 114.53' L= 228.99' E= 1.82' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9016+43.83 N= 1,863,713.69 E= 1,175,606.54 P.T. STA= 9018+72.82 N= 1,863,484.92 E= 1,175,597.35</p>	<p>CURVE SBLOCO1 P.I. STA= 3448+16.06 N= 1,865,764.28 E= 1,175,631.89 Δ= 3° 14' 59" D= 0° 50' 33" R= 6800.00' T= 192.90' L= 385.69' E= 2.74' e= 2.52' T.R.= 41' (41') S.E. RUN= 103' (103') P.C. STA= 3446+23.16 N= 1,865,571.45 E= 1,175,637.16 P.T. STA= 3450+08.86 N= 1,865,957.09 E= 1,175,637.55</p>	<p>CURVE SBDR06 P.I. STA= 1444+17.27 N= 1,865,361.46 E= 1,175,708.72 Δ= 3° 35' 11" D= 0° 27' 29" R= 12510.00' T= 391.66' L= 783.06' E= 2.74' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 1440+25.61 N= 1,864,969.95 E= 1,175,719.53 P.T. STA= 1448+08.67 N= 1,865,752.88 E= 1,175,722.42</p>	<p>CURVE SBDR07 P.I. STA= 1455+16.63 N= 1,866,460.40 E= 1,175,747.19 Δ= 3° 33' 01" D= 0° 27' 31" R= 12490.00' T= 387.09' L= 773.94' E= 6.00' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 1451+29.54 N= 1,866,073.55 E= 1,175,733.65 P.T. STA= 1459+03.48 N= 1,866,847.36 E= 1,175,736.75</p>	<p>CURVE NBDR05 P.I. STA= 2438+80.23 N= 1,864,809.56 E= 1,175,813.83 Δ= 1° 19' 40" D= 0° 22' 11" R= 15500.00' T= 179.59' L= 359.17' E= 6.13' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 2437+00.64 N= 1,864,630.02 E= 1,175,817.97 P.T. STA= 2440+59.81 N= 1,864,989.16 E= 1,175,813.86</p>	<p>CURVE NBDR06 P.I. STA= 2452+38.92 N= 1,865,168.26 E= 1,175,814.03 Δ= 1° 35' 21" D= 0° 22' 55" R= 15000.00' T= 208.43' L= 416.02' E= 1.04' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 2450+30.89 N= 1,865,960.24 E= 1,175,814.00 P.T. STA= 2454+46.92 N= 1,866,376.21 E= 1,175,808.29</p>	<p>CURVE NBLOCO3 P.I. STA= 4433+74.36 N= 1,864,307.20 E= 1,175,888.18 Δ= 2° 20' 39" D= 0° 24' 33" R= 14000.00' T= 286.43' L= 572.79' E= 2.93' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 4430+87.93 N= 1,864,020.87 E= 1,175,895.72 P.T. STA= 4436+60.71 N= 1,864,593.61 E= 1,175,892.37</p>	<p>CURVE NBLOCO4 P.I. STA= 4443+61.67 N= 1,865,294.49 E= 1,175,902.60 Δ= 2° 24' 19" D= 0° 24' 33" R= 14000.00' T= 293.90' L= 587.72' E= 3.08' e= NC T.R.= N/A S.E. RUN= N/A P.C. STA= 4440+67.76 N= 1,865,000.61 E= 1,175,898.31 P.T. STA= 4446+55.48 N= 1,865,588.28 E= 1,175,894.56</p>
<p>CURVE NBAUX1 P.I. STA= 9504+85.87 N= 1,863,921.64 E= 1,175,976.69 Δ= 3° 12' 54" D= 1° 35' 30" R= 3600.00' T= 101.03' L= 202.00' E= 1.42' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9503+84.85 N= 1,863,821.23 E= 1,175,987.89 P.T. STA= 9505+86.85 N= 1,864,022.51 E= 1,175,971.13</p>	<p>CURVE NBAUX2 P.I. STA= 9507+37.23 N= 1,864,172.66 E= 1,175,962.85 Δ= 2° 26' 29" D= 1° 02' 30" R= 5500.00' T= 117.20' L= 234.36' E= 1.25' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9506+20.03 N= 1,864,055.64 E= 1,175,969.30 P.T. STA= 9508+54.39 N= 1,864,289.30 E= 1,175,951.42</p>	<p>CURVE NBAUX3 P.I. STA= 9510+47.04 N= 1,864,481.34 E= 1,175,939.03 Δ= 0° 31' 39" D= 0° 24' 38" R= 13952.00' T= 64.23' L= 128.46' E= 0.15' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9509+82.81 N= 1,864,417.11 E= 1,175,938.90 P.T. STA= 9511+11.27 N= 1,864,545.57 E= 1,175,939.75</p>	<p>CURVE NBAUX4 P.I. STA= 9514+90.68 N= 1,864,923.14 E= 1,175,977.06 Δ= 7° 14' 54" D= 1° 02' 30" R= 5500.00' T= 348.36' L= 695.79' E= 11.02' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 9511+42.32 N= 1,864,576.47 E= 1,175,942.80 P.T. STA= 9518+38.12 N= 1,865,271.36 E= 1,175,967.30</p>	<p>CURVE NBAUX5 P.I. STA= 9520+14.51 N= 1,865,447.69 E= 1,175,962.35 Δ= 5° 06' 31" D= 1° 54' 35" R= 3000.00' T= 133.83' L= 267.48' E= 2.98' e= 2.4 T.R.= 11' (0') S.E. RUN= 66' (0') P.C. STA= 9518+80.68 N= 1,865,313.91 E= 1,175,966.10 P.T. STA= 9521+48.16 N= 1,865,581.27 E= 1,175,970.53</p>	<p>CURVE BL_WELL-1 P.I. STA= 521+27.16 N= 1,864,522.25 E= 1,175,556.14 Δ= 1° 54' 54" D= 4° 55' 05" R= 3000.00' T= 19.47' L= 38.94' E= 0.16' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 521+07.69 N= 1,864,502.79 E= 1,175,556.68 P.T. STA= 521+46.63 N= 1,864,541.72 E= 1,175,556.25</p>	<p>CURVE BL_WELL-2 P.I. STA= 528+60.56 N= 1,865,255.64 E= 1,175,560.31 Δ= 1° 57' 29" D= 1° 00' 09" R= 3000.00' T= 97.67' L= 195.31' E= 0.83' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 527+62.89 N= 1,865,157.98 E= 1,175,559.75 P.T. STA= 529+58.21 N= 1,865,353.27 E= 1,175,557.53</p>	<p>CURVE BL_WELL-3 P.I. STA= 536+78.45 N= 1,866,073.22 E= 1,175,537.02 Δ= 10° 22' 17" D= 4° 02' 16" R= 1165.00' T= 149.00' L= 128.78' E= 5.83' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 535+49.67 N= 1,865,944.49 E= 1,175,540.68 P.T. STA= 538+06.53 N= 1,866,200.51 E= 1,175,556.58</p>	<p>CURVE SBSLIPA01 P.I. STA= 303+11.81 N= 1,865,160.56 E= 1,175,660.40 Δ= 1° 25' 14" D= 0° 26' 11" R= 13128.07' T= 162.74' L= 325.47' E= 1.01' e= N/A T.R.= N/A S.E. RUN= N/A P.C. STA= 301+49.07 N= 1,864,997.88 E= 1,175,664.85 P.C.C. STA= 304+74.54 N= 1,865,323.30 E= 1,175,659.99</p>	<p>CURVE SBSLIPA02 P.I. STA= 305+66.61 N= 1,865,415.38 E= 1,175,659.75 Δ= 0° 49' 32" D= 0° 26' 54" R= 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. 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 P.T. STA= 309+62.63 N= 1,865,811.30 E= 1,175,667.96</p>	

CTE | AECOM

- 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)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

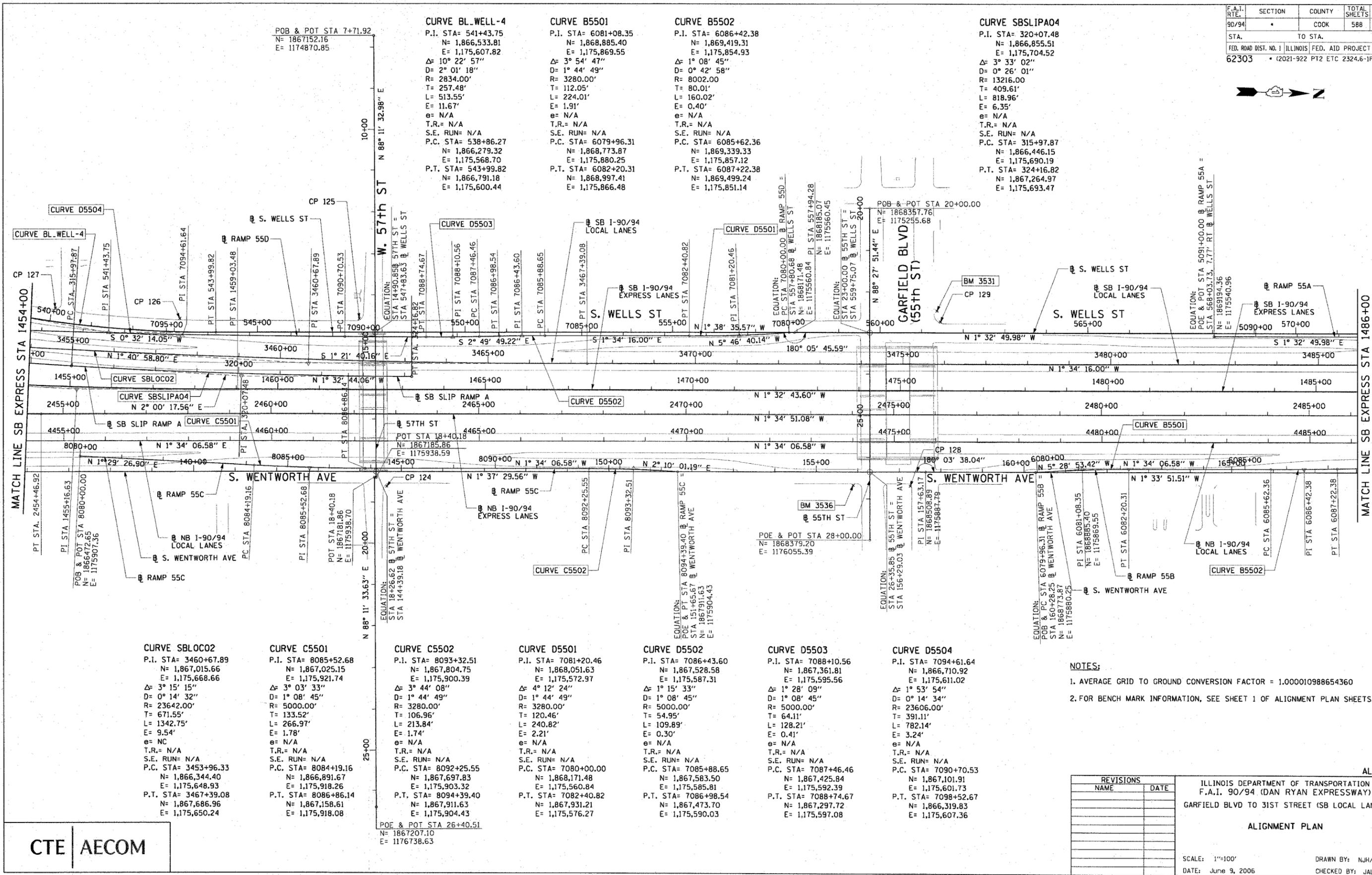
ALIGNMENT PLAN

SCALE: 1"=100'
DATE: June 9, 2006

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

6/7/2006 12:28:08 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	40
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



CURVE SBLOCO2
P.I. STA= 3460+67.89
N= 1,867,015.66
E= 1,175,668.66
Δ= 3° 15' 15"
D= 0° 14' 32"
R= 23642.00'
T= 671.55'
L= 1342.75'
E= 9.54'
e= NC
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 3453+96.33
N= 1,866,344.40
E= 1,175,648.93
P.T. STA= 3467+39.08
N= 1,867,686.96
E= 1,175,650.24

CURVE C5501
P.I. STA= 8085+52.68
N= 1,867,025.15
E= 1,175,921.74
Δ= 3° 03' 33"
D= 1° 08' 45"
R= 5000.00'
T= 133.52'
L= 266.97'
E= 1.78'
e= N/A
T.R.= N/A
S.E. RUN= N/A
P.C. STA= 8084+19.16
N= 1,866,891.67
E= 1,175,918.26
P.T. STA= 8086+86.14
N= 1,867,158.61
E= 1,175,918.08

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

CURVE D5501
P.I. STA= 7081+20.46
N= 1,868,051.63
E= 1,175,572.97
Δ= 4° 12' 24"
D= 1° 44' 49"
R= 3280.00'
T= 106.96'
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:**
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)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

ALIGNMENT PLAN

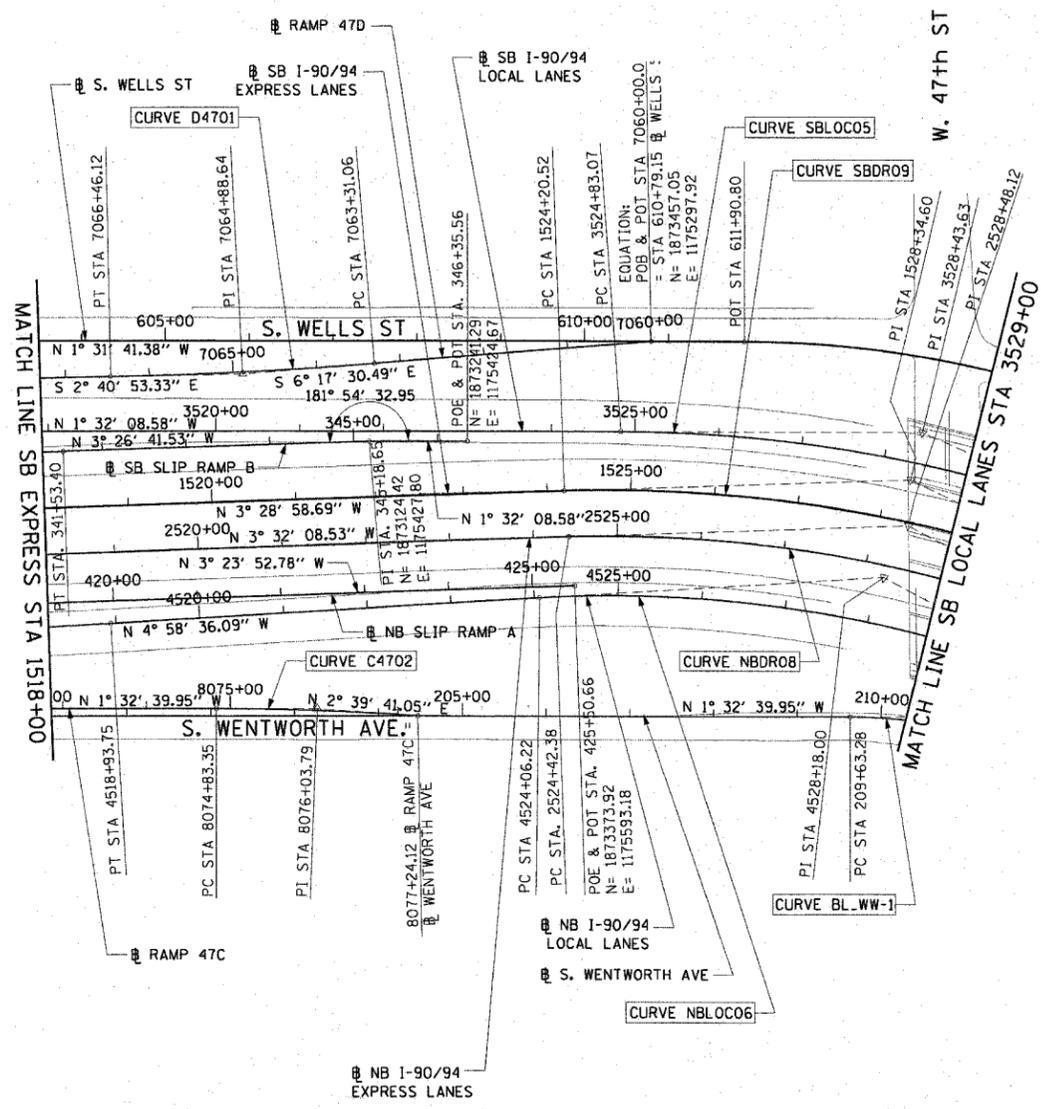
SCALE: 1"=100'
DATE: June 9, 2006

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



6/7/2006 12:34:07 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	42
STA.		TO STA.		
62303		2324.6-1P1 R-11		



<p>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</p>	<p>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</p>	<p>CURVE SBLOC05 P.I. STA = 3528+43.63 N= 1,873,784.42 E= 1,175,398.10 Δ = 23° 47' 11" (RT) D = 3° 20' 48" R = 1,712.00' T = 360.56' L = 710.73' E = 37.56' e = 5.7% S.A. = STA 3522+04.49 TO STA 3526+01.07 T.R. = 42.58' S.E. RUN = 354.00' S.R. = BEGIN CONTINUOUSLY ROTATING PLANE AT STA 3530+92.51 P.C. STA = 3524+83.07 N= 1,873,423.99 E= 1,175,407.76 P.T. STA = 3531+93.80 N= 1,874,118.14 E= 1,175,534.63</p>	<p>CURVE SBDR09 P.I. STA = 1528+34.60 N= 1,873,771.86 E= 1,175,455.52 Δ = 27° 22' 45" (RT) D = 3° 22' 13" R = 1,700.00' T = 414.09' L = 812.35' E = 49.71' e = 5.7% S.A. = STA 1521+84.22 TO STA 1525+21.75 T.R. = 33.53' S.E. RUN = 304.00' S.R. = BEGIN CONTINUOUSLY ROTATING PLANE AT STA 1531+40.60 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</p>	<p>CURVE NBDRO8 P.I. STA = 2528+48.12 N= 1,873,770.44 E= 1,175,510.19 Δ = 29° 20' 17" (RT) D = 3° 41' 47" R = 1,550.00' T = 405.74' L = 793.68' E = 52.23' e = 5.9% S.A. = STA 2521+65.07 TO STA 2525+47.05 T.R. = 67.98' S.E. RUN = 314.00' S.R. = BEGIN CONTINUOUSLY ROTATING PLANE AT STA 2531+59.12 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</p>	<p>CURVE NBLOC06 P.I. STA = 4528+18.00 N= 1,873,742.76 E= 1,175,572.51 Δ = 30° 46' 45" (RT) D = 3° 49' 48" R = 1,496.00' T = 411.77' L = 803.65' E = 55.64' e = 5.9% S.A. = STA 4521+22.64 TO STA 4525+10.89 T.R. = 74.25' S.E. RUN = 314.00' S.R. = BEGIN CONTINUOUSLY ROTATING PLANE AT STA 4531+18.51 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</p>
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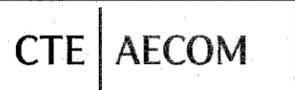
- NOTES:**
- AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 - FOR BENCH MARK INFORMATION, SEE SHEET 1 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

ALIGNMENT PLAN

SCALE: 1"=100'
DATE: June 9, 2006
DRAWN BY: NJH/AMM
CHECKED BY: JAL/MS

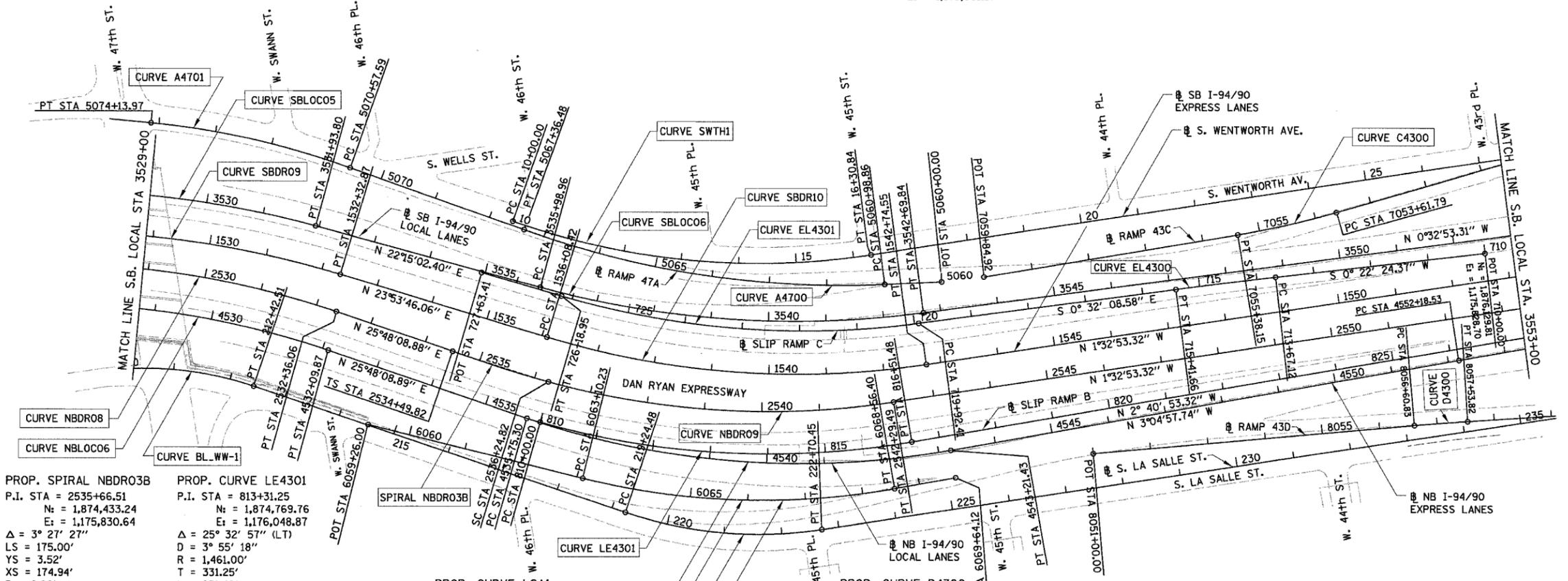


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P:\040468\dmv\8-entrs\18 & 19\stacnr\19\alignmen\150072a.dwg

PROP. CURVE SBDR10 P.I. STA = 1539+47.07 N = 1,874,803.43 E = 1,175,912.56 $\Delta = 25^\circ 26' 39''$ (LT) D = 3' 49' 11" R = 1,500.00' T = 338.65' L = 666.13' E = 37.75' $\theta = 5.9\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 1537+03.93 T.R. = 68.20' S.E. RUN = 315.00' S.R. = STA 1541+69.55 TO STA 1545+52.75 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	PROP. CURVE EL4300 P.C. STA = 714+54.39 N = 1,875,675.42 E = 1,175,825.74 $\Delta = 0^\circ 54' 33''$ (LT) D = 0' 31' 15" R = 11,000.00' T = 87.27' L = 174.54' E = 0.35' P.C. STA = 713+67.12 N = 1,875,762.70 E = 1,175,826.31 P.T. STA = 715+41.66 N = 1,875,588.15 E = 1,175,826.55	PROP. CURVE SWTH1 P.I. STA = 13+21.89 N = 1,874,747.97 E = 1,175,711.50 $\Delta = 28^\circ 04' 24''$ (LT) D = 4' 27' 01" R = 1,287.50' T = 321.89' L = 630.84' E = 39.63' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 10+00.00 N = 1,874,459.70 E = 1,175,568.28 P.T. STA = 16+30.84 N = 1,875,069.72 E = 1,175,702.20	PROP. CURVE EL4301 P.I. STA = 723+10.32 N = 1,874,819.53 E = 1,175,833.74 $\Delta = 23^\circ 55' 56''$ (RT) D = 3' 49' 11" R = 1,500.00' T = 317.91' L = 626.54' E = 33.32' $\theta = 5.9\%$ S.A. = STA 719+00.06 TO STA 720+38.59 S.R. = STA 725+72.77 TO 727+63.41 (1.83%) P.C. STA = 719+92.41 N = 1,875,137.42 E = 1,175,830.77 P.T. STA = 726+18.95 N = 1,874,527.76 E = 1,175,707.50	PROP. CURVE A4701 P.I. STA = 5072+36.79 N = 1,874,030.16 E = 1,175,360.65 $\Delta = 14^\circ 54' 56''$ (LT) D = 4' 11' 07" R = 1,369.00' T = 179.20' L = 356.38' E = 11.68' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 5070+57.59 N = 1,874,189.71 E = 1,175,442.25 P.T. STA = 5074+13.97 N = 1,873,854.99 E = 1,175,322.86	PROP. CURVE A4700 P.I. STA = 5064+21.82 N = 1,874,765.22 E = 1,175,731.41 $\Delta = 22^\circ 28' 55''$ (RT) D = 3' 31' 33" R = 1,625.00' T = 322.97' L = 356.62' E = 31.78' $\theta = 4.4\%$ S.A. = STA 5060+00 (3.58%) TO 5061+21.86 S.R. = STA 5067+13.48 TO 5067+83.48 P.C. STA = 5060+98.86 N = 1,875,087.21 E = 1,175,756.48 P.T. STA = 5067+36.48 N = 1,874,477.28 E = 1,175,585.12	PROP. CURVE C4300 P.I. STA = 7054+50.07 N = 1,875,794.51 E = 1,175,741.50 $\Delta = 6^\circ 44' 11''$ (RT) D = 3' 49' 11" R = 1,500.00' T = 88.28' L = 176.36' E = 2.60' $\theta = 4.6\%$ S.A. = STA 7053+09.79 TO 7053+87.79 S.R. = STA 7055+12.15 TO 7055+90.15 P.C. STA = 7053+61.79 N = 1,875,881.65 E = 1,175,727.39 P.T. STA = 7055+38.15 N = 1,875,706.31 E = 1,175,745.28	PROP. CURVE NBDR09 P.I. STA = 2539+31.62 N = 1,874,770.97 E = 1,175,969.46 $\Delta = 23^\circ 53' 35''$ (LT) D = 3' 57' 05" R = 1,450.00' T = 306.79' L = 604.67' E = 32.10' $\theta = 6.0\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 2536+24.82 T.R. = 33.10' S.E. RUN = 320.00' S.R. = STA 2541+22.82 TO STA 2544+75.92 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
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PROP. CURVE SBLOC06 P.I. STA = 3539+38.89 N = 1,874,807.75 E = 1,175,816.77 $\Delta = 22^\circ 47' 56''$ (LT) D = 3' 23' 54" R = 1,686.00' T = 339.94' L = 670.88' E = 33.93' $\theta = 5.7\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 3537+00.25 T.R. = 68.79' S.E. RUN = 380.00' S.R. = STA 3541+43.17 TO STA 3545+91.96 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	PROP. CURVE NBLOC07 P.I. STA = 4539+56.47 N = 1,874,785.65 E = 1,176,076.72 $\Delta = 28^\circ 53' 07''$ (LT) D = 3' 52' 17" R = 1,480.00' T = 381.17' L = 746.13' E = 48.30' $\theta = 5.9\%$ S.A. = END CONTINUOUSLY ROTATING PLANE AT STA 4536+66.66 T.R. = 68.49' S.E. RUN = 393.00' S.R. = STA 4541+90.43 TO STA 4546+51.92 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
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PROP. CURVE B4700 P.I. STA = 6065+87.40 N = 1,874,784.51 E = 1,176,124.85 $\Delta = 24^\circ 04' 19''$ (LT) D = 4' 24' 27" R = 1,300.00' T = 277.18' L = 546.17' E = 29.22' $\theta = 4.9\%$ S.A. = STA 6061+55.16 TO 6063+58.24 S.R. = STA 6068+08.40 TO 6068+51.92 P.C. STA = 6063+10.23 N = 1,874,525.73 E = 1,176,025.56 P.T. STA = 6068+56.40 N = 1,875,061.29 E = 1,176,109.94	PROP. CURVE BL_WW-1 P.I. STA = 211+05.58 N = 1,873,849.12 E = 1,175,736.29 $\Delta = 27^\circ 13' 24''$ (RT) D = 9' 44' 58" R = 587.69' T = 142.30' L = 279.23' E = 16.98' $\theta =$ MATCH EXISTING T.R. = MATCH EXISTING S.E. RUN = MATCH EXISTING P.C. STA = 209+63.28 N = 1,873,706.87 E = 1,175,740.12 P.T. STA = 212+42.51 N = 1,873,977.37 E = 1,175,797.95
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BOWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
 www.bbainc.com

NOTES:
 1. AVERAGE GRID TO GROUND CONVERSION FACTOR = 1.000010988654360
 2. FOR BENCH MARK INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.
 3. FOR RAMP P.O.T. INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SB LOCAL LANE RECONSTRUCTION

ALIGNMENT PLAN

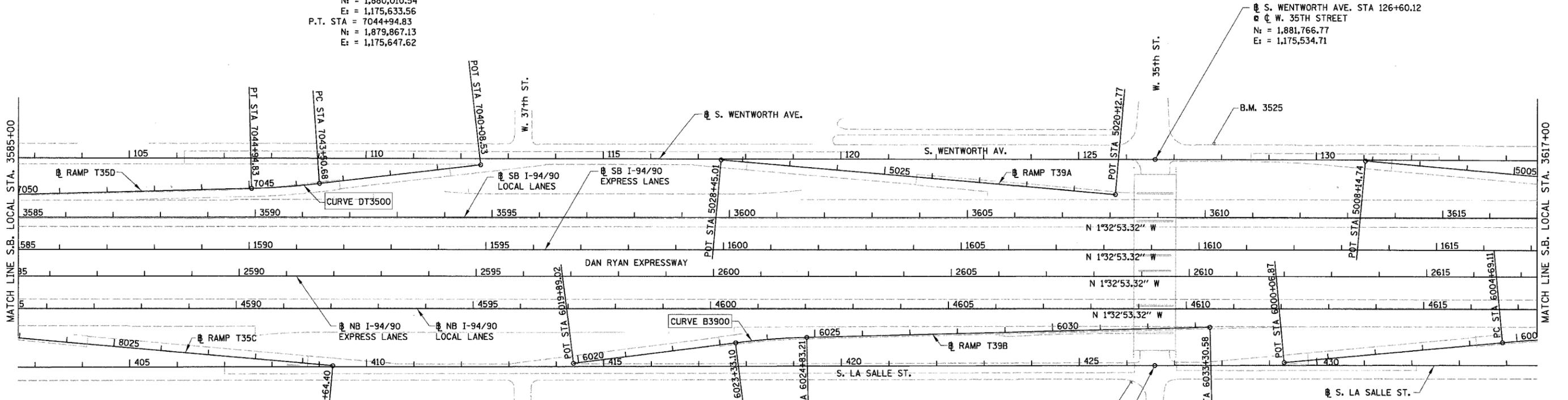
SCALE: 1"=100'
 DATE: 06/09/06

DRAWN BY: JDC
 CHECKED BY: RS

10/21/05
 6/28/2006
 10/21/05

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	45
STA. 3585+00.00 TO STA. 3617+00.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

PROP. CURVE DT3500
P.I. STA = 7044+22.81
N_c = 1,879,939.16
E = 1,175,643.87
Δ = 5° 14' 38" (RT)
D = 3° 38' 16"
R = 1,575.00'
T = 72.13'
L = 144.15'
E = 1.65'
e = 3.6%
S.A. = STA 7043+14.68
TO 7043+59.68
S.R. = STA 7044+85.83
TO 7045+30.83
P.C. STA = 7043+50.68
N_c = 1,880,010.54
E_c = 1,175,633.56
P.T. STA = 7044+94.83
N_c = 1,879,867.13
E_c = 1,175,647.62



PROP. CURVE B3900
P.I. STA = 6024+08.22
N_c = 1,880,970.99
E = 1,175,932.00
Δ = 5° 47' 44" (RT)
D = 3° 51' 39"
R = 1,484.00'
T = 75.12'
L = 150.11'
E = 1.90'
e = 3.7%
S.A. = STA 6022+97.10
TO 6023+42.10
S.R. = STA 6024+74.21
TO 6025+19.21
P.C. STA = 6023+33.10
N_c = 1,880,896.76
E_c = 1,175,943.46
P.T. STA = 6024+83.21
N_c = 1,881,046.01
E_c = 1,175,928.09

S. LASALLE ST. STA 426+58.57
W. 35TH STREET
N_c = 1,881,778.46
E_c = 1,175,967.25

- NOTES:**
1. AVERAGE GRID TO GROUND CONVERSION
FACTOR = 1.000010988654360
 2. FOR BENCH MARK INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.
 3. FOR RAMP P.O.T. INFORMATION, SEE SHEET ALT-16 OF ALIGNMENT PLAN SHEETS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SB LOCAL LANE RECONSTRUCTION

ALIGNMENT PLAN

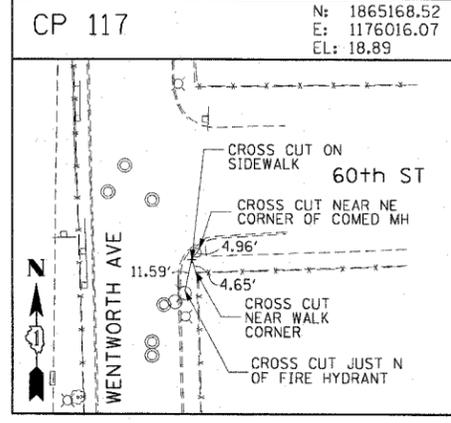
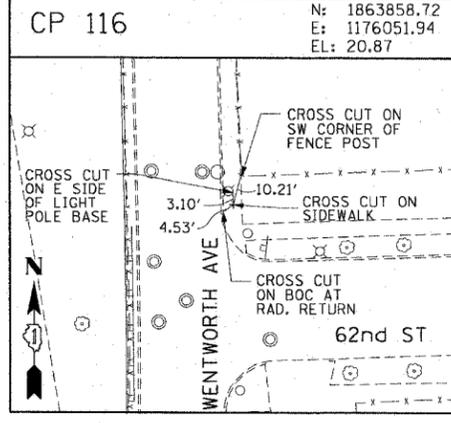
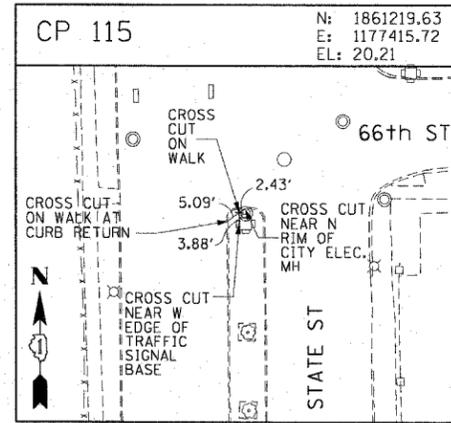
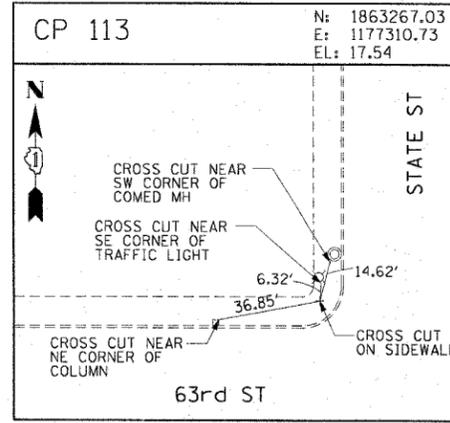
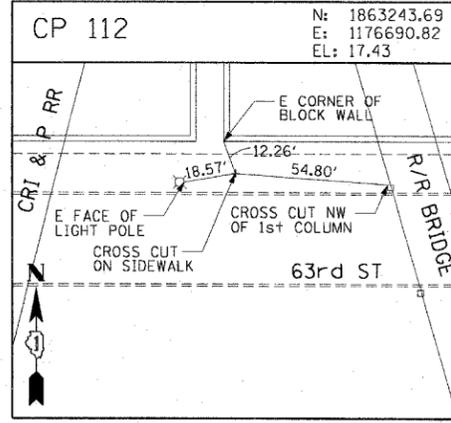
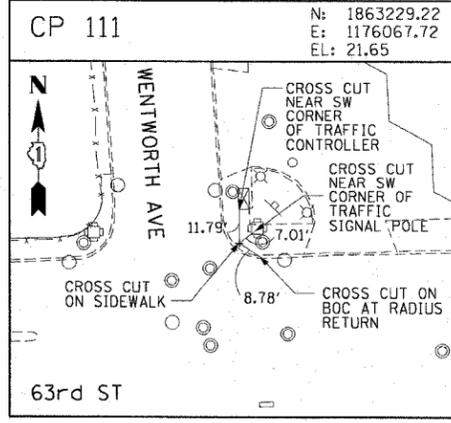
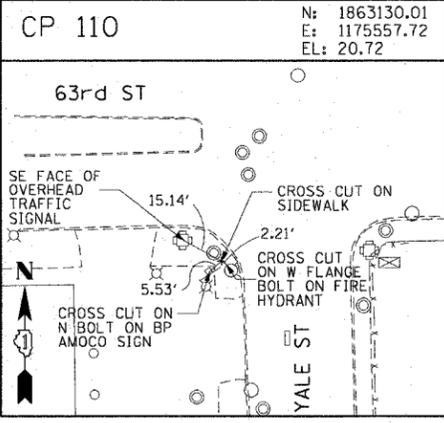
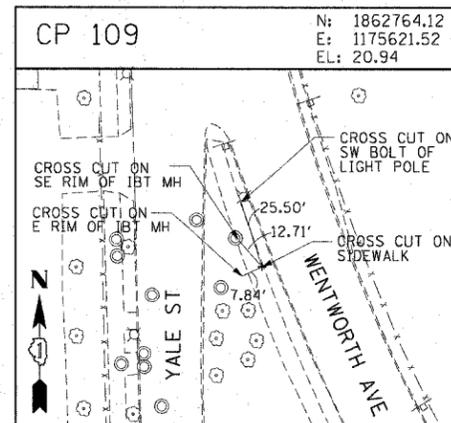
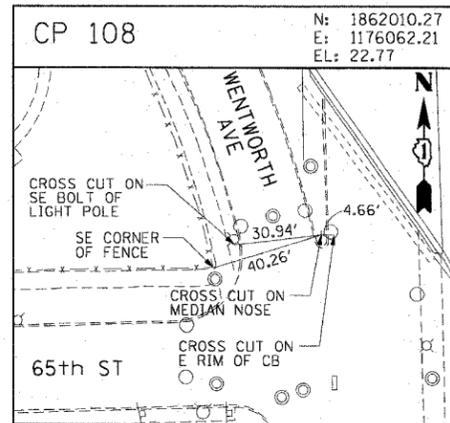
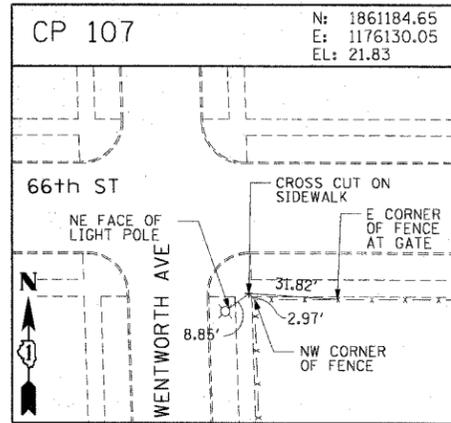
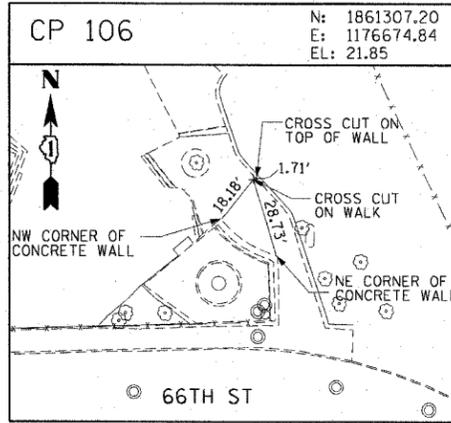
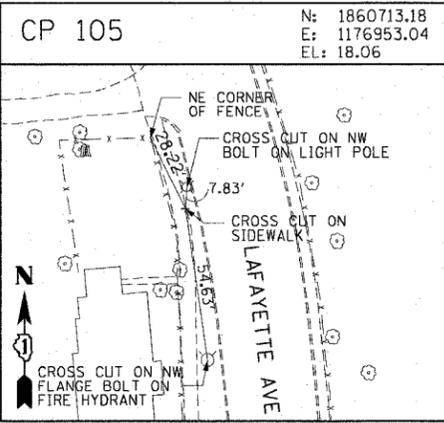
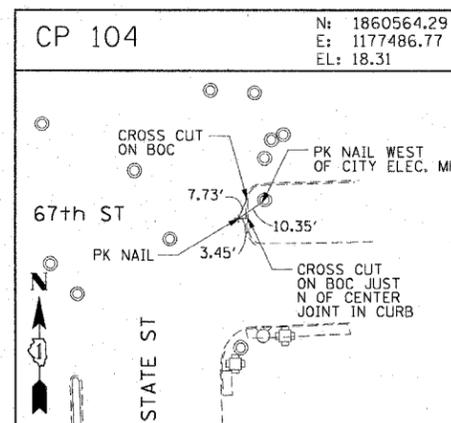
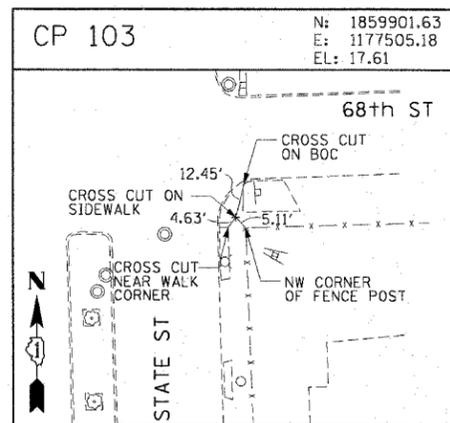
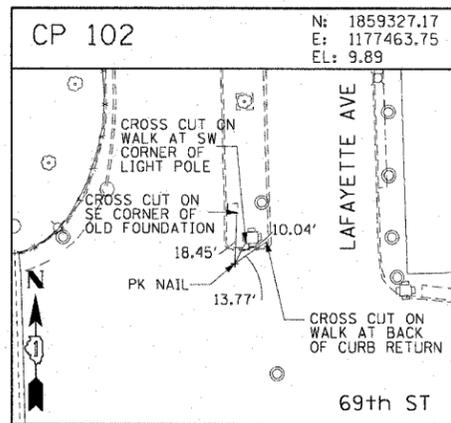
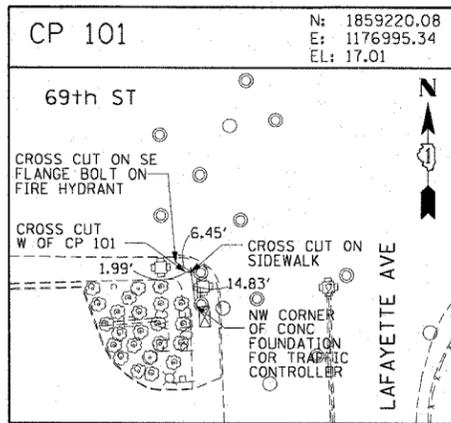
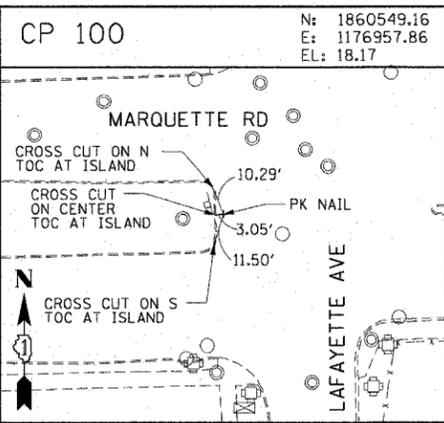
SCALE: 1"=100'
DATE: 06/09/06

DRAWN BY: JDC
CHECKED BY: RS

BOWMAN, BARRETT & ASSOCIATES INC.
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6/20/2006 10:51:42 AM ALT-10



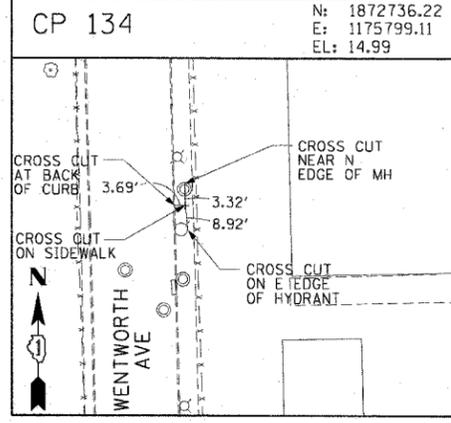
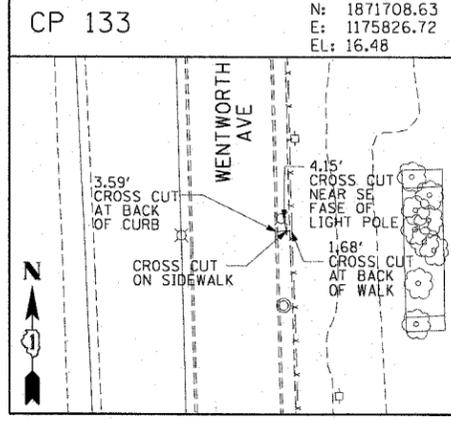
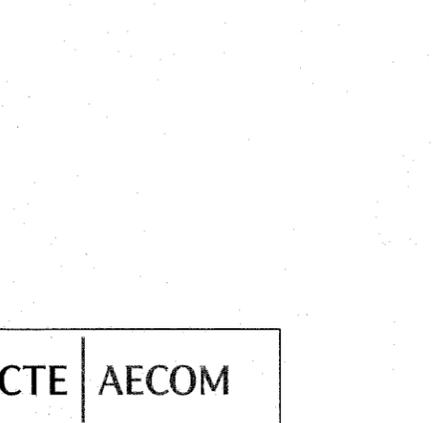
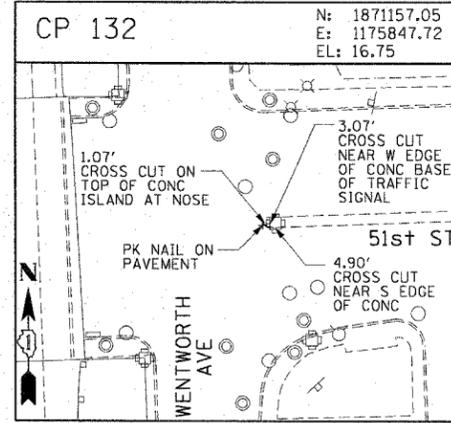
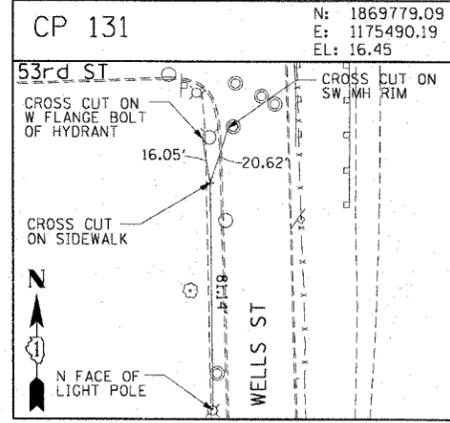
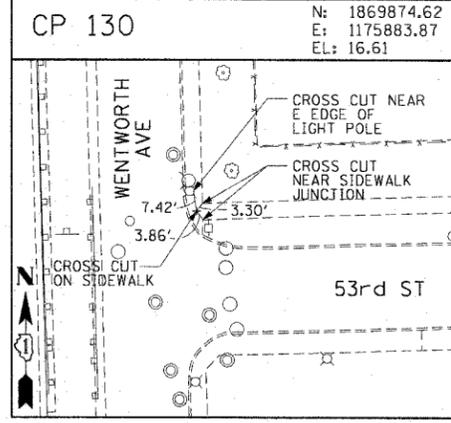
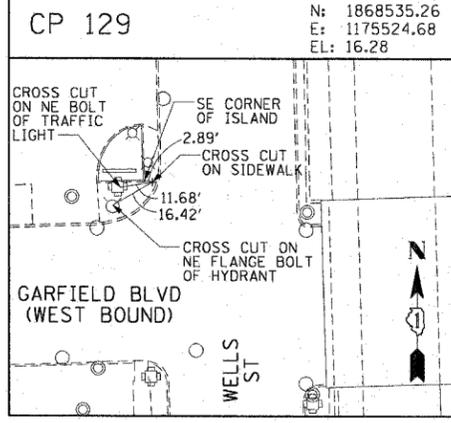
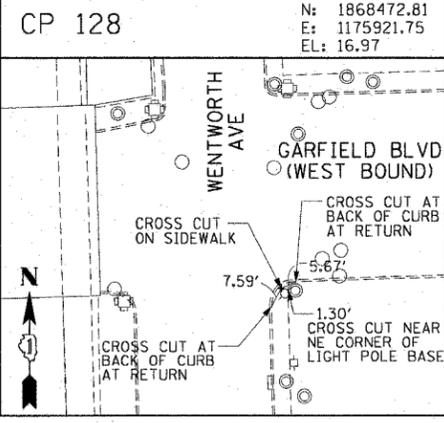
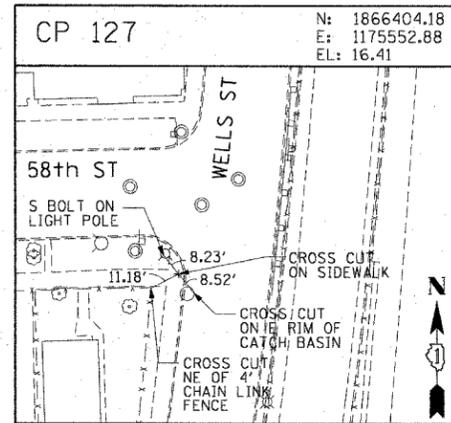
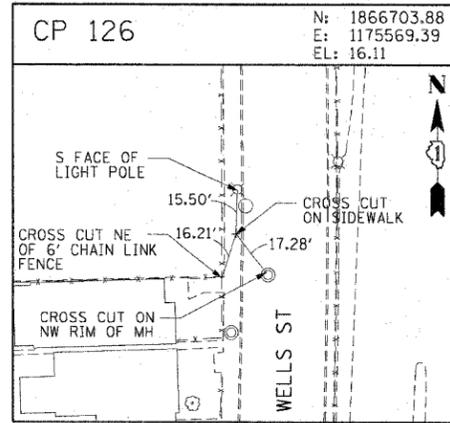
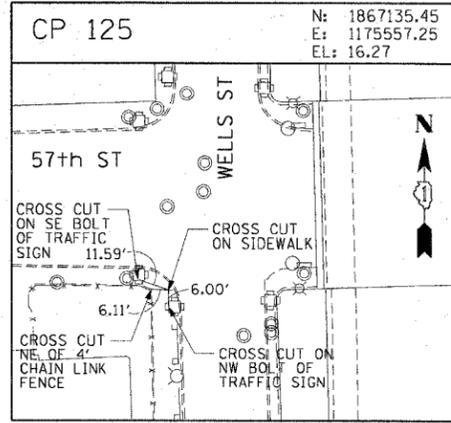
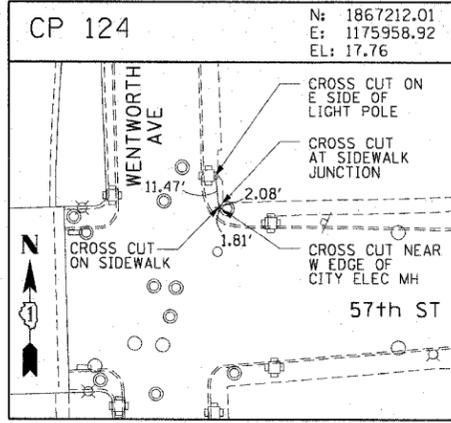
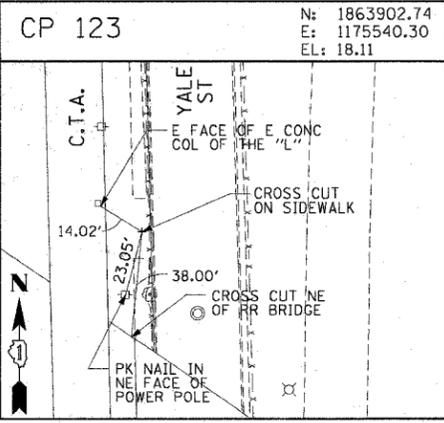
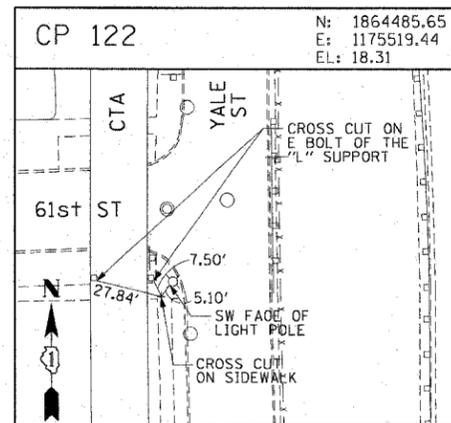
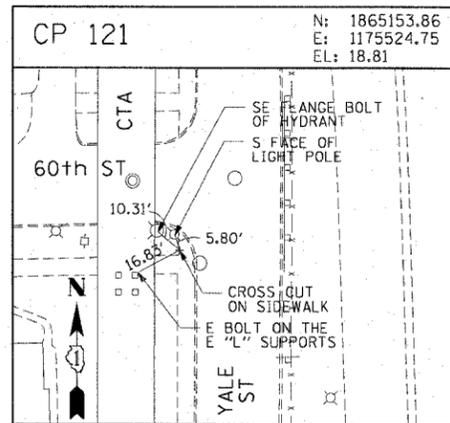
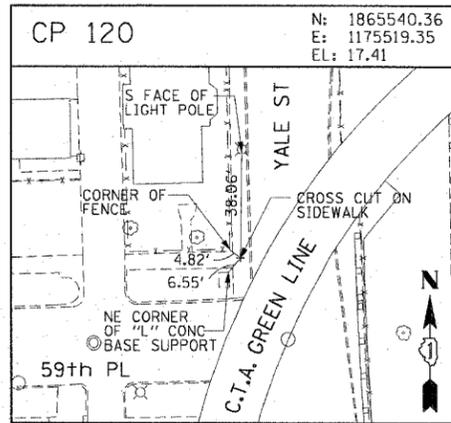
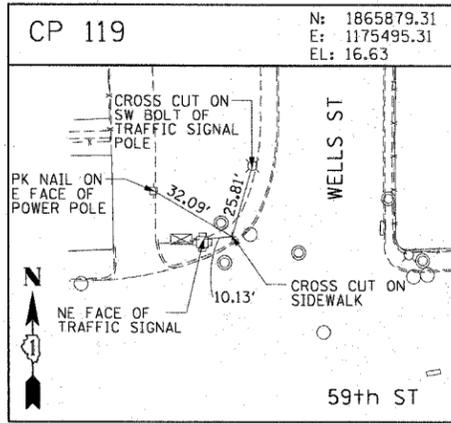
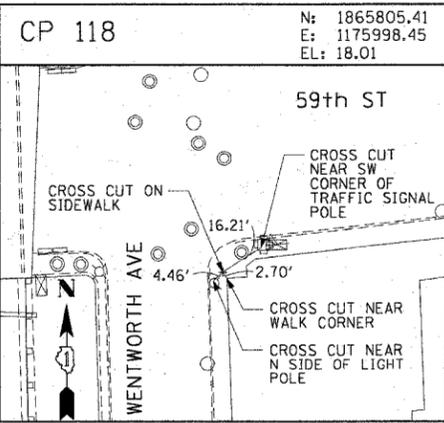
CTE | AECOM

REVISIONS	
NAME	DATE

ALT-12
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SURVEY TIES AND CONTROL POINTS
SCALE: 1"=30'
DATE: June 9, 2006
DRAWN BY: MRK
CHECKED BY: JAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	47
STA. TO STA.				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

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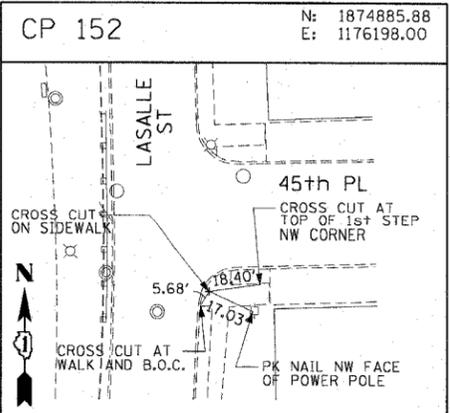
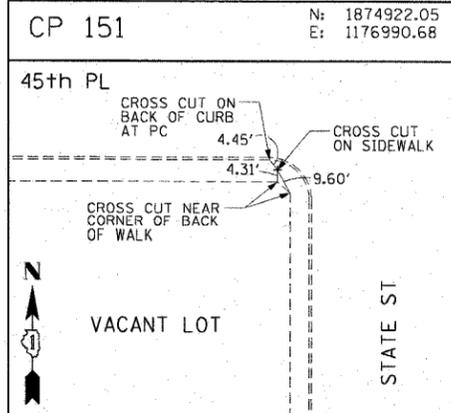
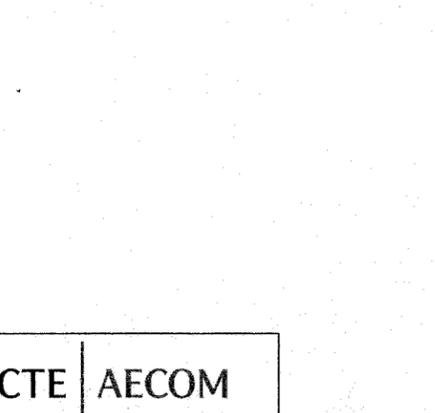
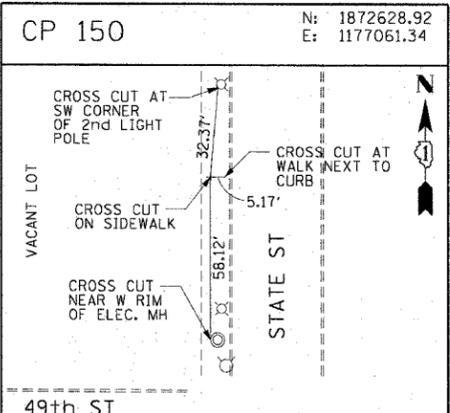
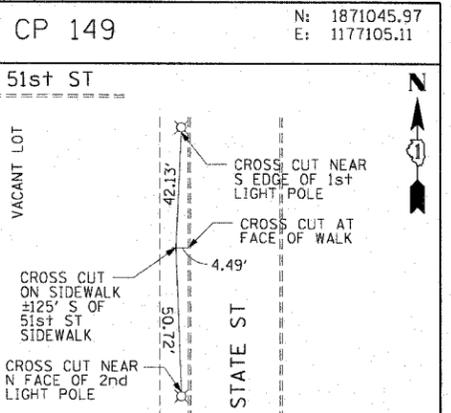
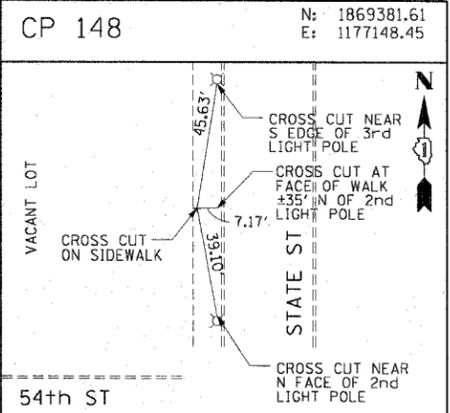
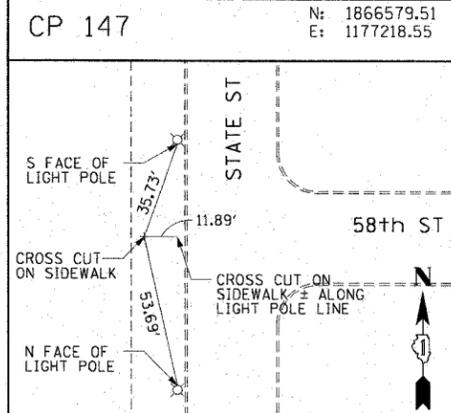
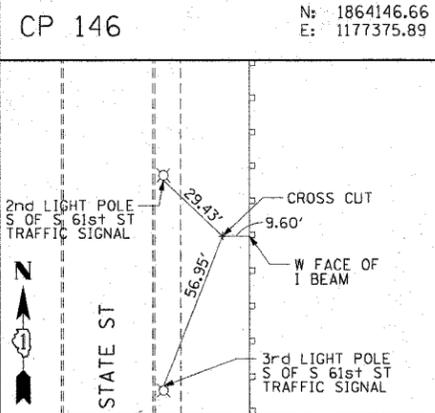
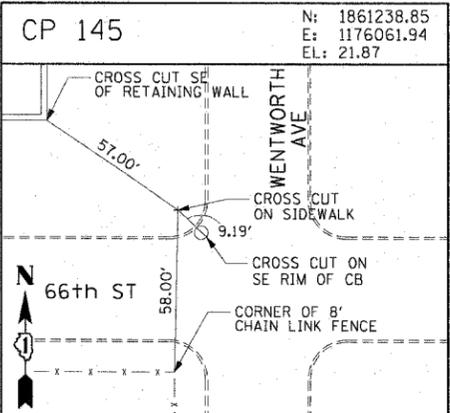
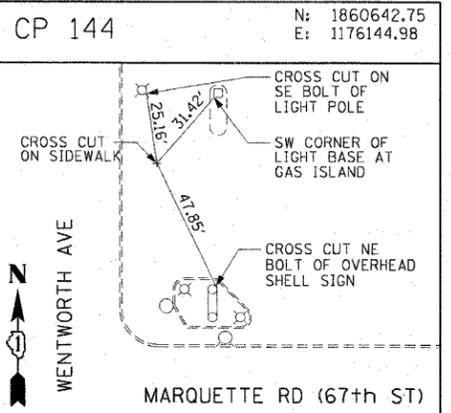
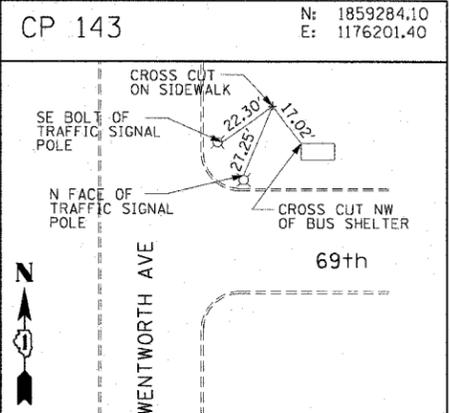
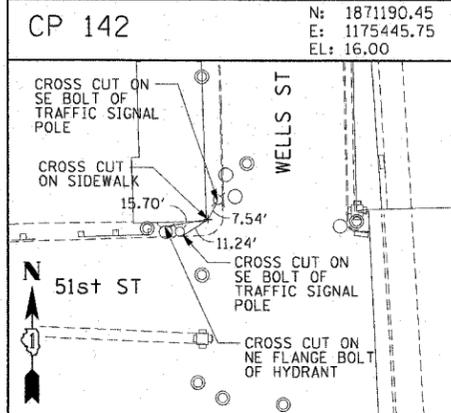
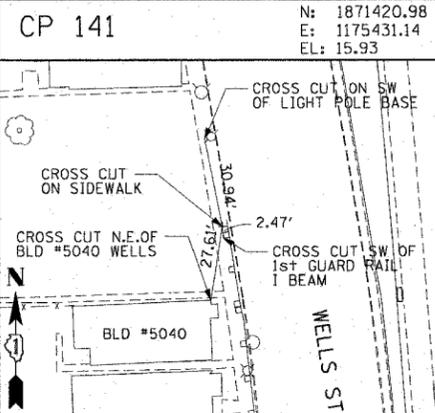
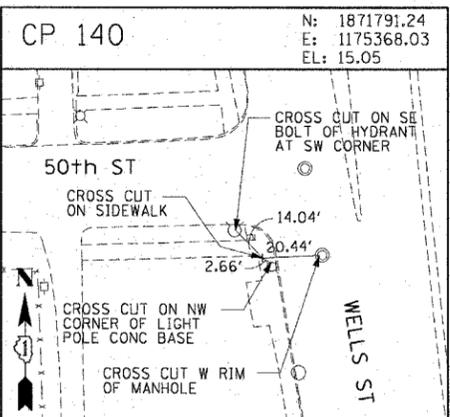
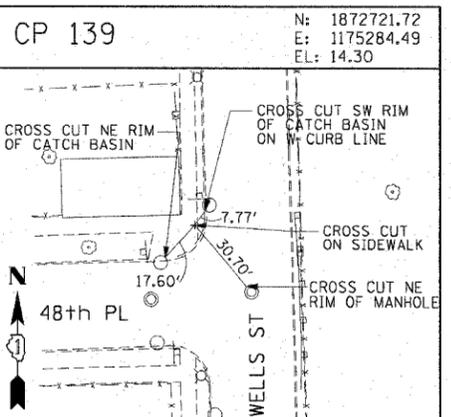
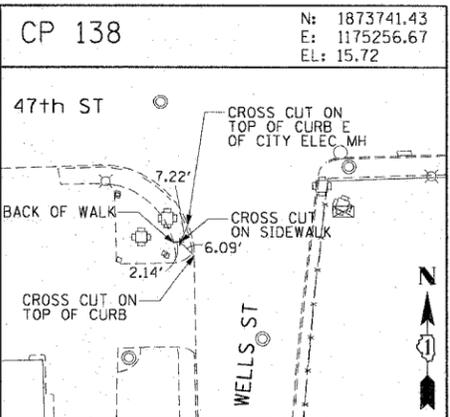
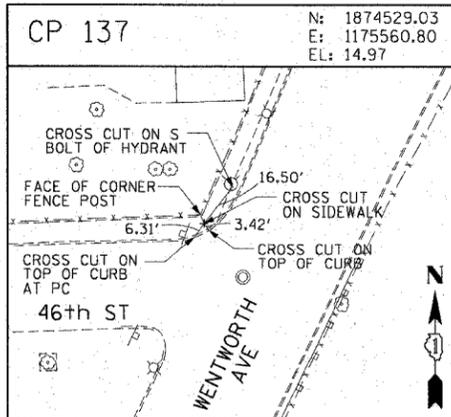
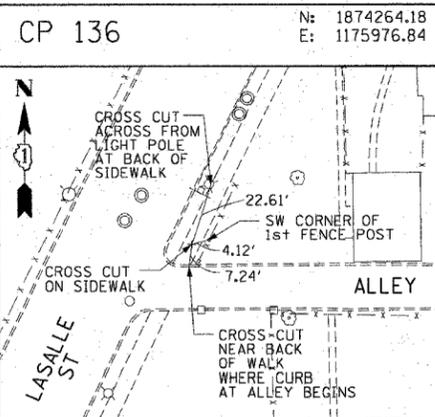
CTE | AECOM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	48
STA. 62303		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
* (2021-922 PT2 ETC 2324.6-1P) R-11				

REVISIONS	
NAME	DATE

ALT-13
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SURVEY TIES AND CONTROL POINTS
 SCALE: 1"=30'
 DATE: June 9, 2006
 DRAWN BY: MRK
 CHECKED BY: JAL

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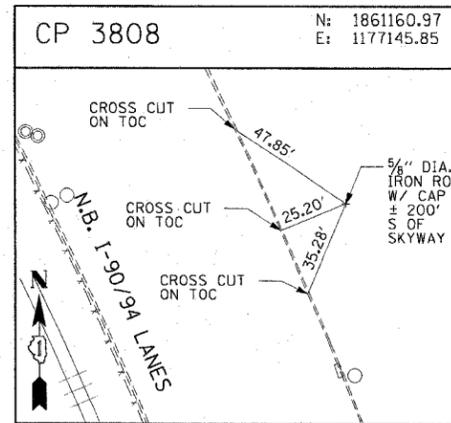
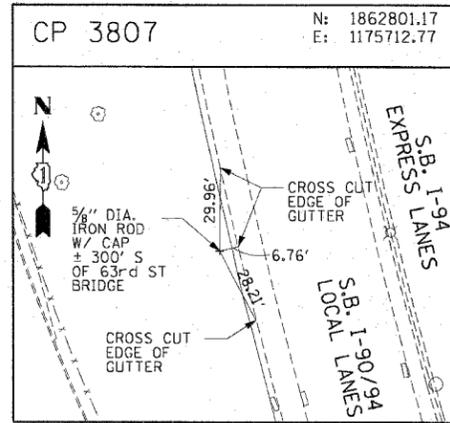
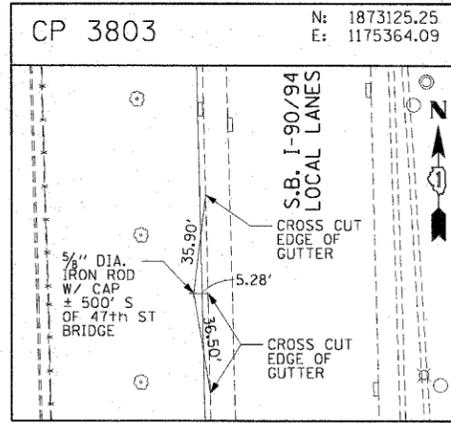
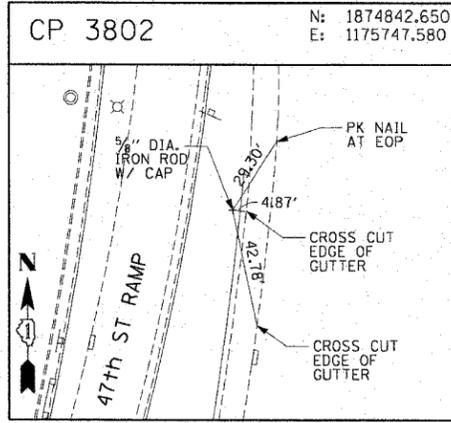
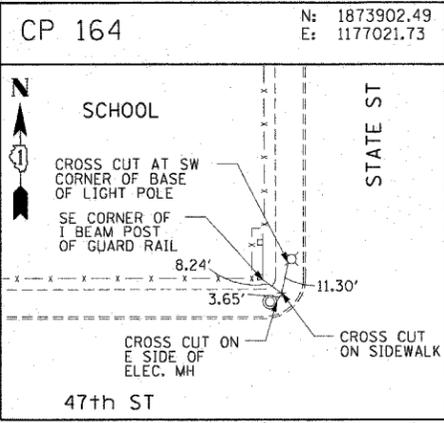
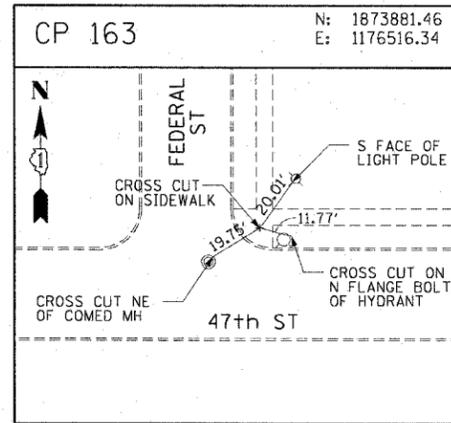
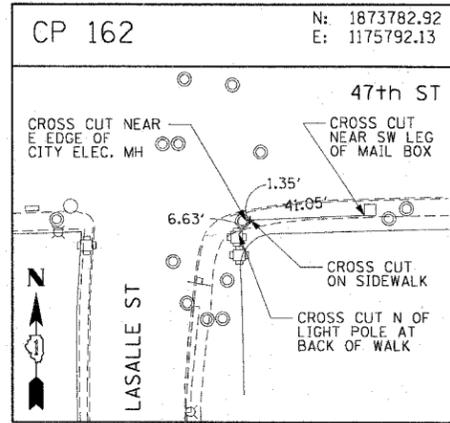
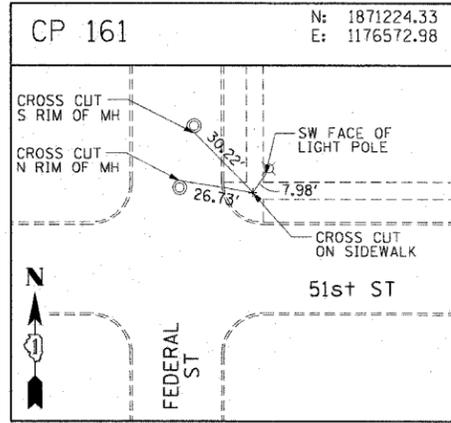
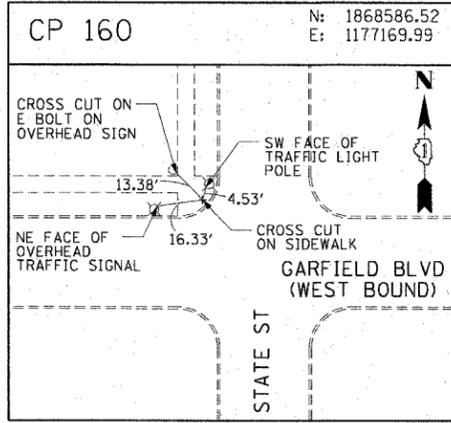
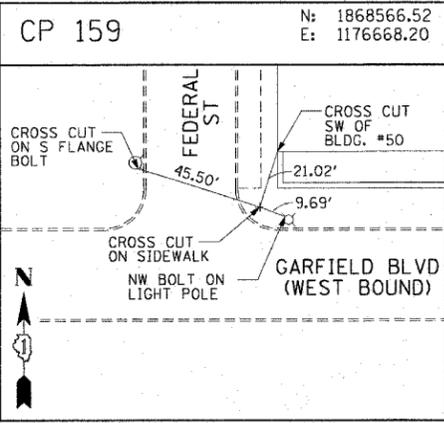
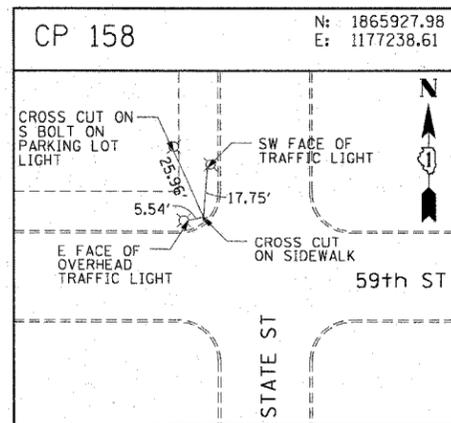
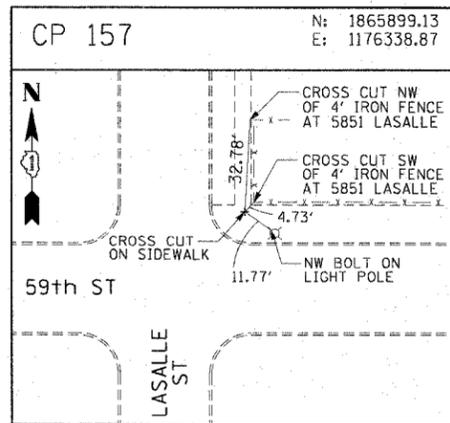
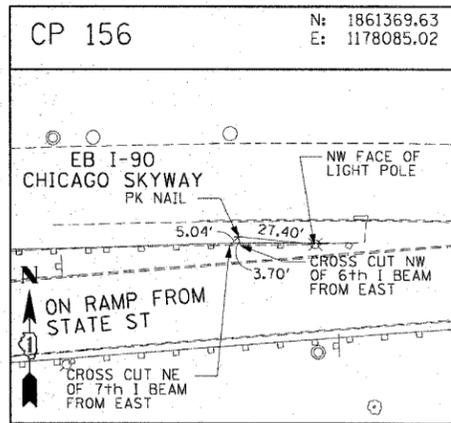
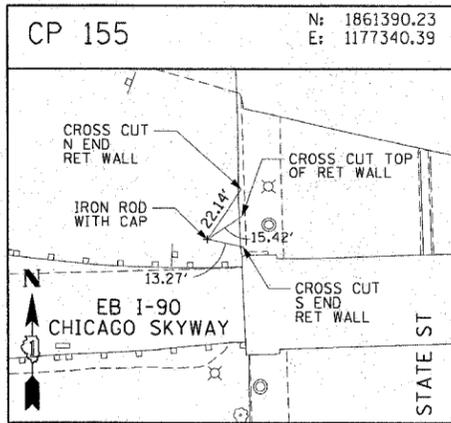
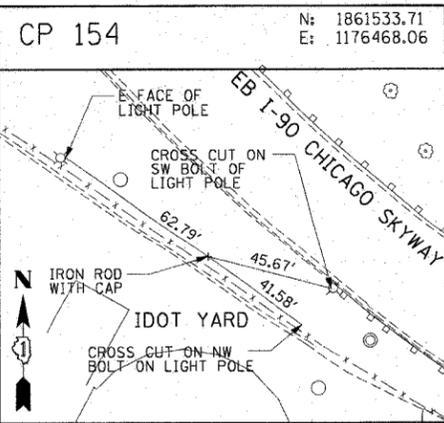
CTE | AECOM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	49
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
62303		• (2021-922 PT2 ETC 2324.6-1P) R-11		

REVISIONS	
NAME	DATE

ALT-14
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SURVEY TIES AND CONTROL POINTS
SCALE: 1"=30'
DATE: June 9, 2006
DRAWN BY: MRK
CHECKED BY: JAL

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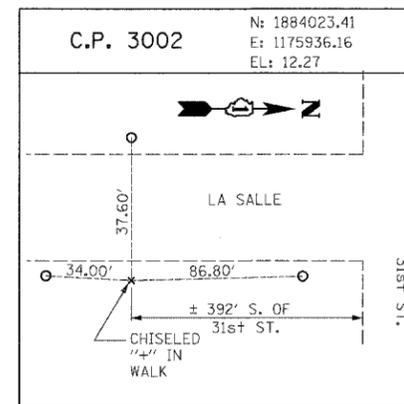
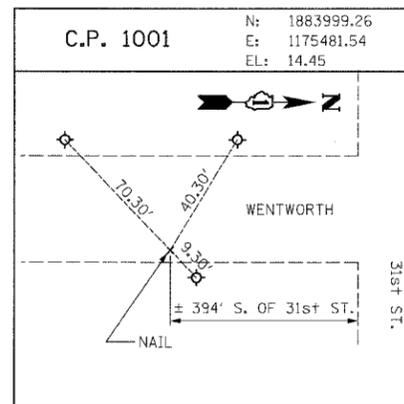
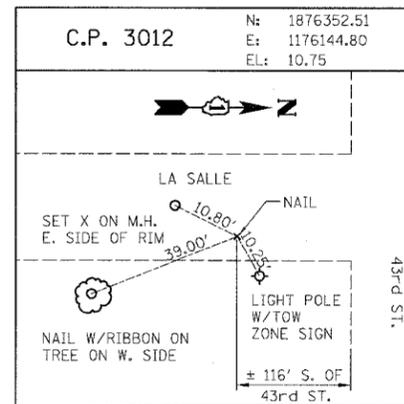
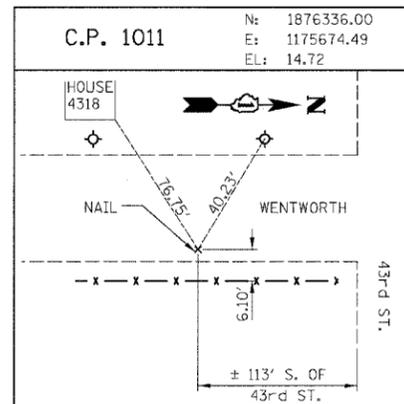
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	588	50
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	* (2021-922 PT2 ETC 2324.6-IP) R-11			

CTE | AECOM

REVISIONS	
NAME	DATE

ALT-15
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SURVEY TIES AND CONTROL POINTS
SCALE: 1"=30'
DATE: June 9, 2006
DRAWN BY: MRK
CHECKED BY: JAL

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RAMP P.O.T. COORDINATE INFORMATION

POINT	DESCRIPTION	STATION	NORTH	EAST
BEGIN	RAMP 47A	5060+00.00	1,875,185.77	1,175,764.15
END	RAMP 47A	5074+13.97	1,873,854.99	1,175,322.86
BEGIN	RAMP 47B	6059+26.00	1,874,166.99	1,175,887.94
END	RAMP 47B	6069+64.12	1,875,168.85	1,176,104.15
BEGIN	RAMP 43C	7050+00.00	1,876,238.80	1,175,669.59
END	RAMP 43C	7059+84.92	1,875,259.95	1,175,764.44
BEGIN	RAMP 43D	8051+00.00	1,875,411.12	1,176,092.10
END	RAMP 43D	8059+26.72	1,876,237.16	1,176,124.86
BEGIN	RAMP 43A	5040+09.48	1,877,475.98	1,175,723.30
END	RAMP 43A	5048+39.05	1,876,648.91	1,175,658.90
BEGIN	RAMP 43B	6040+09.40	1,876,652.70	1,176,113.96
END	RAMP 43B	6050+27.76	1,877,664.85	1,176,007.29
BEGIN	RAMP 39D	7040+16.52	1,878,882.40	1,175,597.87
END	RAMP 39D	7050+90.17	1,877,816.27	1,175,715.09
BEGIN	RAMP 39C	8040+00.00	1,877,789.82	1,176,003.91
END	RAMP 39C	8051+05.89	1,878,894.81	1,176,048.24

POINT	DESCRIPTION	STATION	NORTH	EAST
BEGIN	RAMP T35D	7040+08.53	1,880,349.18	1,175,584.62
END	RAMP T35D	7053+38.03	1,879,025.07	1,175,691.43
BEGIN	RAMP T35C	8020+34.46	1,879,121.15	1,175,958.93
END	RAMP T35C	8029+64.40	1,880,049.40	1,176,014.92
BEGIN	RAMP T39A	5020+12.77	1,881,685.70	1,175,610.45
END	RAMP T39A	5028+45.01	1,880,854.96	1,175,560.34
BEGIN	RAMP T39B	6019+89.02	1,880,556.70	1,175,995.95
END	RAMP T39B	6033+30.58	1,881,892.23	1,175,884.04
BEGIN	RAMP 35A	5000+11.94	1,883,011.02	1,175,573.65
END	RAMP 35A	5008+14.74	1,882,209.69	1,175,525.14
BEGIN	RAMP 35B	6000+06.87	1,882,050.72	1,175,953.56
END	RAMP 35B	6009+98.58	1,883,037.81	1,175,862.08
BEGIN	RAMP 31D	6998+80.64	1,884,211.76	1,175,472.66
END	RAMP 31D	7009+73.36	1,883,123.75	1,175,571.65
BEGIN	RAMP 31C	8000+11.68	1,883,273.75	1,175,856.72
END	RAMP 31C	8008+42.54	1,884,103.52	1,175,898.24

BENCH MARK NO. 3524 ELEV. 15.17

DESCRIPTION:
CROSS CUT ON NORTH FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 31st ST. AND WENTWORTH AVE.

BENCH MARK NO. 3525 ELEV. 16.93

DESCRIPTION:
CROSS CUT ON NORTHWEST FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF 35th ST. AND WENTWORTH AVE.

BENCH MARK NO. 3526 ELEV. 17.37

DESCRIPTION:
CROSS CUT ON NORTHWEST FLANGE BOLT OF FIRE HYDRANT AT THE WENTWORTH GARDEN OFFICE ALONG THE WEST SIDE OF WENTWORTH AVE.

BENCH MARK NO. 3527 ELEV. 15.63

DESCRIPTION:
CROSS CUT ON NORTHERLY FLANGE BOLT OF FIRE HYDRANT AT THE NORTHWEST CORNER OF ROOT ST. AND WENTWORTH AVE.

BENCH MARK NO. 3539 ELEV. 13.10

DESCRIPTION:
CROSS CUT ON EASTERLY BOLT OF LIGHT POLE BASE AT THE SOUTHEAST CORNER OF 43rd ST. AND LA SALLE ST.

BENCH MARK NO. 3540 ELEV. 12.33

DESCRIPTION:
SQUARE CUT ON THE SOUTHWEST CORNER OF THE TRAFFIC CONTROL BOX AT THE NORTHEAST CORNER OF 39th ST. AND LA SALLE ST.

BENCH MARK NO. 3541 ELEV. 14.78

DESCRIPTION:
CROSS CUT ON THE SOUTHWEST BOLT OF LIGHT POLE BASE AT THE SOUTH EAST CORNER OF 35th ST. AND LA SALLE ST.

BENCH MARK NO. 3542 ELEV. 13.57

DESCRIPTION:
CROSS CUT ON THE EASTERLY FLANGE BOLT OF THE FIRE HYDRANT AT THE INTERSECTION OF 31st ST. AND LA SALLE ST.

BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
www.bbainc.com

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SB LOCAL LANE RECONSTRUCTION
SURVEY TIES AND CONTROL POINTS
SCALE: 1"=100'
DATE: 06/09/06
DRAWN BY: JDC
CHECKED BY: RS

ALT-16
10/5/2006 AM
6/9/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	52
STA. 3475+50		TO STA. 3479+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. SEE PROPOSED OVERHEAD SIGN STRUCTURE DETAILS FOR LIMITS OF PAVED SHOULDER REMOVAL AT SIGN FOUNDATION LOCATIONS.

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

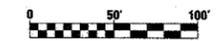
LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
5. SEE STRUCTURAL PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.
6. SEE ELECTRICAL INFRASTRUCTURE SHEET EI-110 FOR PROPOSED ELECTRICAL WORK AT THE PROPOSED OVERHEAD SIGN STRUCTURE.

PT.	STATION	OFFSET	LOC
C1	3475+97.51	40.37' LT	EOS

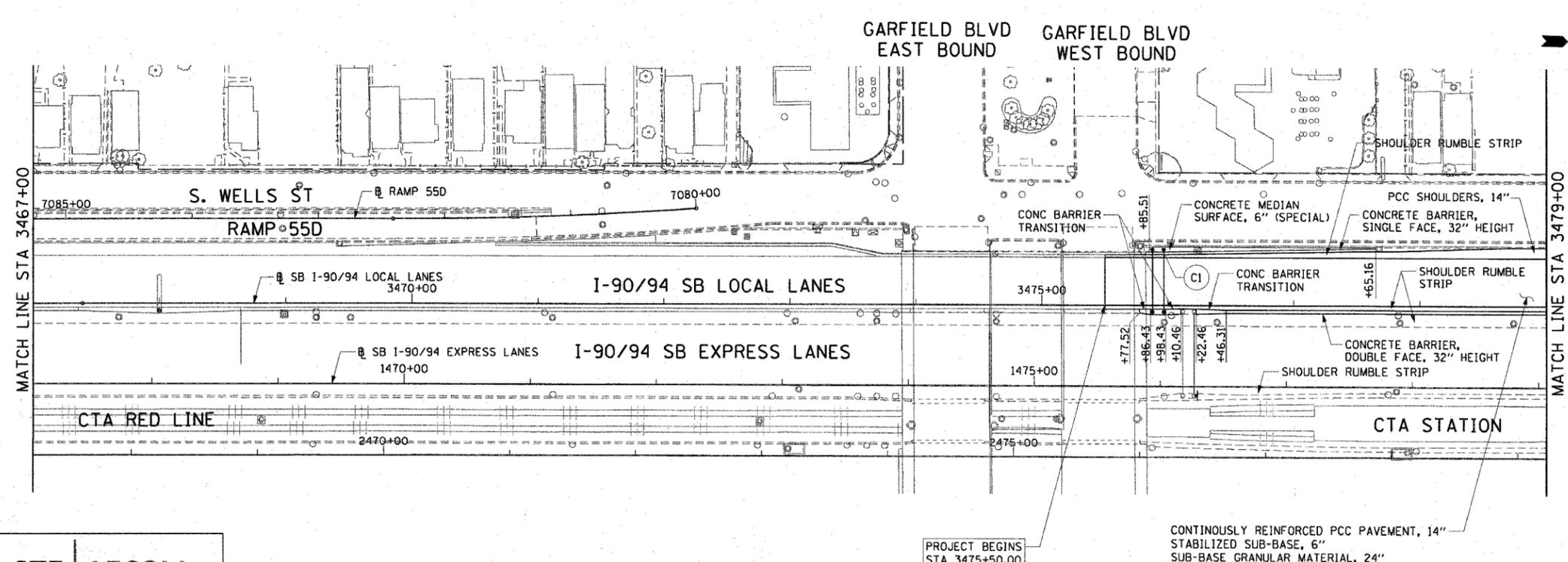
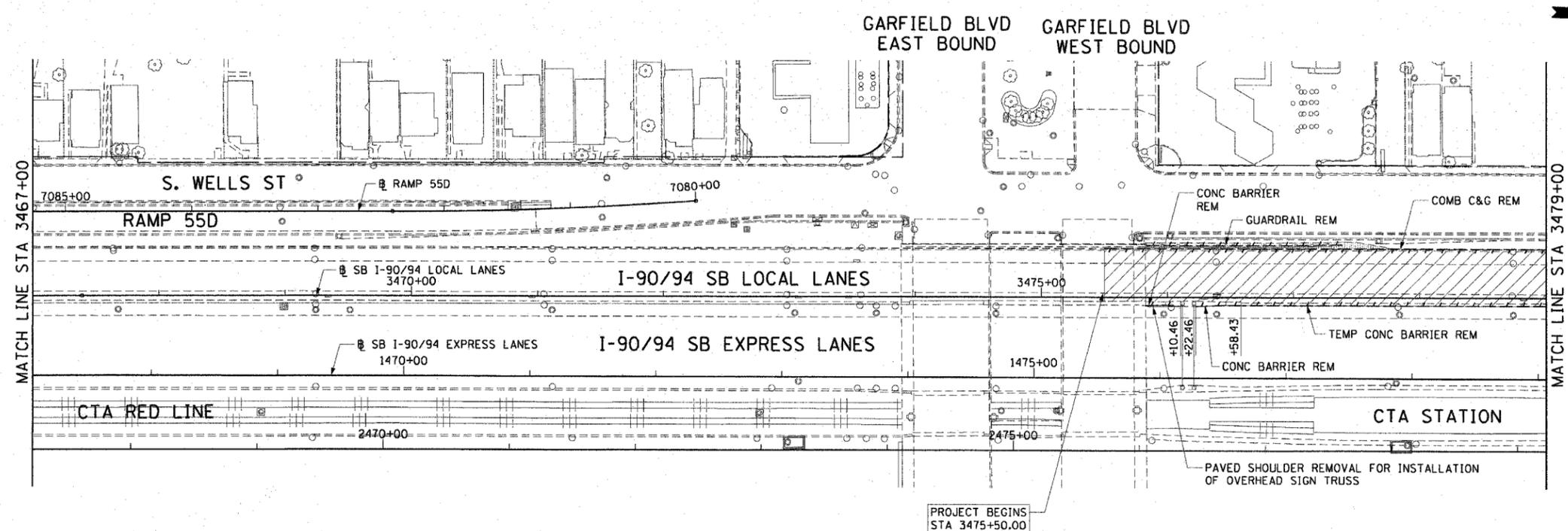


RDY-1

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: NJH



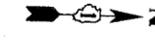
CTE | AECOM

PROJECT BEGINS
STA 3475+50.00

CONTINUOUSLY REINFORCED PCC PAVEMENT, 14"
STABILIZED SUB-BASE, 6"
SUB-BASE GRANULAR MATERIAL, 24"

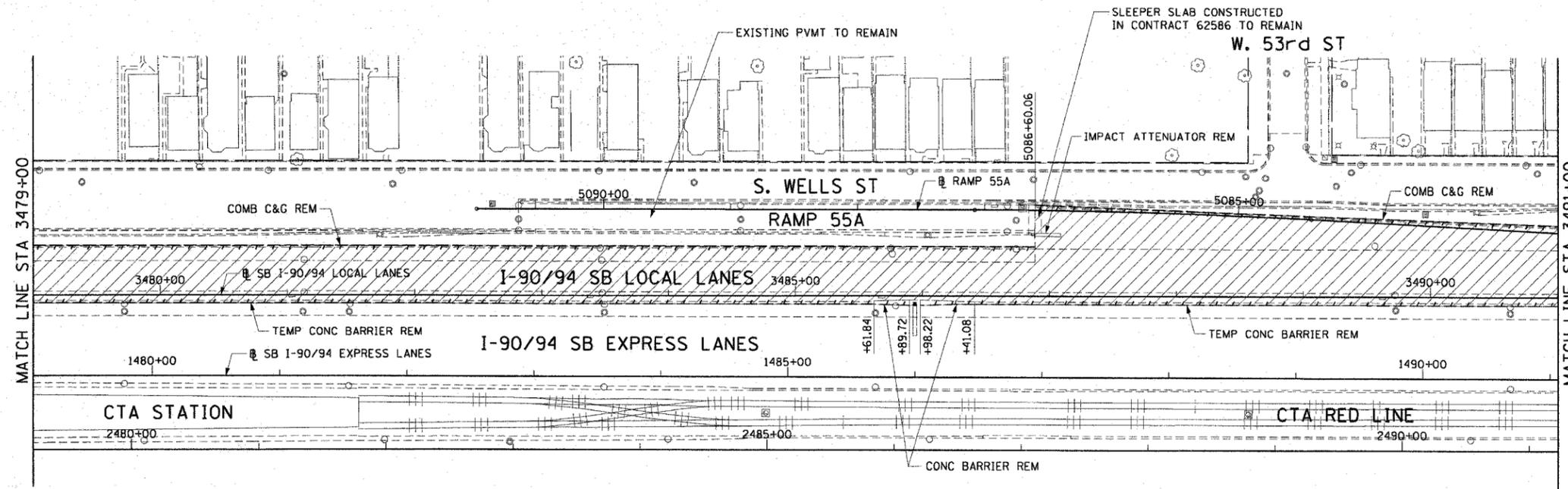
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	588	53
STA. 3479+00	TO STA. 3491+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	* (2021-922 PT2 ETC 2324.6-1P) R-11			



LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS



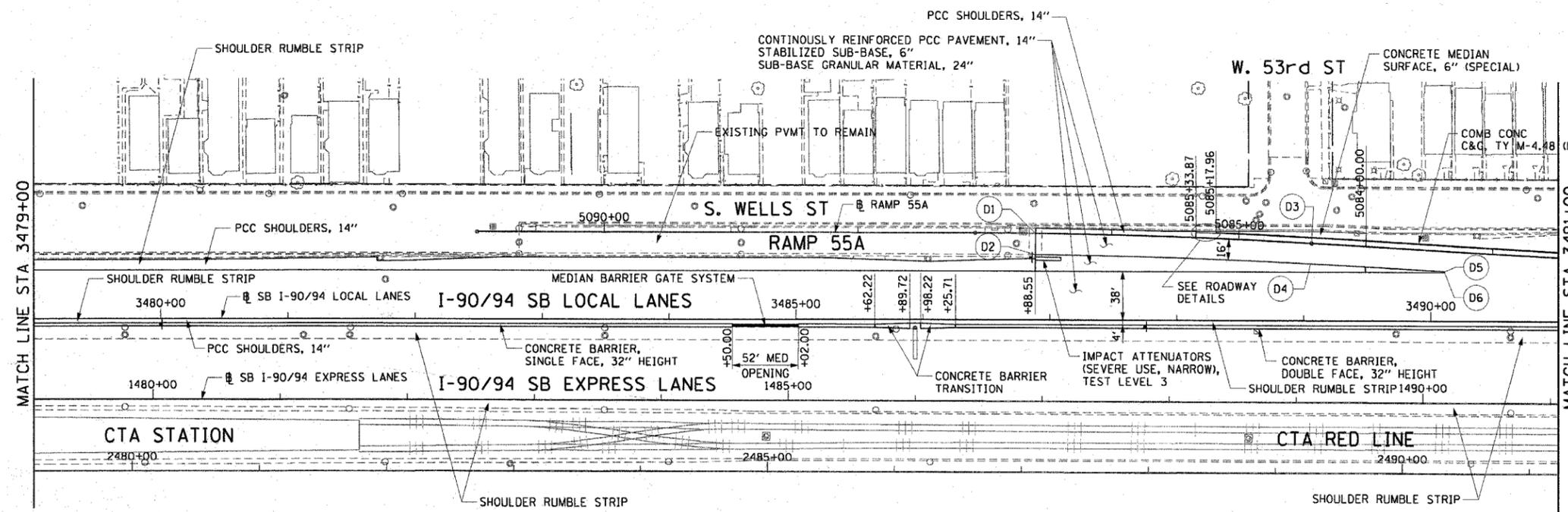
EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

LEGEND:

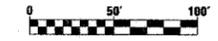
- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
5. MEDIAN BARRIER GATE SYSTEM SHALL BE PLACED AT THE LOCATION OF THE MEDIAN OPENING FROM STA 3484+50 TO STA 3485+02.



PT.	STATION	OFFSET	LOC
D1	5086+60.06	0.00'	EOP
D2	5086+60.06	16.00' LT	EOP
D3	5084+42.65	0.00'	EOP
D4	5084+42.65	16.00' LT	EOP
D5	3490+10.93	39.00' LT	EOP
D6	3490+10.93	38.00' LT	EOP



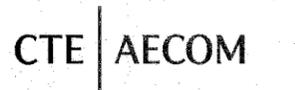
RDY-2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: NJH



PLAN 62303-01/18-CONTS 1B & 15A/18/CONTR 15/ROADWAY PLAN/90/94/22A/ST

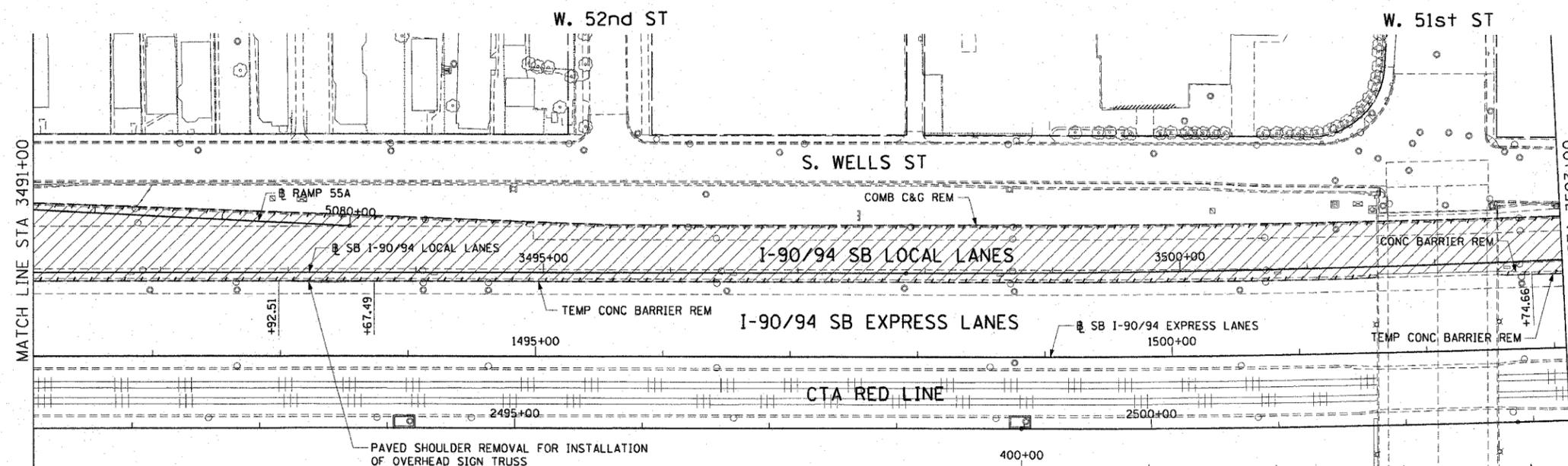
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	54
STA. 3491+00		TO STA. 3503+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		

LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. SEE PROPOSED OVERHEAD SIGN STRUCTURE DETAILS FOR LIMITS OF PAVED SHOULDER REMOVAL AT SIGN FOUNDATION LOCATIONS.



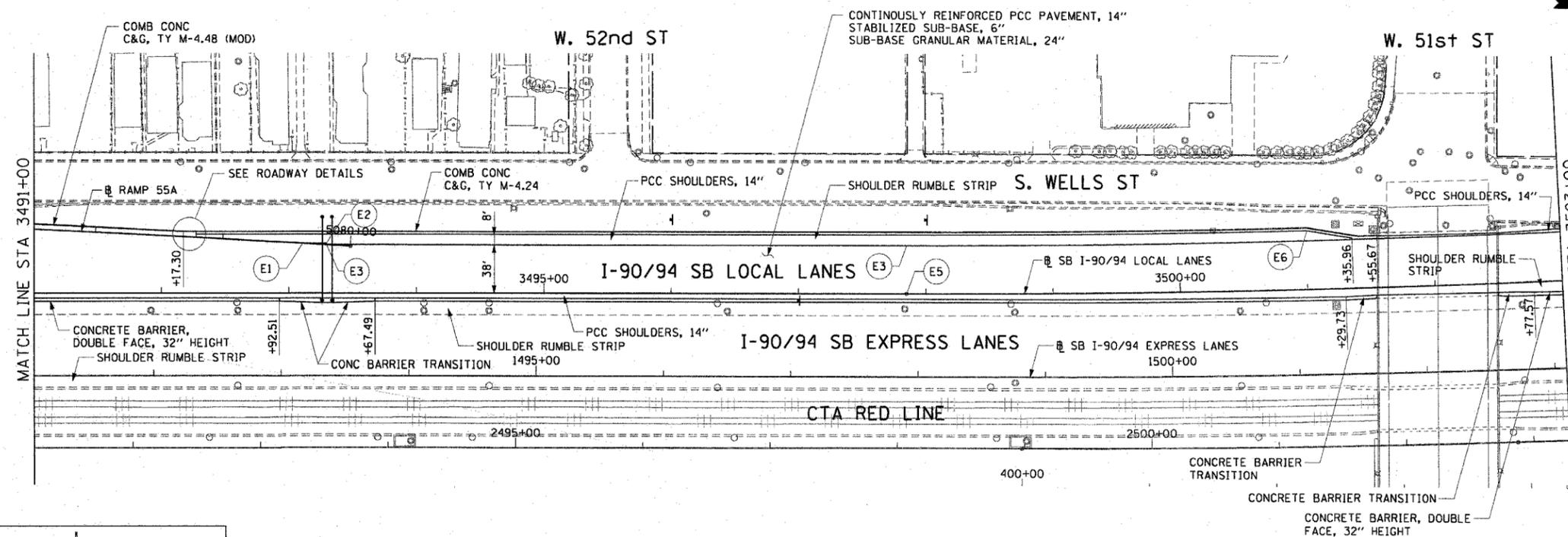
EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
5. SEE STRUCTURAL PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.



PT.	STATION	OFFSET	LOC
E1	3493+10.73	39.00' LT	EOP
E2	3493+29.44	39.00' LT	EOP
E3	3493+29.44	38.00' LT	EOP
E3	3497+84.90	38.00' LT	EOP
E5	3497+84.90	0.00'	EOP
E6	3501+00.56	46.00' LT	EOS



REVISIONS	
NAME	DATE

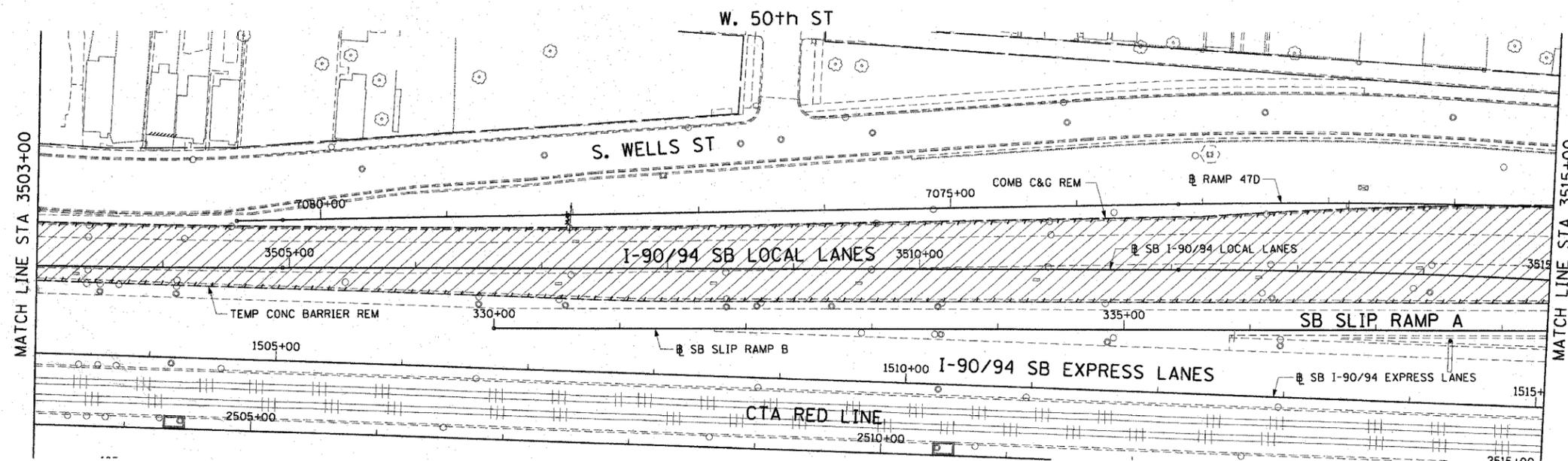
RDY-3
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS
SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: NJH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	55
STA. 3503+00	TO STA. 3515+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P) R-11			

LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS



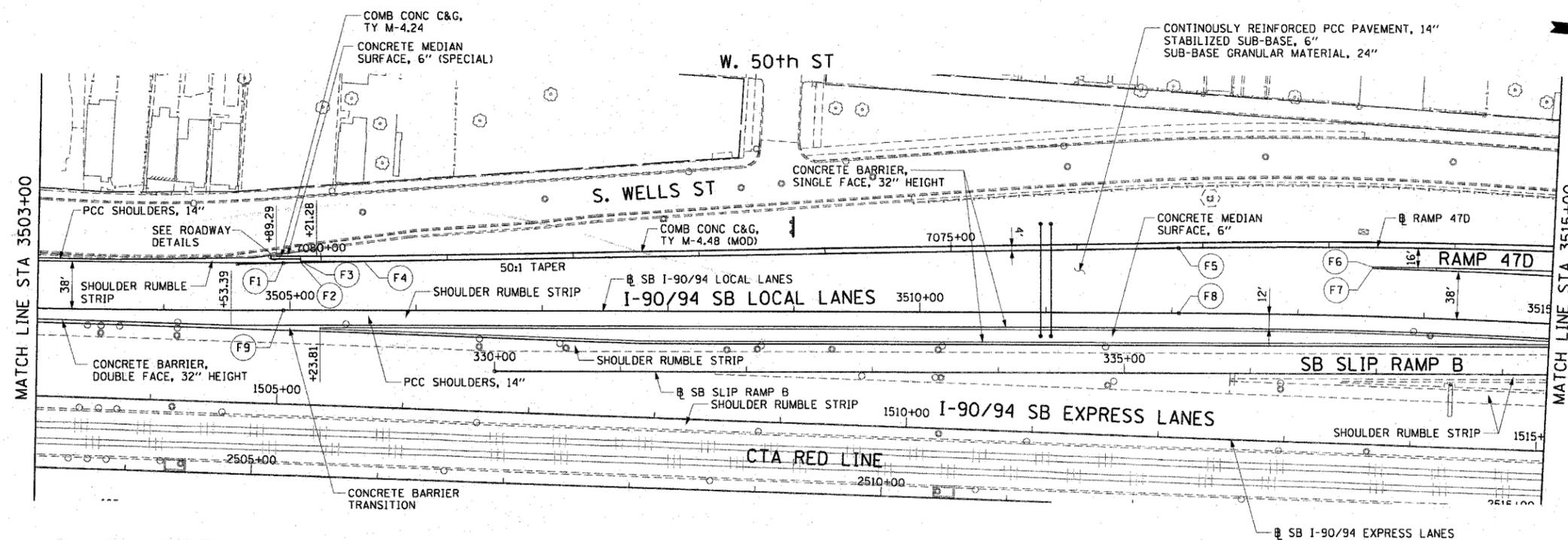
EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
5. SEE STRUCTURAL PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.



PT.	STATION	OFFSET	LOC	PT.	STATION	OFFSET	LOC
F1	3504+94.80	38.00' LT	EOP	F6	3513+58.35	39.00' LT	EOP
F2	3505+08.48	38.00' LT	EOP	F7	3513+58.35	38.00' LT	EOP
F3	3505+08.48	39.00' LT	EOP	F8	3512+05.54	0.00'	EOP
F4	3505+58.48	39.00' LT	EOP	F9	3504+94.80	0.00'	EOP
F5	7073+19.22	0.00'	EOP				



REVISIONS	
NAME	DATE

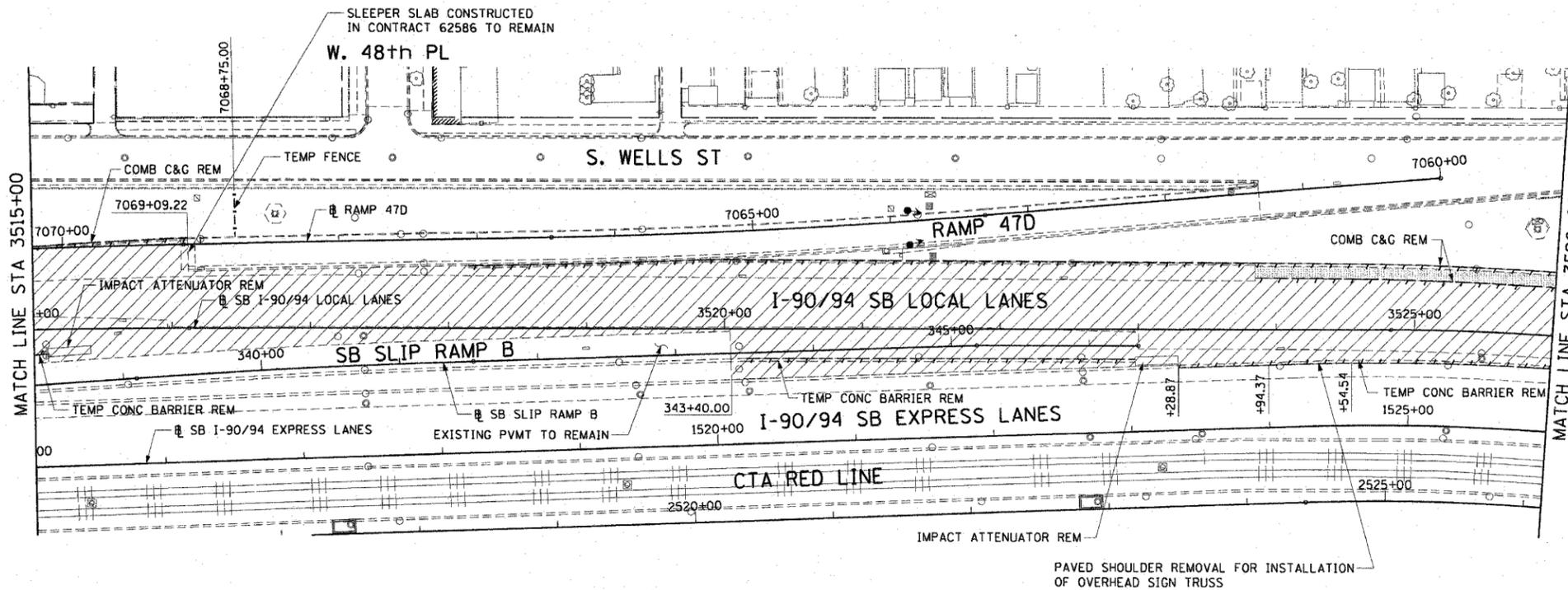
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: NJH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	56
STA. 3515+00		TO STA. 3526+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 (2021-922 PT2 ETC 2324.6-1P) R-11				



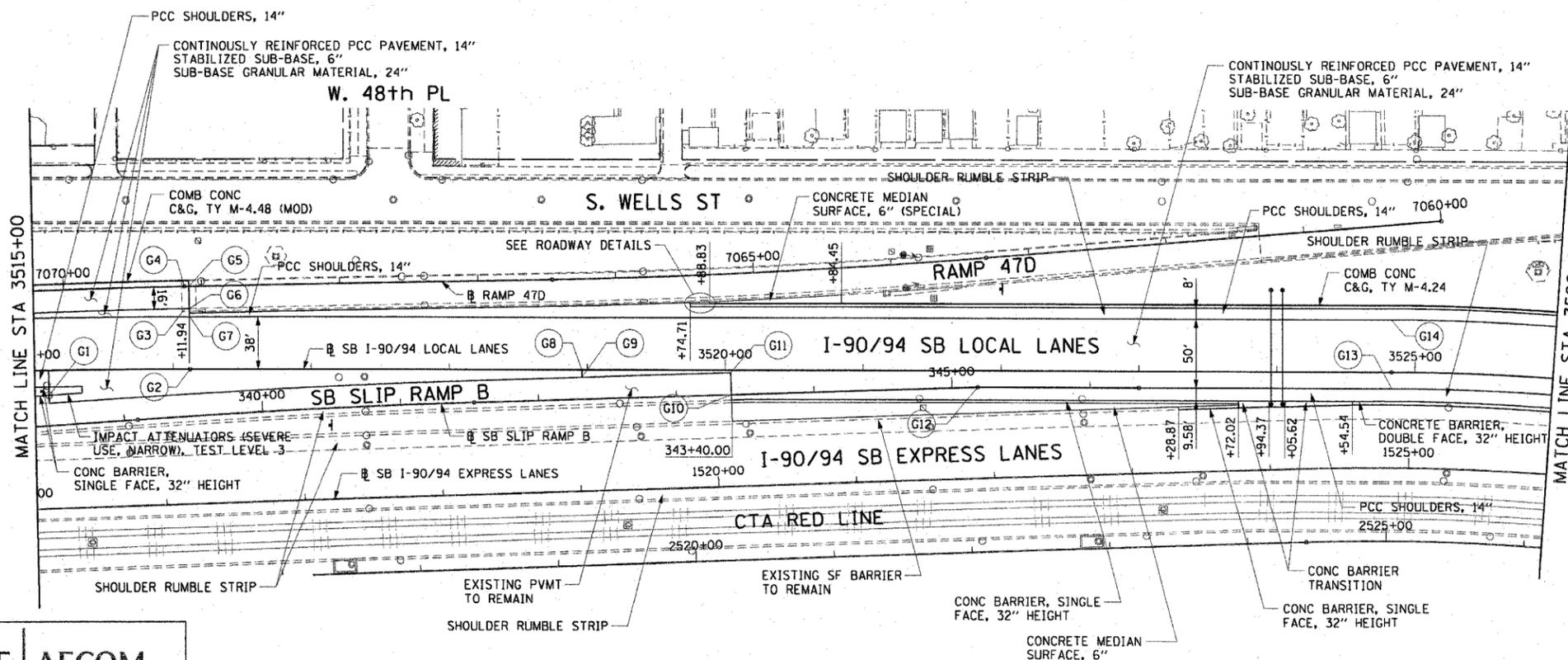
LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. SEE PROPOSED OVERHEAD SIGN STRUCTURE DETAILS FOR LIMITS OF PAVED SHOULDER REMOVAL AT SIGN FOUNDATION LOCATIONS.

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS



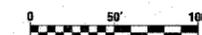
LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
5. SEE STRUCTURAL PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.

PT.	STATION	OFFSET	LOC	PT.	STATION	OFFSET	LOC
G1	338+46.45	16.00' LT	EOP	G8	3518+96.04	0.00'	EOP
G2	3516+12.45	0.00'	EOP	G9	3518+96.04	5.56' RT	EOP
G3	7069+12.32	16.00' LT	EOP	G10	343+40.00	0.00'	EOP
G4	7069+12.32	0.00'	EOP	G11	343+40.00	16.00' LT	EOP
G5	7069+09.22	0.00'	EOP	G12	3521+83.07	12.00' RT	EOP
G6	7069+09.22	16.00' LT	EOP	G13	3524+83.07	12.00' RT	EOP
G7	3516+12.45	38.00' LT	EOP	G14	3524+83.07	38.00' LT	EOP



REVISIONS	
NAME	DATE

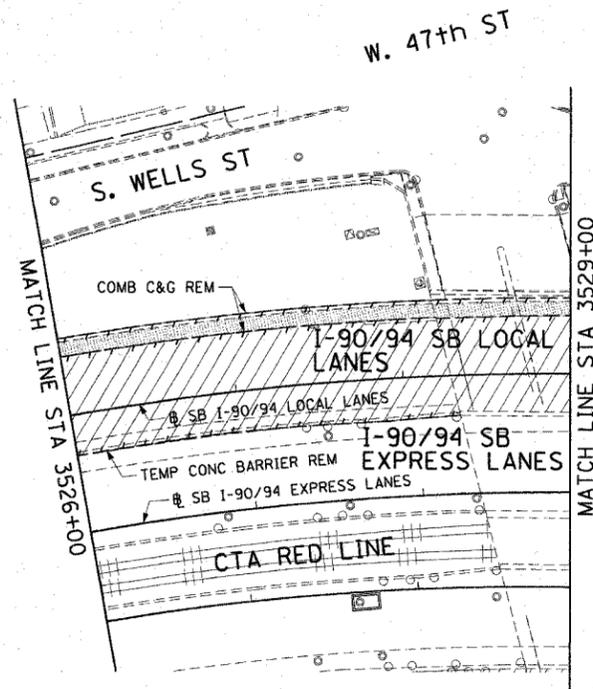
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: NJH

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	57
STA. 3526+00	TO STA. 3529+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	2021-922 PT2 ETC 2324.6-1PI R-11			



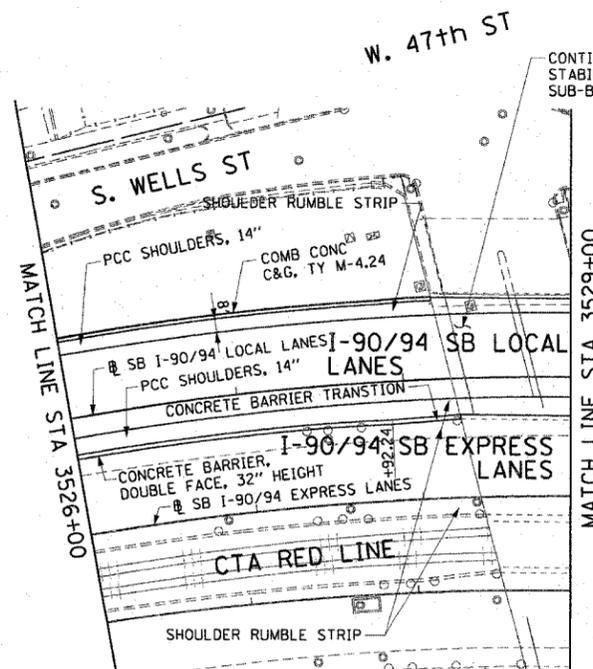
LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- TEMPORARY FENCE
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS



NOTES:

1. STATION CALLOUTS ARE FROM THE SB I-90/94 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.



RDY-6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

EXISTING AND PROPOSED ROADWAY PLANS

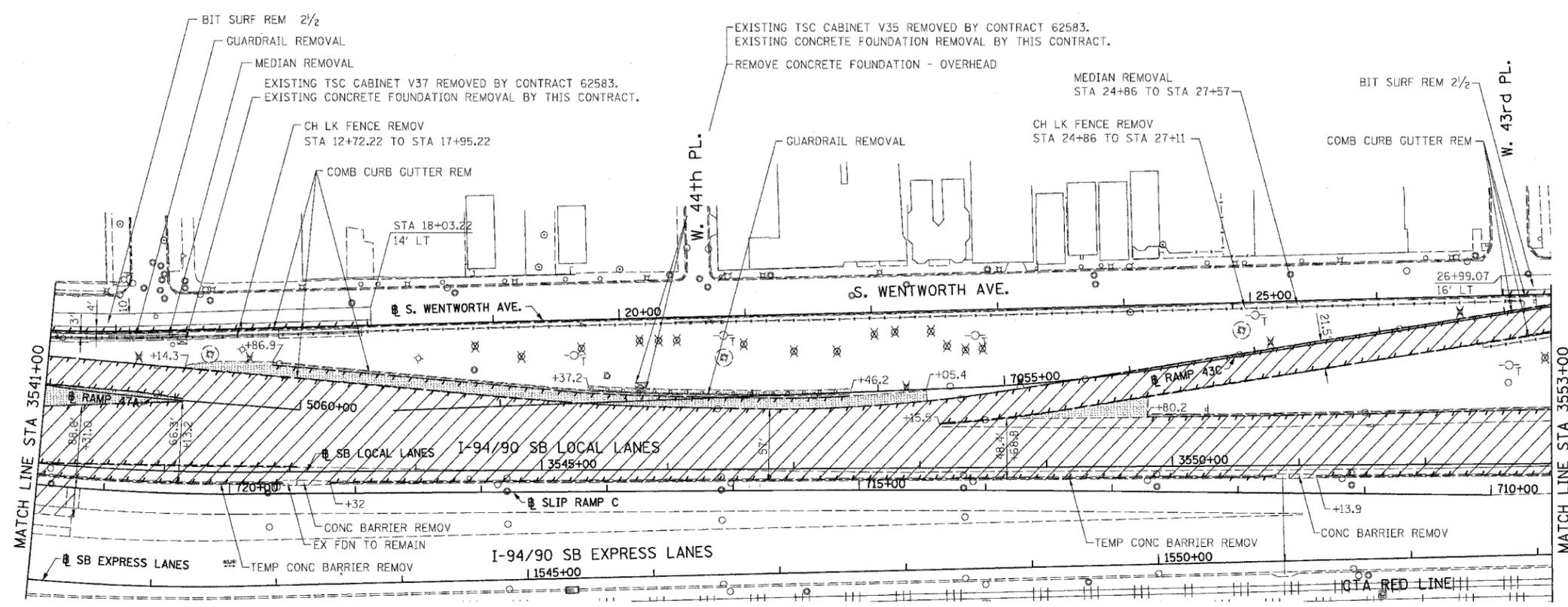
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DATE: June 9, 2006

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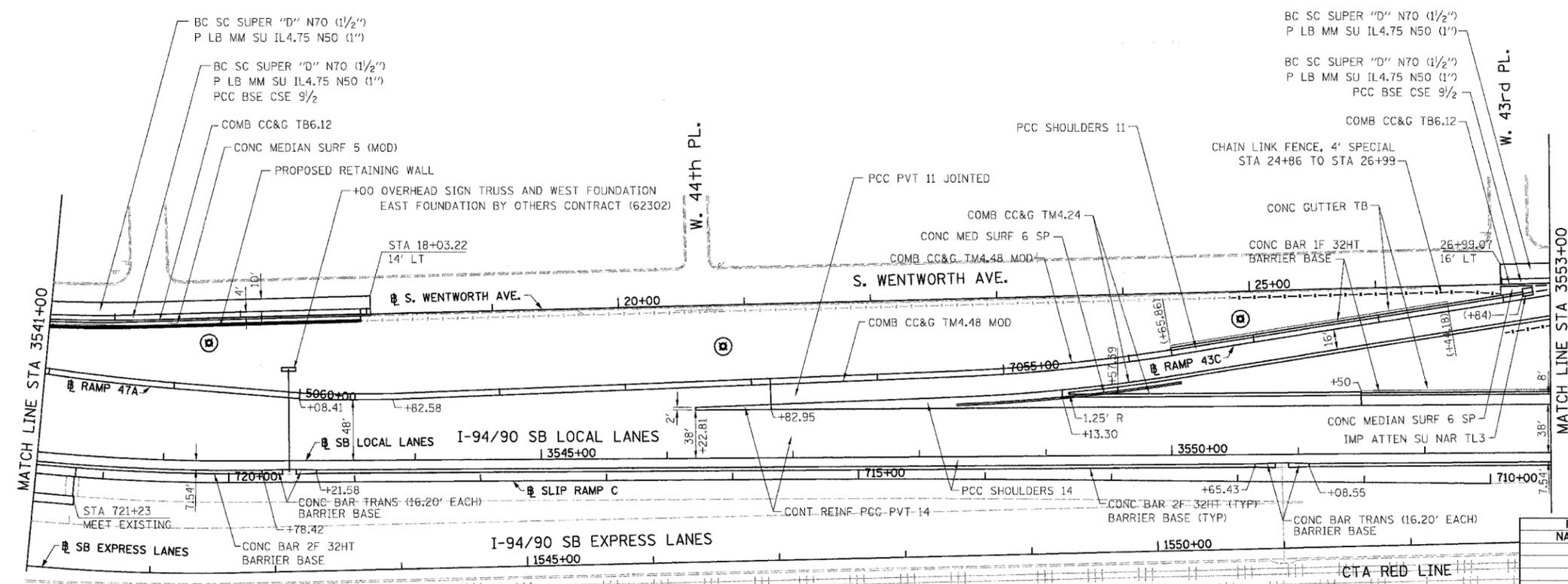
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	59
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



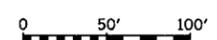
- LEGEND:
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - LINEAR REMOVALS
 - SPOT REMOVAL
 - EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS



- LEGEND:
- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

- NOTES:
1. STATION CALLOUTS ARE FROM THE NB I-94/90 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
 2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
 3. SEE ALIGNMENT PLANS FOR CURVE DATA.
 4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 5. SEE SIGNING PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.



REVISIONS	
NAME	DATE

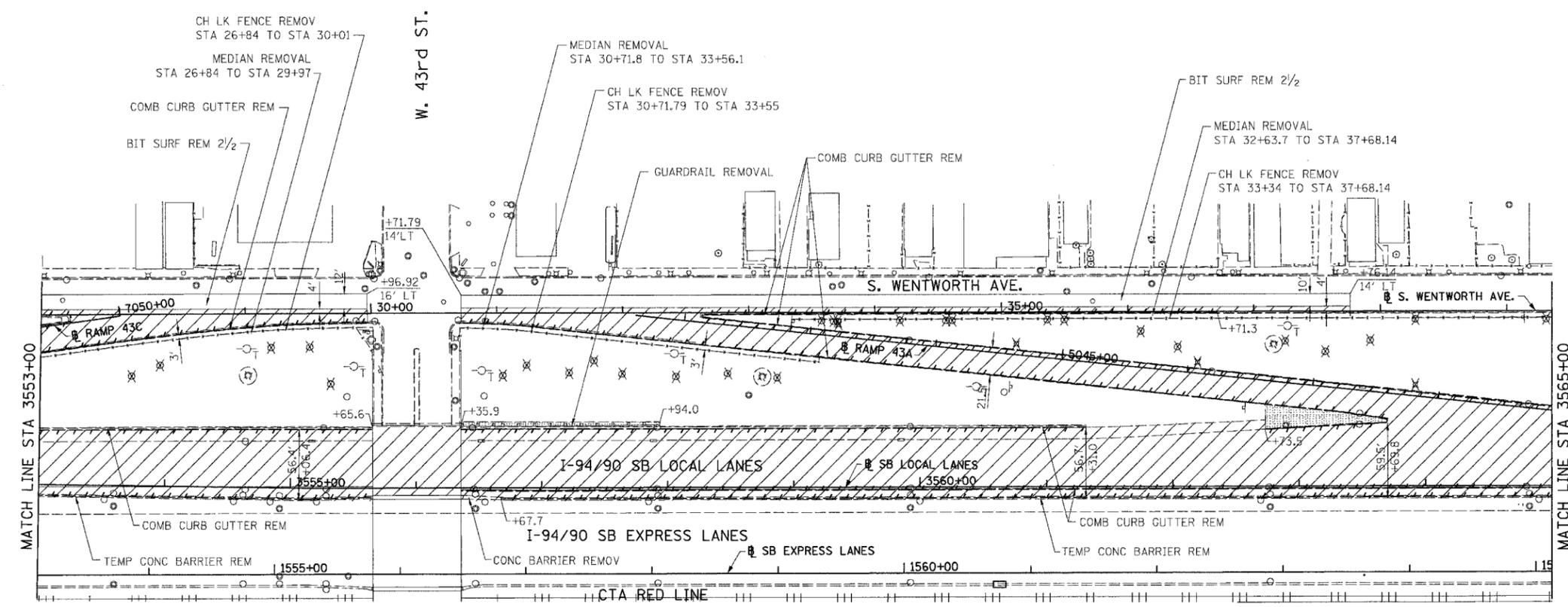
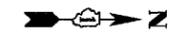
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: 06/09/06
DRAWN BY: JDC
CHECKED BY: RS

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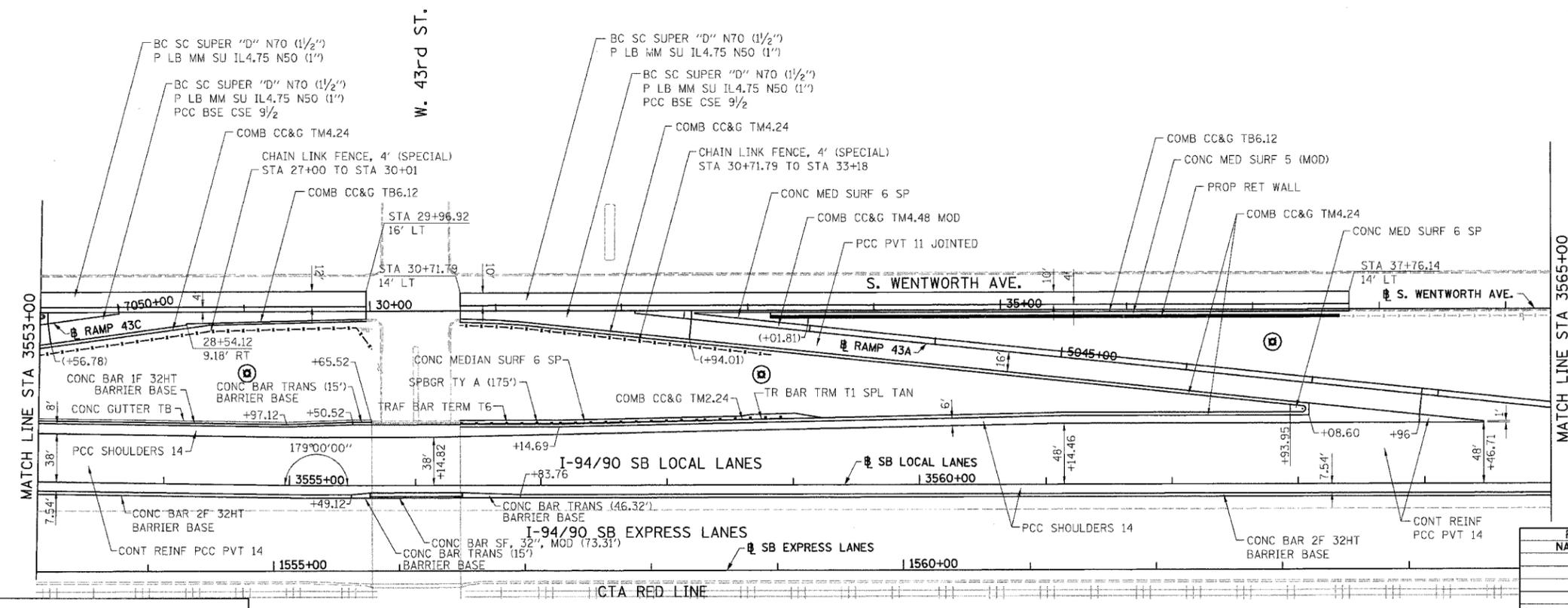
F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	60
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- LINEAR REMOVALS
- SPOT REMOVAL
- EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS

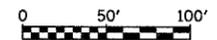


LEGEND:

- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

NOTES:

1. STATION CALLOUTS ARE FROM THE NB I-94/90 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
3. SEE ALIGNMENT PLANS FOR CURVE DATA.
4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.



RDY-9

REVISIONS	
NAME	DATE

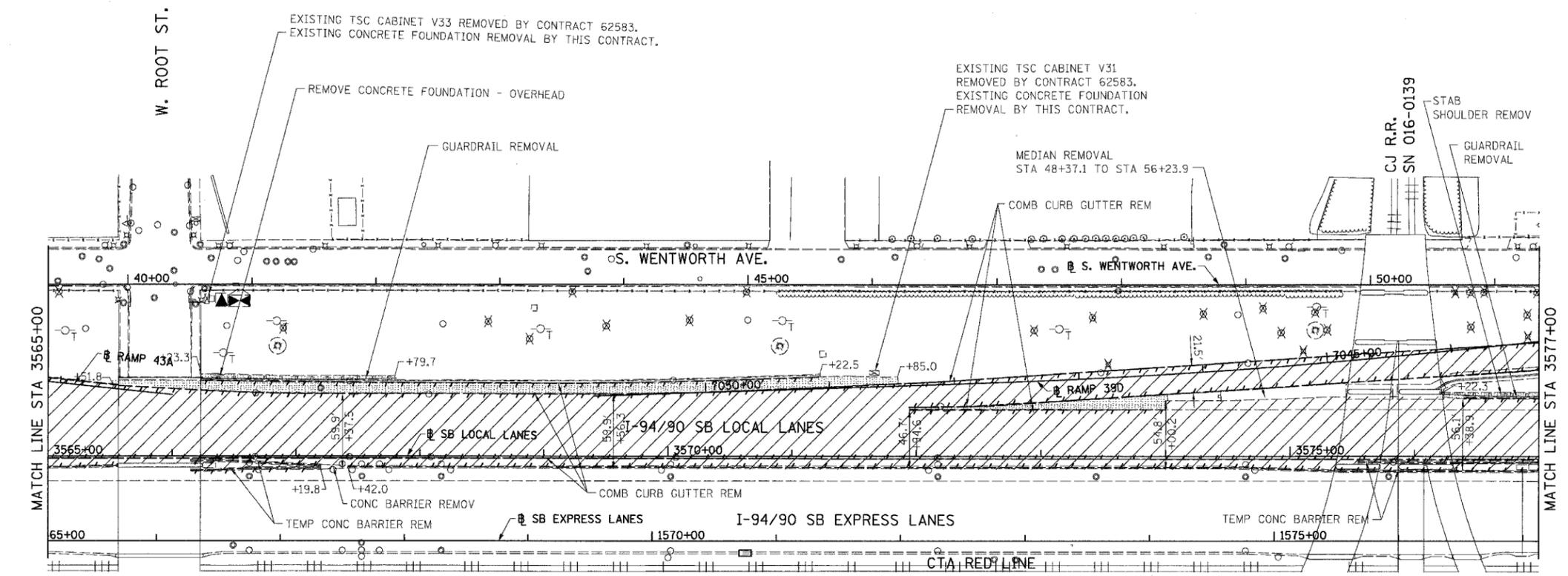
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: 06/09/06
DRAWN BY: JDC
CHECKED BY: RS

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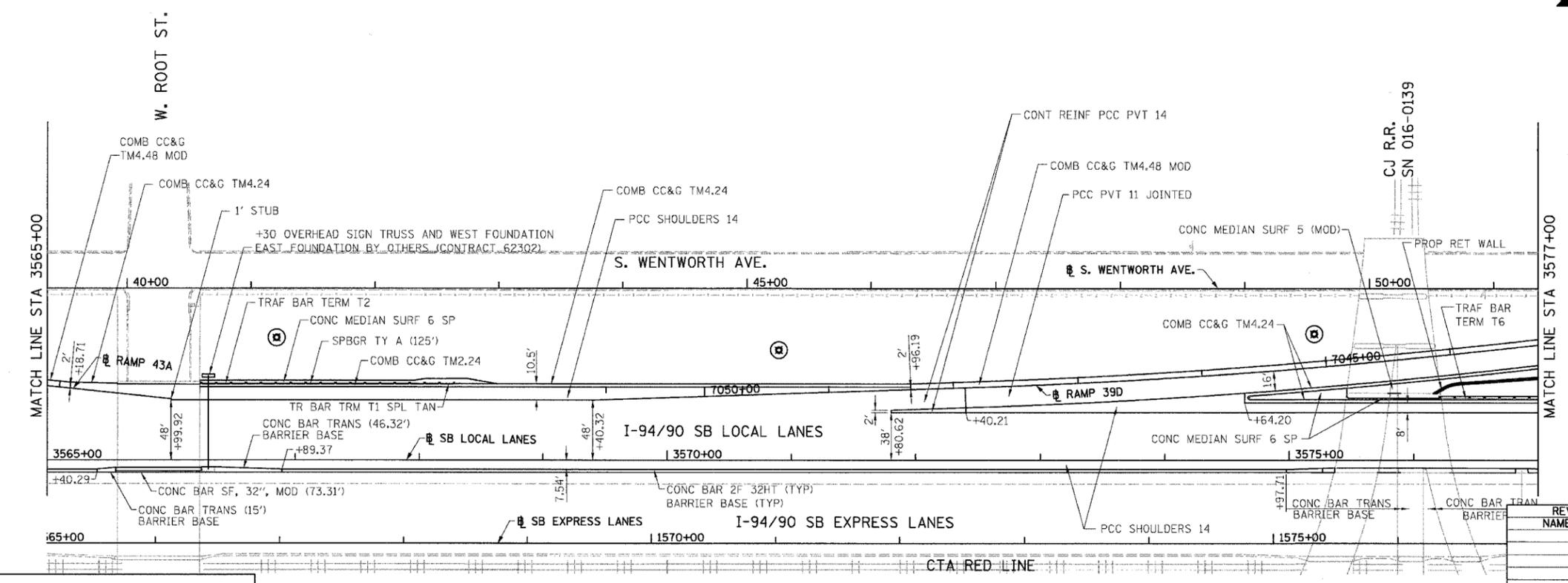
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - LINEAR REMOVALS
 - SPOT REMOVAL
 - EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS



- LEGEND:
- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

- NOTES:
1. STATION CALLOUTS ARE FROM THE NB I-94/90 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
 2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
 3. SEE ALIGNMENT PLANS FOR CURVE DATA.
 4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 5. SEE SIGNING PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.



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REVISIONS	NAME	DATE

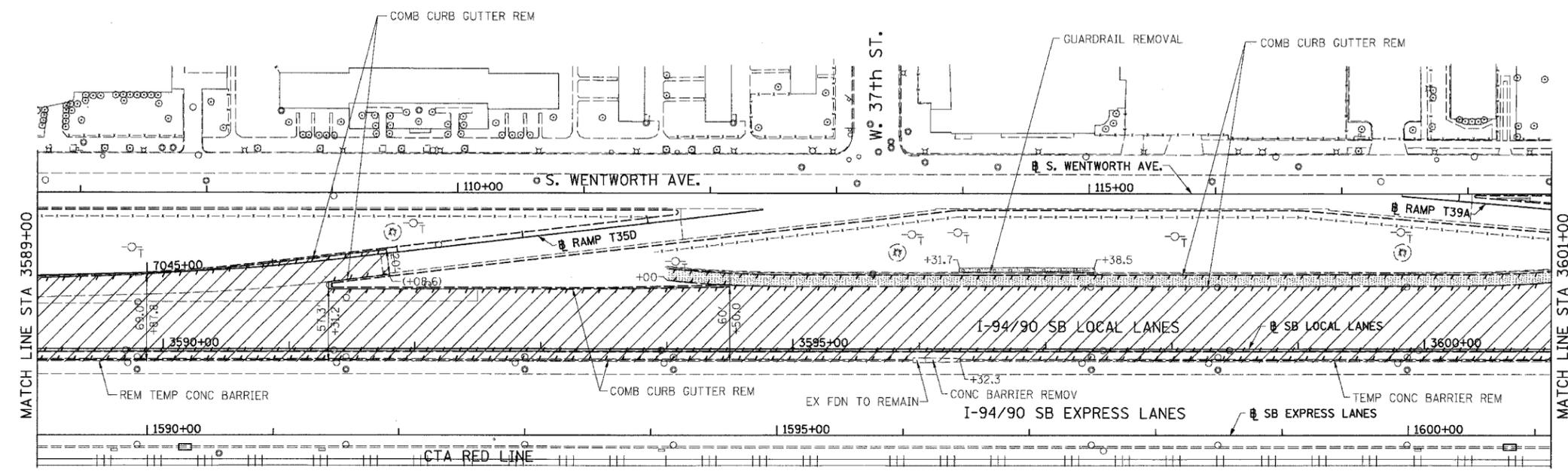
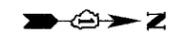
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: 06/09/06

DRAWN BY: JDC
CHECKED BY: RS

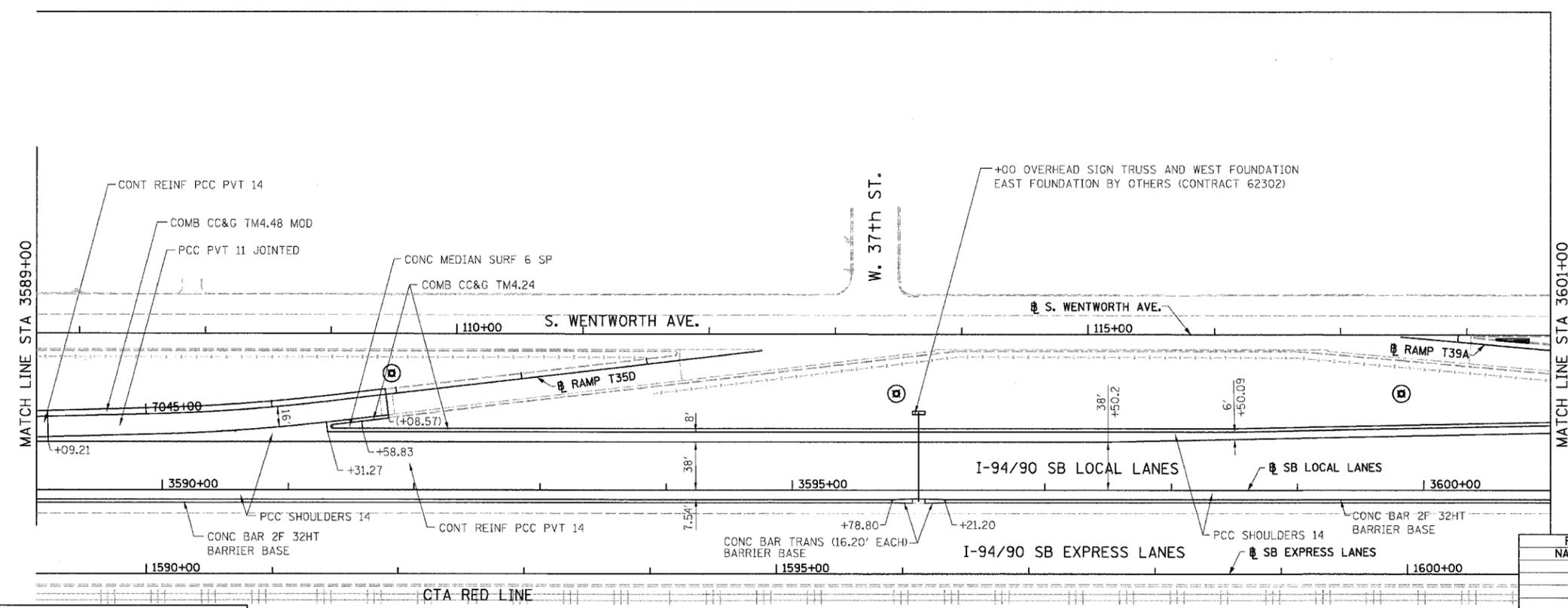
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



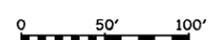
- LEGEND:
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - LINEAR REMOVALS
 - SPOT REMOVAL
 - EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS



- LEGEND:
- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

- NOTES:
1. STATION CALLOUTS ARE FROM THE NB I-94/90 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
 2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
 3. SEE ALIGNMENT PLANS FOR CURVE DATA.
 4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 64200L.
 5. SEE SIGNING PLANS FOR PROPOSED OVERHEAD SIGN LOCATIONS AND DETAILS.



REVISIONS	
NAME	DATE

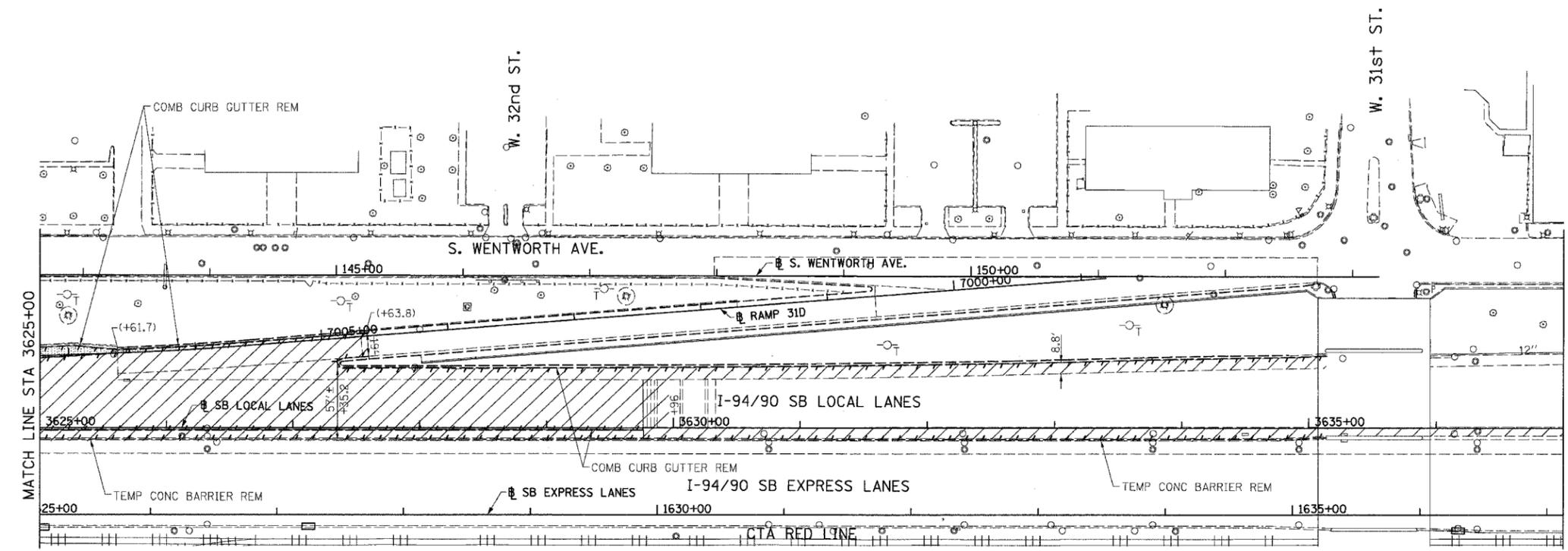
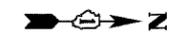
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: 06/09/06
DRAWN BY: JDC
CHECKED BY: RS

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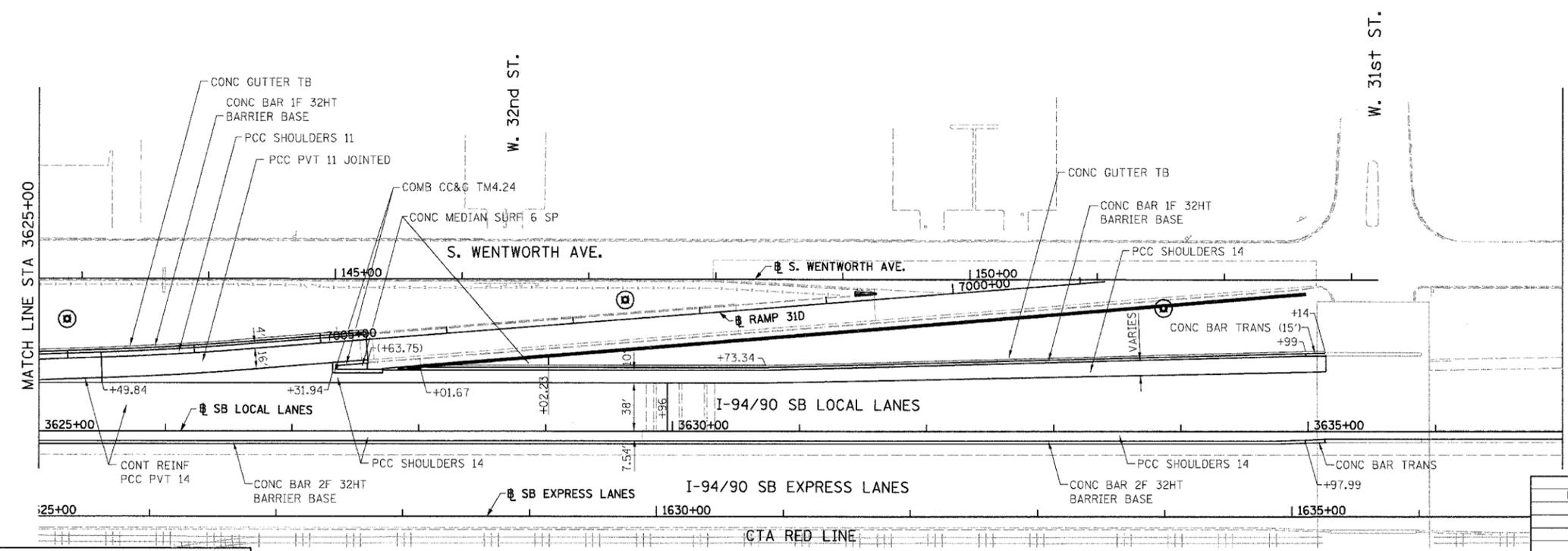
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	66
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:
- PAVEMENT REMOVAL
 - PAVED SHOULDER REMOVAL
 - LINEAR REMOVALS
 - SPOT REMOVAL
 - EX HIGH MAST TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

EXISTING CONDITIONS AND REMOVAL
PROPOSED IMPROVEMENTS



- LEGEND:
- HIGH MAST LIGHT TOWER LOCATION - SEE HIGH MAST TOWER SCHEDULE FOR DETAILS

- NOTES:
1. STATION CALLOUTS ARE FROM THE NB I-94/90 LOCAL LANES BASELINE UNLESS OTHERWISE NOTED.
 2. SEE ROADWAY DETAILS FOR CONCRETE BARRIER TRANSITIONS AT BRIDGE PIERS AND SIGN STRUCTURES.
 3. SEE ALIGNMENT PLANS FOR CURVE DATA.
 4. SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.



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REVISIONS	
NAME	DATE

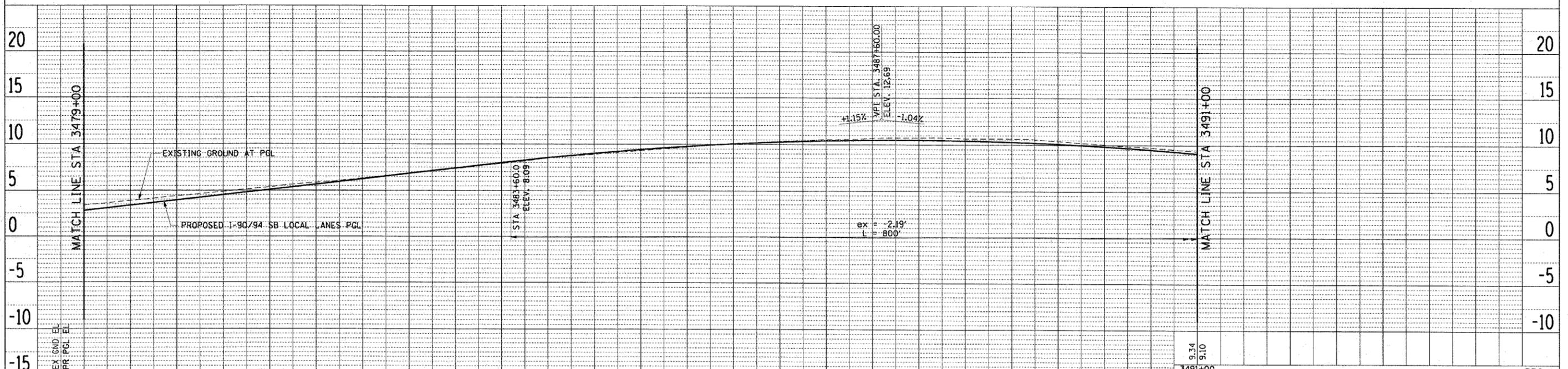
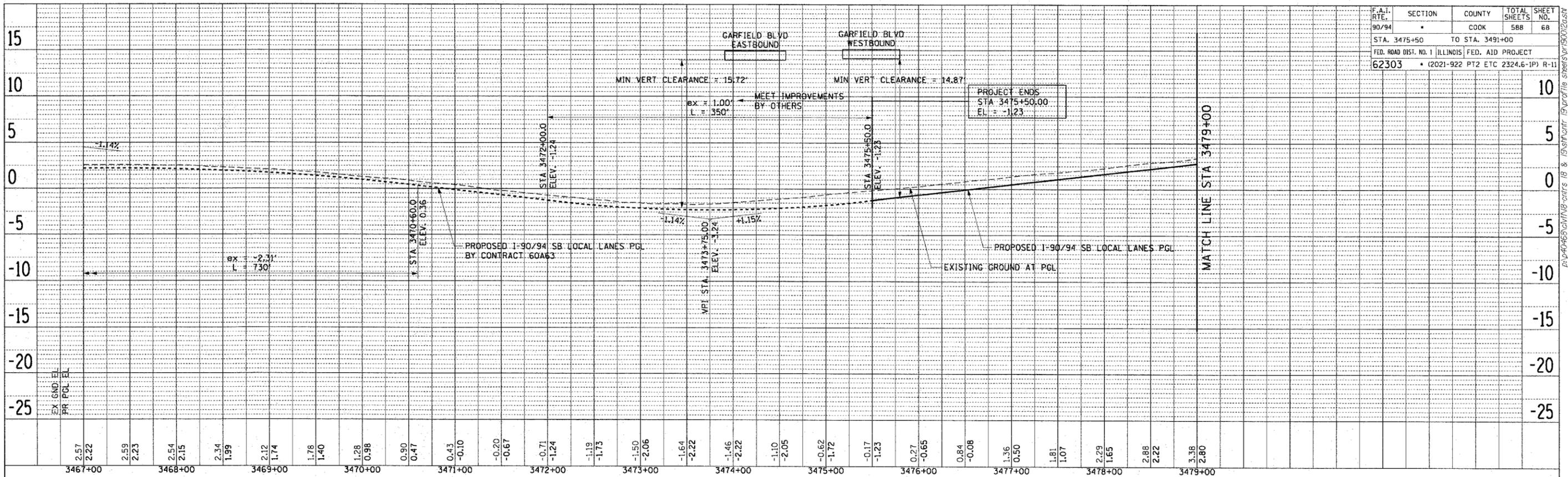
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
EXISTING AND PROPOSED ROADWAY PLANS

SCALE: 1"=50'
DATE: 06/09/06
DRAWN BY: JDC
CHECKED BY: RS

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	68
STA. 3475+50	TO STA. 3491+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P) R-11			

3467+00	2.57	2.22	2.59	2.23	2.54	2.15	2.34	1.99	2.12	1.74	1.78	1.40	1.28	0.98	0.90	0.47	0.43	-0.10	-0.20	-0.67	-0.71	-1.24	-1.19	-1.73	-1.50	-2.06	-1.64	-2.22	-1.46	-2.22	-1.10	-2.05	-0.62	-1.72	-0.17	-1.23	0.27	-0.65	0.84	-0.08	1.36	0.50	1.81	1.07	2.29	1.65	2.88	2.22	3.38	2.80
3479+00	3.38	2.80	3.88	3.37	4.39	3.95	4.88	4.52	5.39	5.10	5.86	5.67	6.31	6.25	6.80	6.82	7.35	7.40	7.90	7.97	8.49	8.53	8.92	9.01	9.32	9.43	9.70	9.78	10.04	10.06	10.33	10.27	10.55	10.42	10.72	10.49	10.76	10.50	10.68	10.44	10.66	10.31	10.42	10.11	10.05	9.84	9.73	9.51		

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

**PROPOSED PROFILES
 SOUTHBOUND LOCAL LANES**

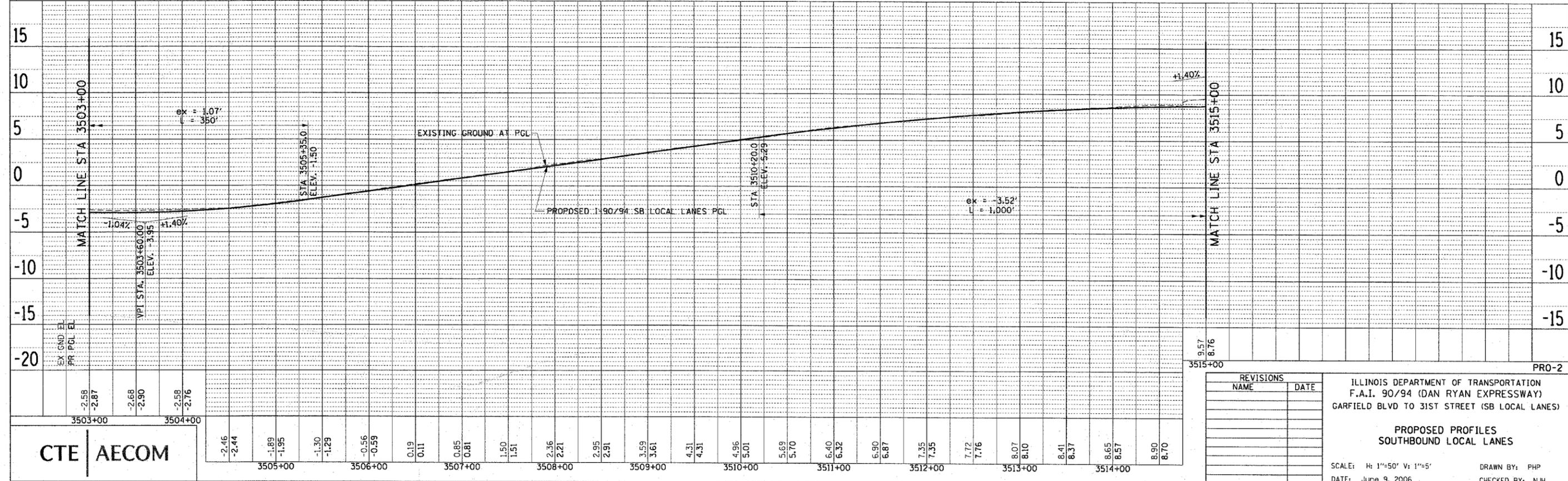
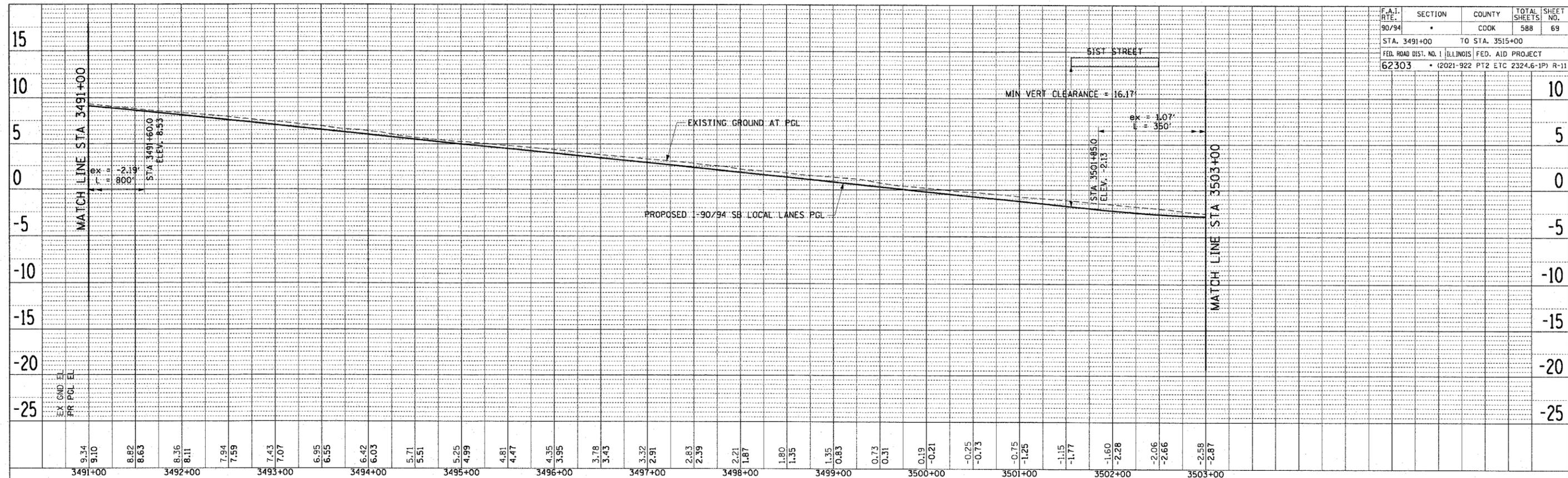
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	69
STA. 3491+00	TO STA. 3515+00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED PROFILES
 SOUTHBOUND LOCAL LANES

SCALE: H: 1"=50' V: 1"=5'
 DATE: June 9, 2006

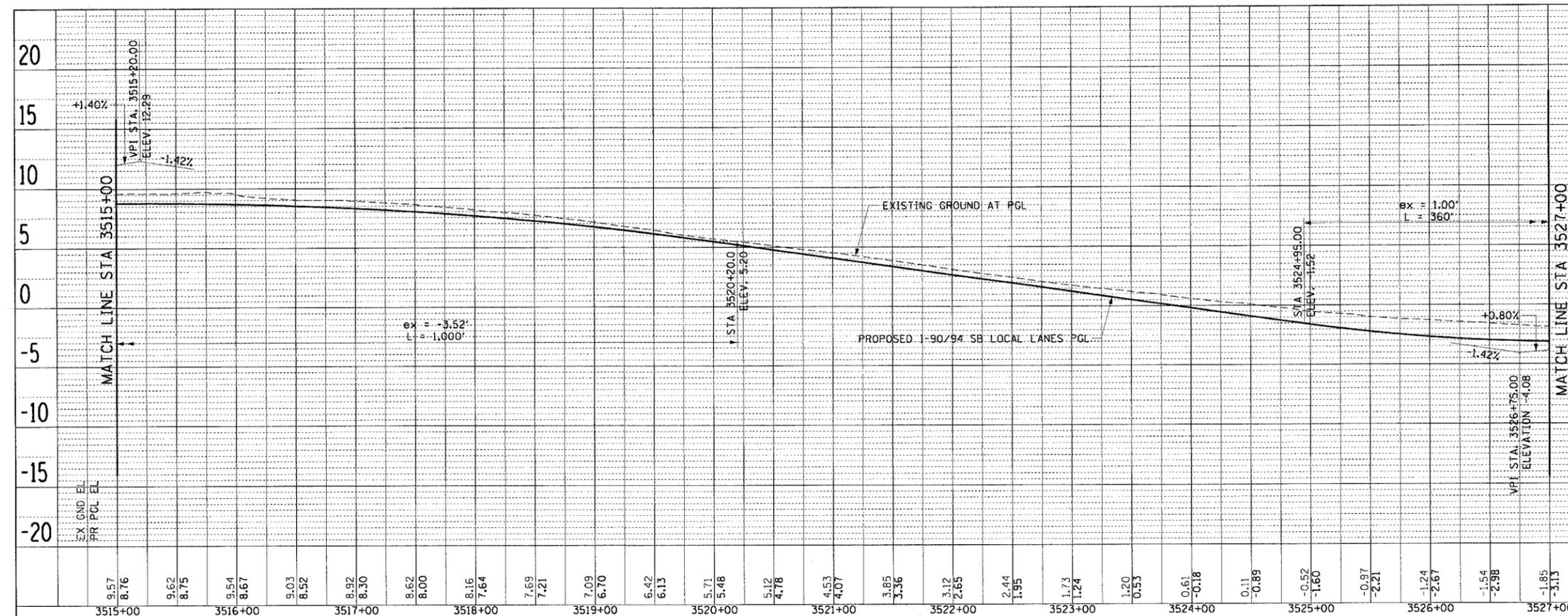
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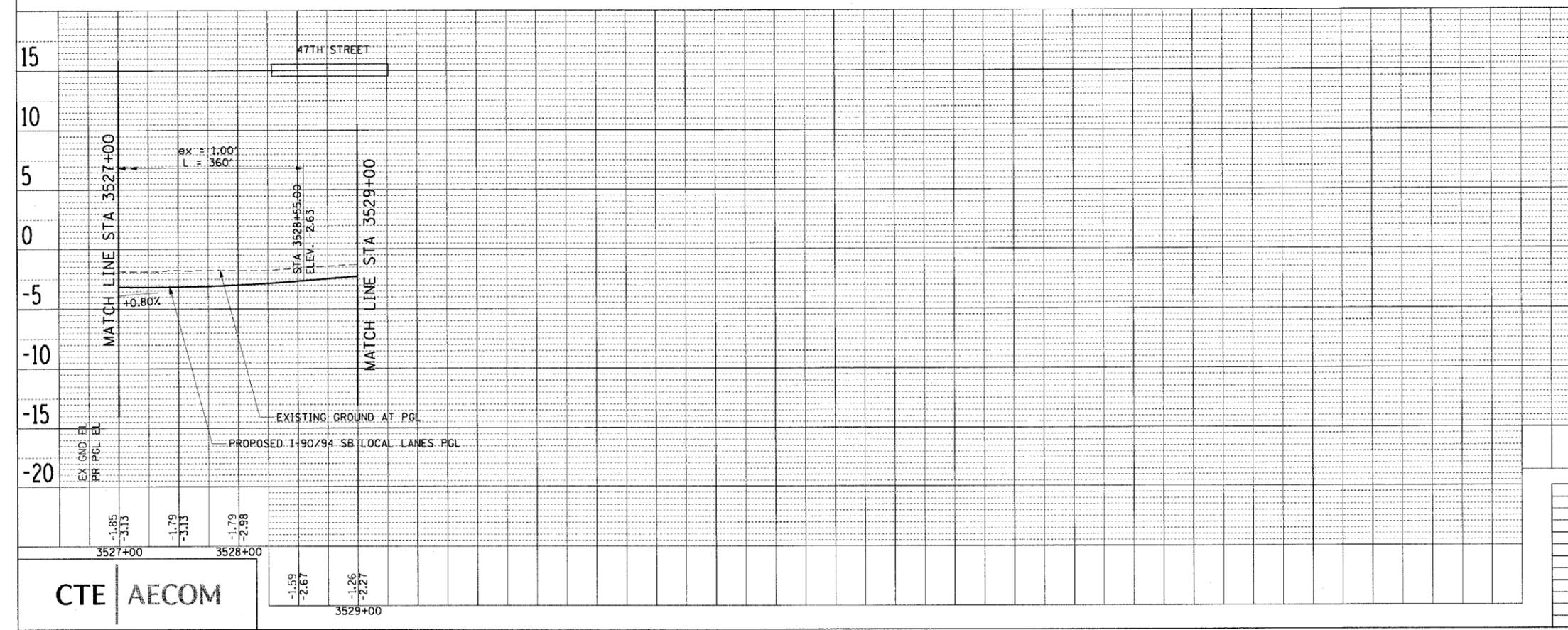
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F.A.I. RTE. 90/94	SECTION *	COUNTY COOK	TOTAL SHEETS 588	SHEET NO. 70
STA. 3515+00		TO STA. 3529+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

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PLAN	REVISIONS	BY	DATE
NO.	NO.		



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROPOSED PROFILES
 SOUTHBOUND LOCAL LANES

SCALE: H: 1"=50' V: 1"=5'
 DATE: June 9, 2006

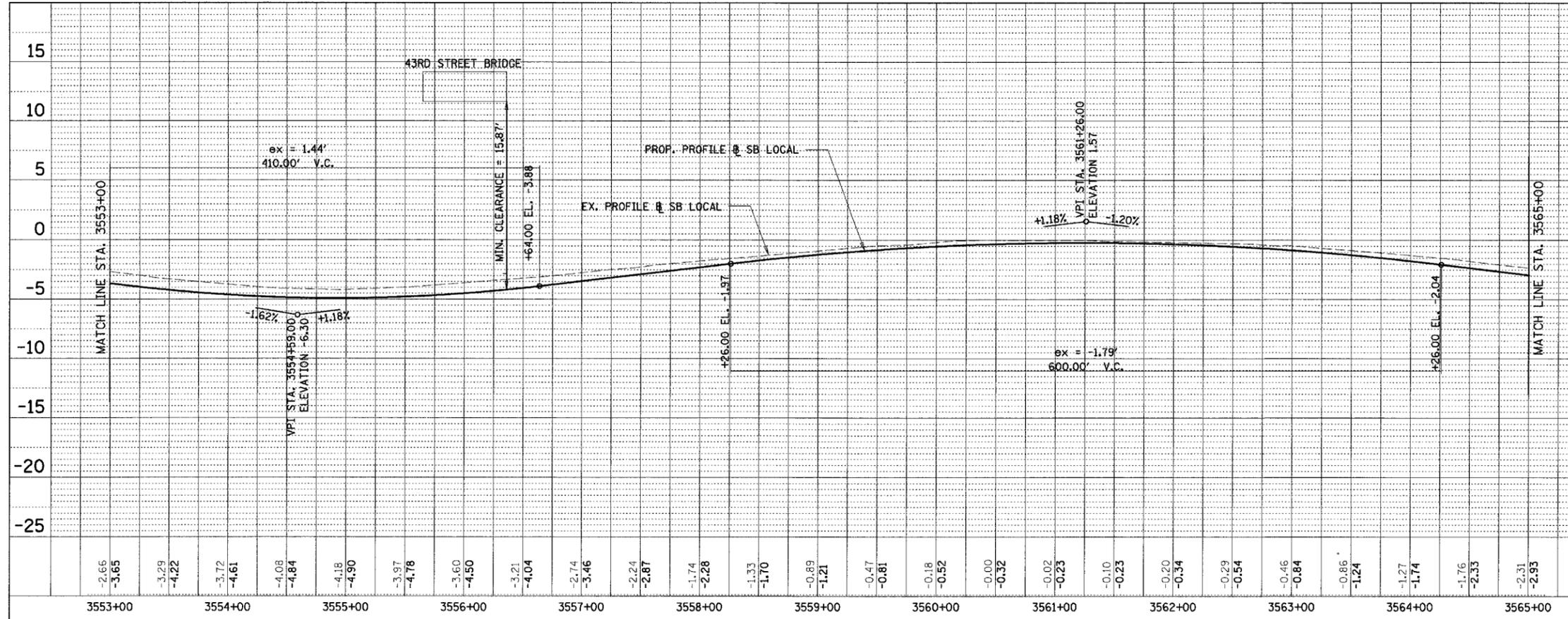
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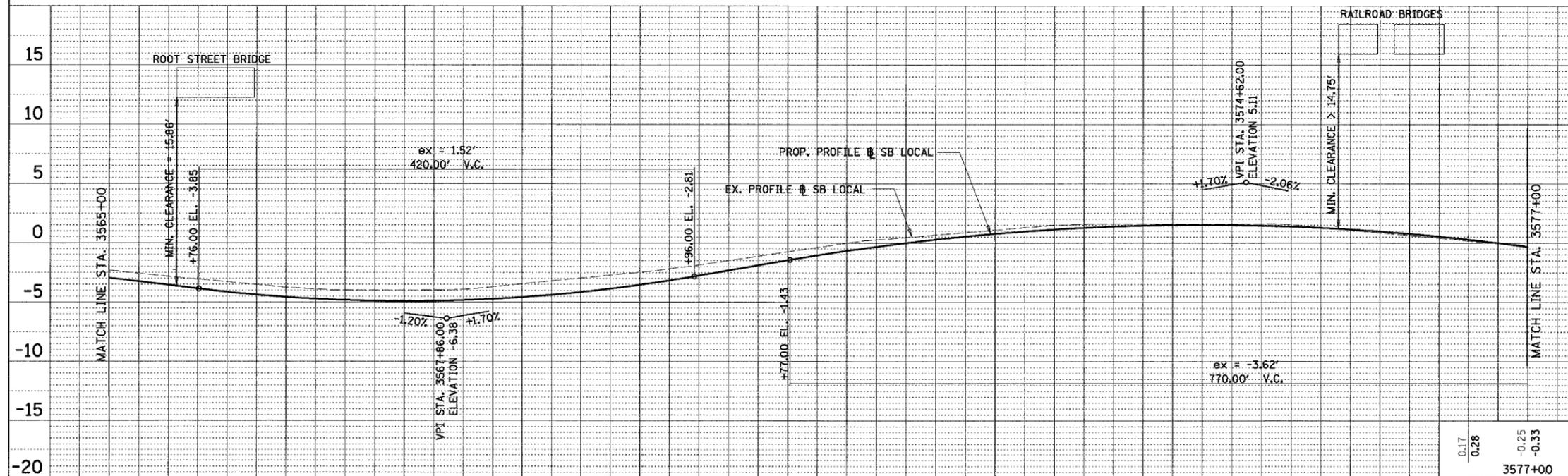
6/23/2006 9:54:23 AM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	72
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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-0.25	-0.33

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 PROFILES - SOUTHBOUND LOCAL LANES
 SCALE: 1" = 50' HORIZ
 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

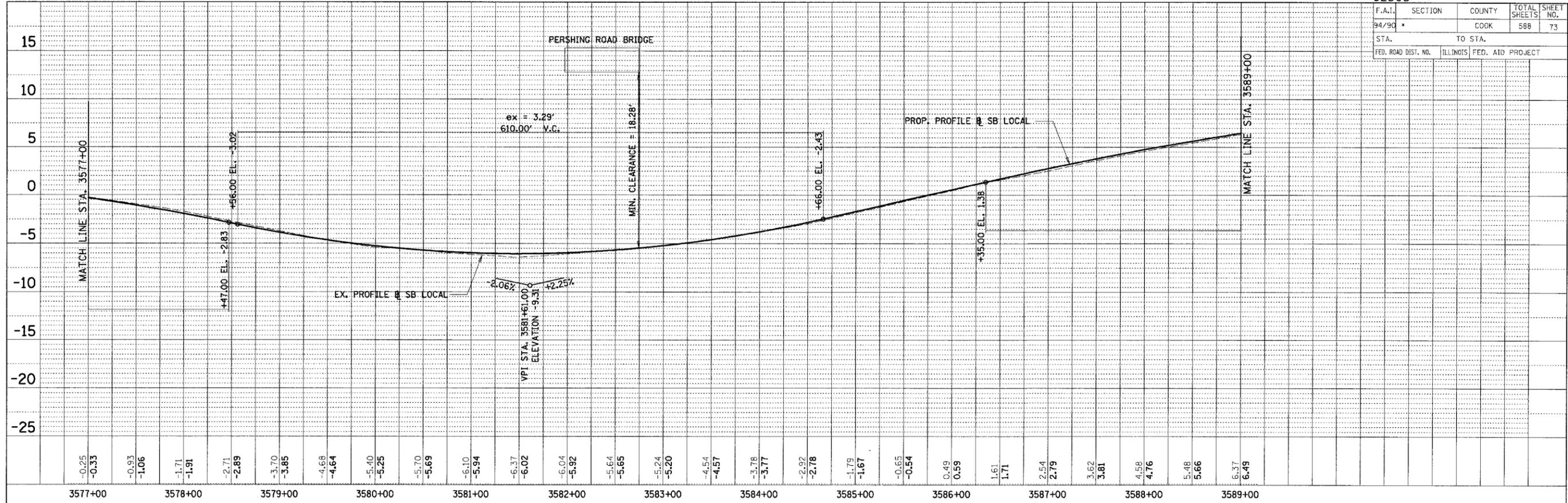
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3565+00	-2.93	3566+00	-3.28	3567+00	-3.97	3568+00	-4.81	3569+00	-2.95	3570+00	-1.87	3571+00	-0.38	3572+00	0.25	3573+00	1.49	3574+00	1.60	3575+00	1.54	3576+00	0.63
	-3.65		-4.12		-4.30		-4.81		-4.12		-2.74		-1.06		-0.32		1.14		1.51		1.38		0.77

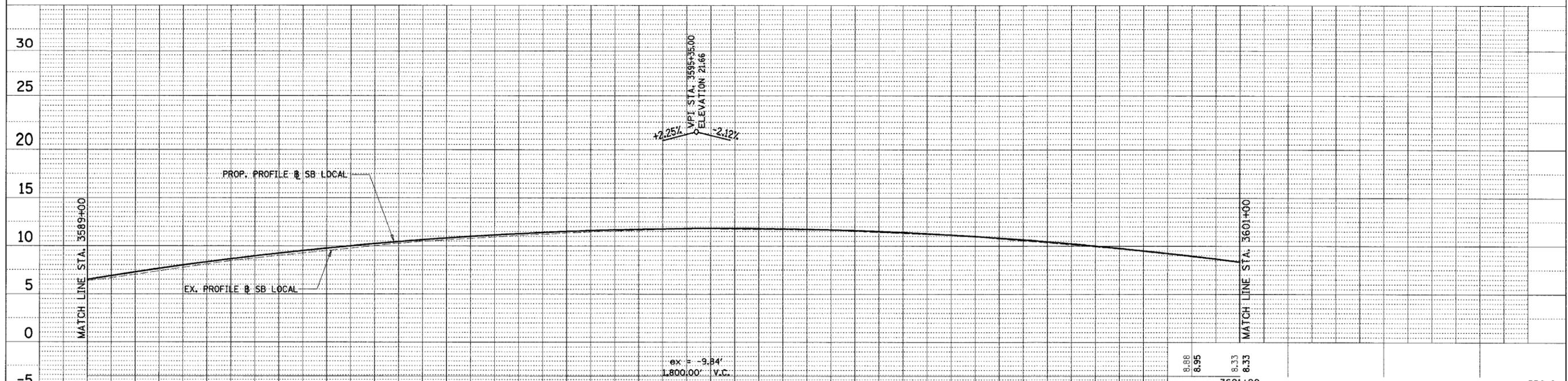
6/8/2006 10:29 AM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	73
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN	SURVEYED	DATE
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3591+00	8.99	9.51	10.02	10.47	10.78	11.10	11.37	11.55	11.73	11.81	11.67	11.52	11.31	10.75	9.92	9.44
3592+00	5.23	9.76	10.23	10.64	10.99	11.28	11.51	11.67	11.78	11.83	11.74	11.60	11.40	10.83	10.01	9.51
3593+00																
3594+00																
3595+00																
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3597+00																
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3600+00																

REVISIONS	
NAME	DATE

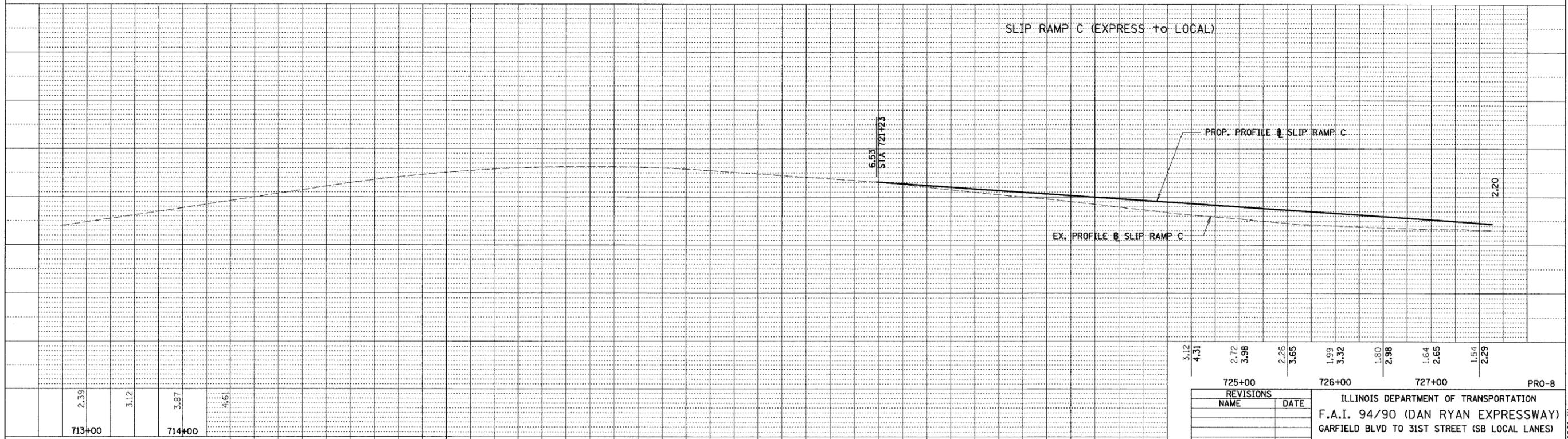
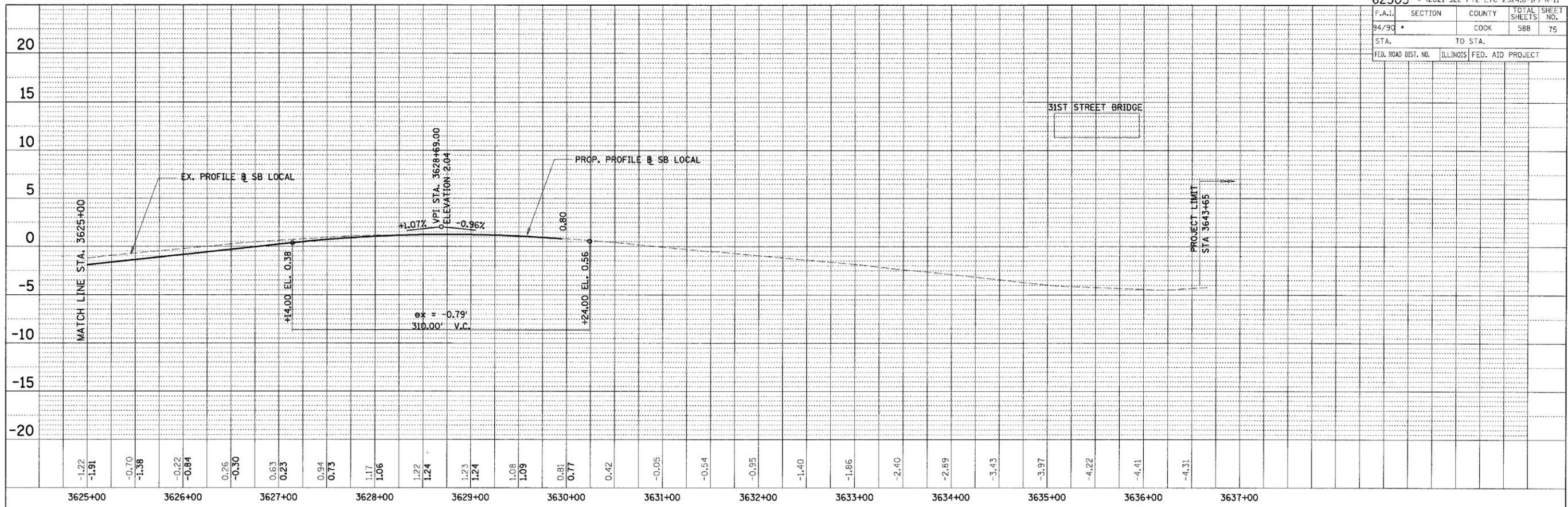
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 PROFILES - SOUTHBOUND LOCAL LANES
 SCALE: 1" = 50' HORIZ
 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

1/10/2006

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	75
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN	REVISIONS	BY	DATE
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PLAN	REVISIONS	BY	DATE
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	DATE		



725+00	3.12	4.31	2.72	3.98	2.26	3.65	1.99	3.32	1.80	2.98	1.64	2.65	1.54	2.29
726+00														
727+00														
PRO-B														

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROFILES - SB LOCAL LANES & SLIP RAMP C

1" = 5' VERTICAL
SCALE: 1" = 50' HORIZ

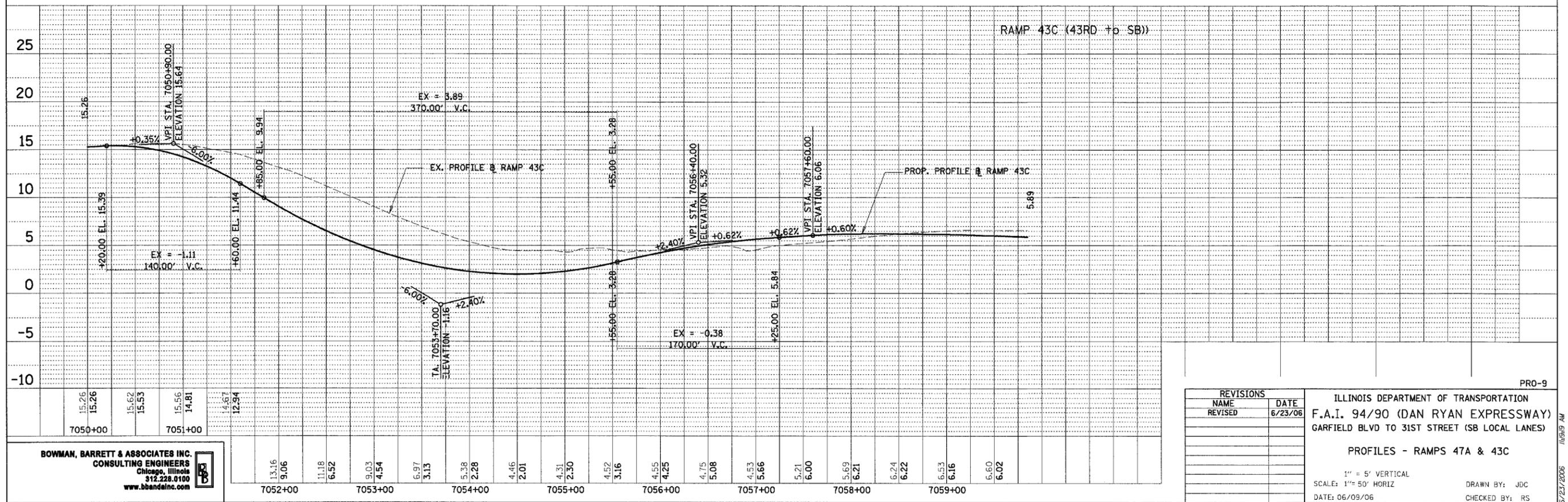
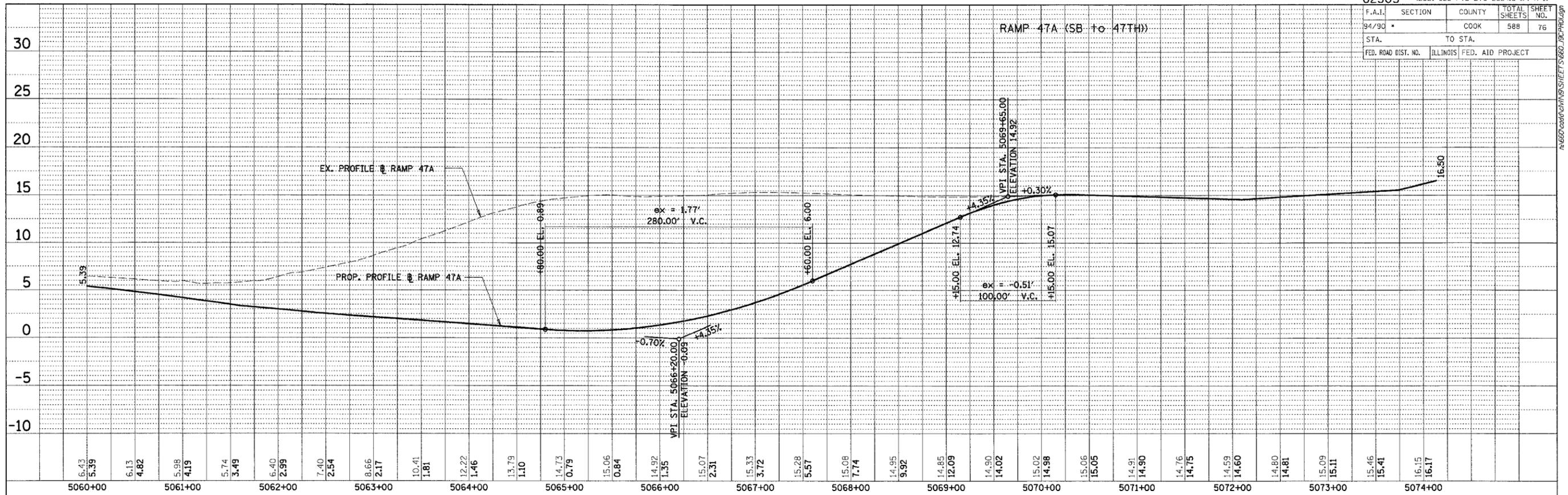
DATE: 06/09/06

DRAWN BY: JDC
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16/3/2006 6/8/2006

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	76
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	FIELD FILE NAME		

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	FIELD FILE NAME		

REVISIONS	
NAME	DATE
REVISED	6/23/06

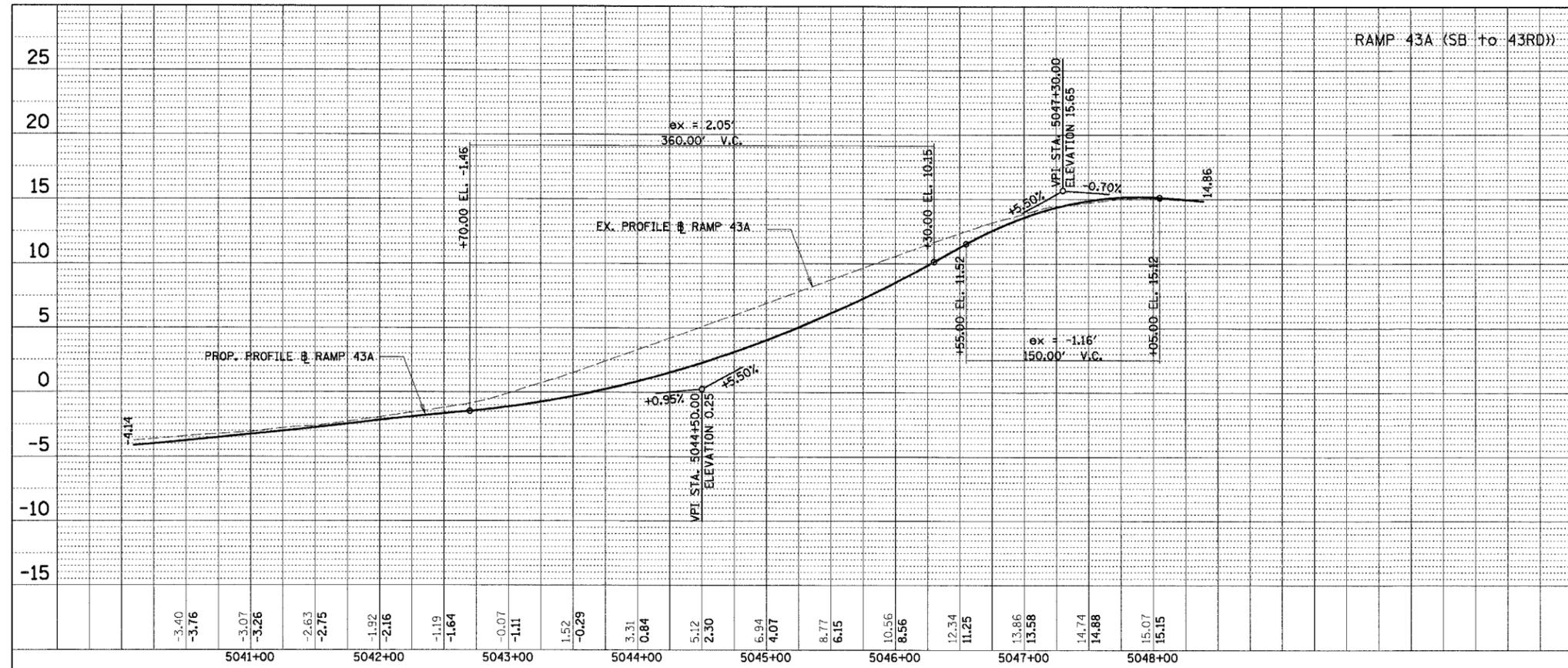
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 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 PROFILES - RAMPS 47A & 43C
 1" = 5' VERTICAL
 SCALE: 1" = 50' HORIZ
 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

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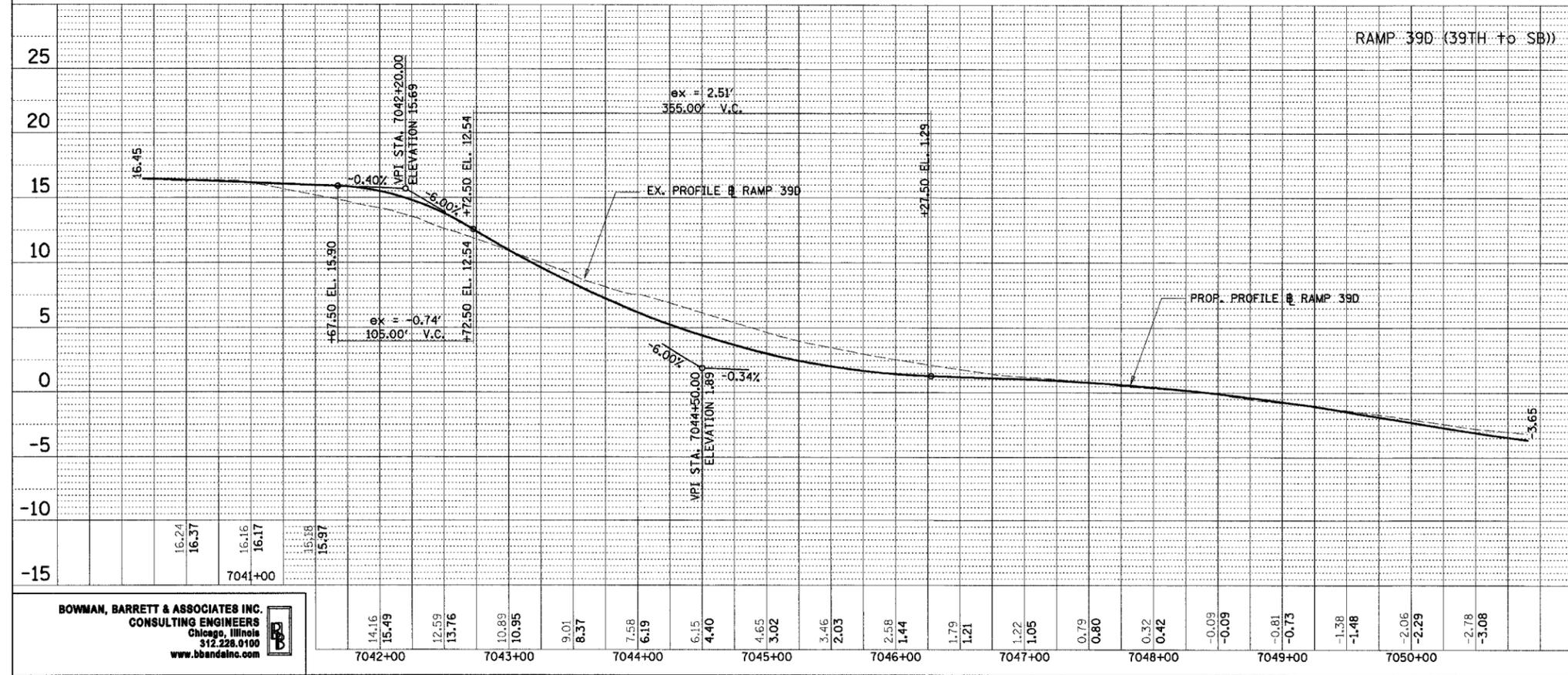
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	77
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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REVISED	6/23/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

PROFILES - RAMPS 43A & 39D

1" = 5' VERTICAL
 SCALE: 1" = 50' HORIZONTAL
 DATE: 06/09/06

DRAWN BY: JDC
 CHECKED BY: RS

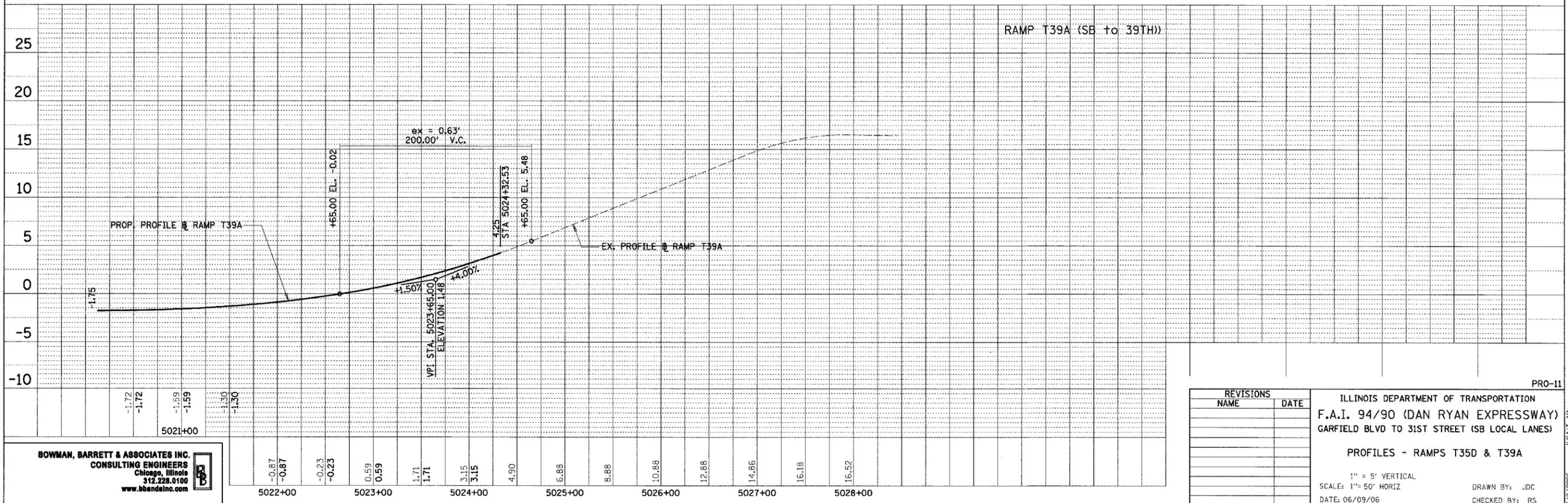
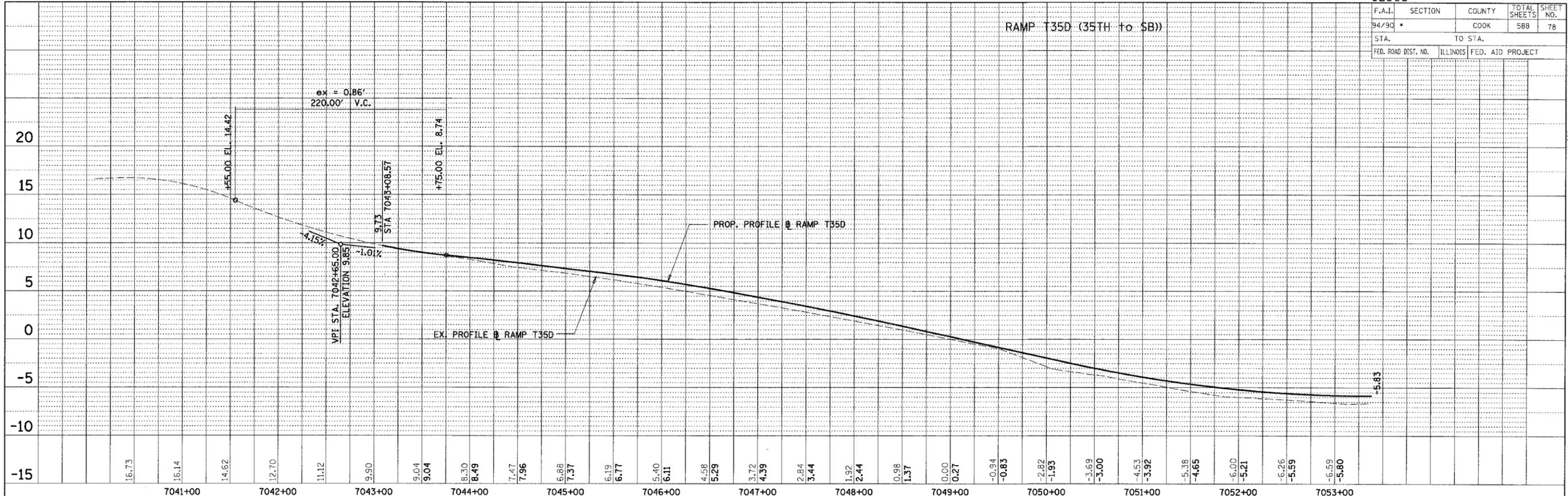
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	78
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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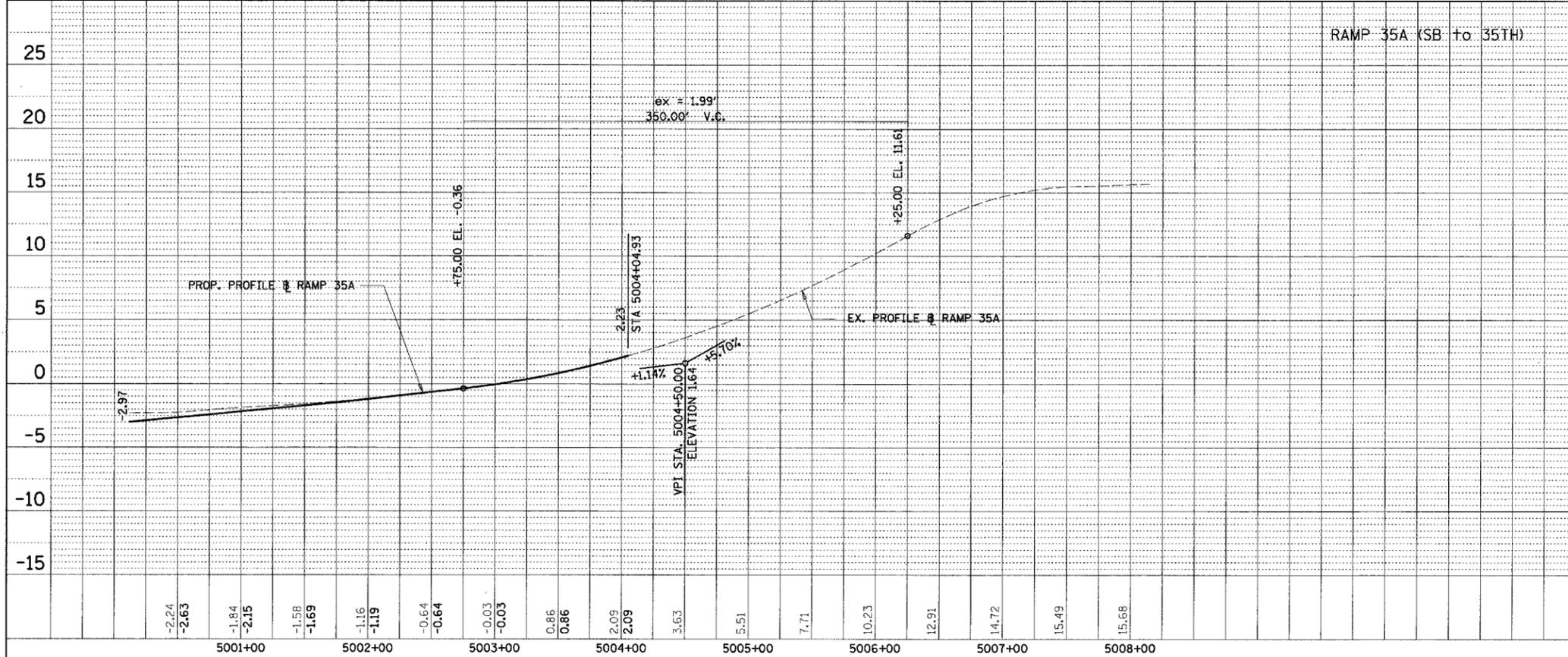
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NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 PROFILES - RAMPS T35D & T39A
 1" = 5' VERTICAL
 SCALE: 1" = 50' HORIZ
 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

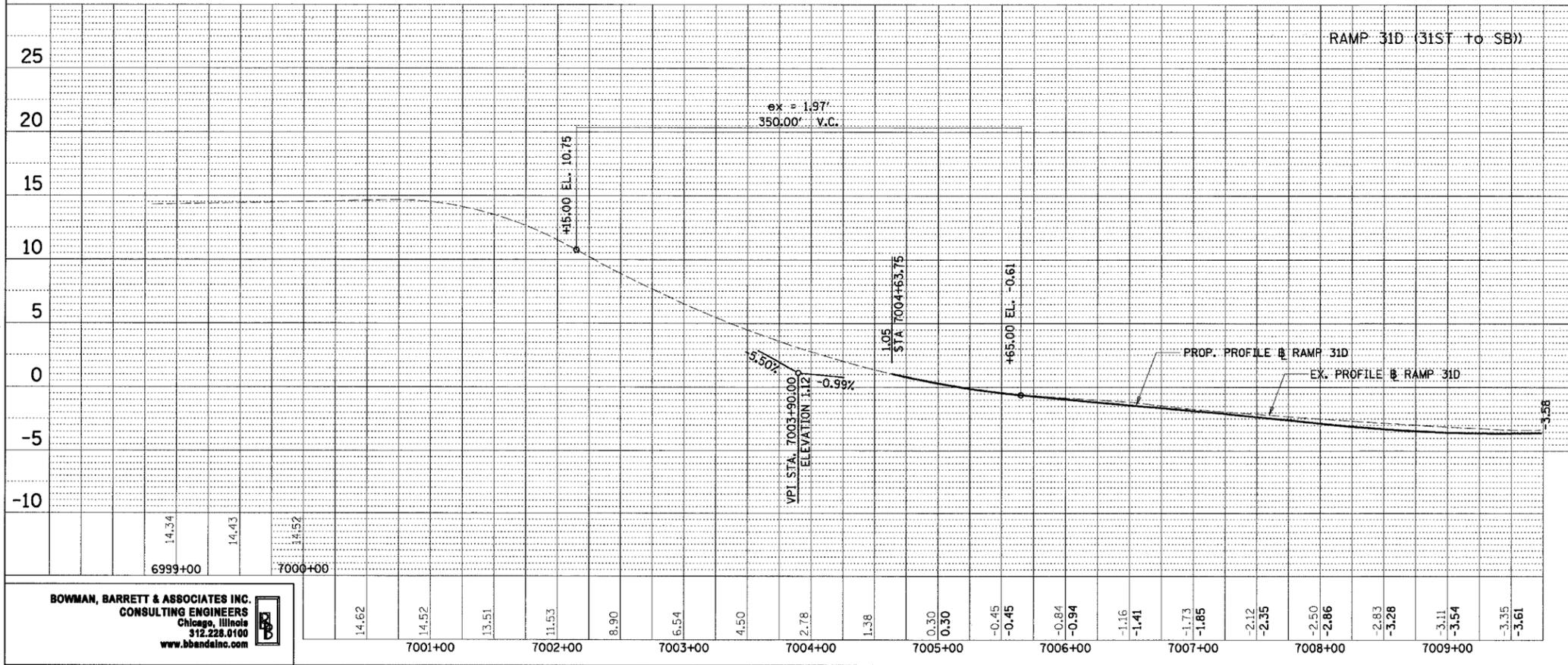
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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90 *		COOK	588	79
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PLAN	REVISIONS	DATE
NO.	NO.	
NOTE BOOK	ALIGNED CHECKED	BY
	CARD FILE NAME	



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 PROFILES - RAMPS 35A & 31D
 SCALE: 1" = 5' VERTICAL
 SCALE: 1" = 50' HORIZ
 DATE: 06/09/06
 DRAWN BY: JDC
 CHECKED BY: RS

MAINTENANCE OF TRAFFIC GENERAL NOTES

- THE CONTRACTOR MUST COORDINATE ALL LANE CLOSURES WITH THE ENGINEER.
- SEE SPECIAL PROVISIONS FOR PROTECTION AND COORDINATION REQUIRED WITH THE CHICAGO TRANSIT AUTHORITY.
- ALL TRAFFIC CONTROL DEVICES AND SIGNAGE REQUIRED ON THE DAN RYAN EXPRESSWAY AND RAMPS IN ACCORDANCE WITH APPLICABLE IDOT DISTRICT 1 STANDARDS, IDOT HIGHWAY STANDARDS, AND THIS CONTRACT DRAWINGS IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS), AND WILL NOT BE PAID FOR SEPARATELY.
- ALL EXISTING DRAINAGE STRUCTURE LIDS AND GRATES SHALL BE SECURED TO THE SATISFACTION OF THE ENGINEER AT LOCATIONS WHERE TRAFFIC IS LOCATED ON THE SHOULDERS. SECURING OF THE LIDS AND GRATES WILL NOT BE PAID FOR SEPARATELY AND IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR MUST COORDINATE WORK WITH IDOT CONTRACTS 62581, 62583, 62593, 60A62, 62985, AND 62986.
- TRAFFIC CONTROL FOR THE DAN RYAN LOCAL LANES, EXPRESS LANES, AND ALL RAMPS AS DETAILED HEREIN WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS), TRAFFIC CONTROL FOR THE LOCAL STREETS SUCH AS WELLS, WENTWORTH, LA SALLE, LAFAYETTE AND STATE WILL PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- LANE CLOSURES, RAMP CLOSURES, SIGNING, PAVEMENT MARKING AND BARRICADE PLACEMENT SHALL BE IN ACCORDANCE WITH THE INCLUDED IDOT STANDARD DRAWINGS AND IDOT DISTRICT 1 STANDARD DETAILS.
- ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES SHALL HAVE THE REFLECTIVE LENSES REMOVED, AS DIRECTED BY THE ENGINEER, AND REPLACED AT THE END OF THE PROJECT. THE COST OF REMOVAL AND REPLACEMENT OF THE RAISED REFLECTIVE PAVEMENT MARKER LENSES IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER. THE REMOVAL WILL BE MEASURED IN SQUARE FEET AND PAID FOR AS PAVEMENT MARKING REMOVAL.
- ALL DRUMS, VERTICAL PANELS, AND BARRICADES IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LIGHTS. CONES WILL NOT BE ALLOWED, UNLESS NOTED. DRUM SPACINGS SHALL BE 50' CENTER TO CENTER ALONG THE DAN RYAN AND 25' C-C AT ALL RAMP LOCATIONS. DRUMS SHALL BE PLACED AT 100' C-C AT LOCATIONS OF FULL SHOULDER WIDTH.
- ANY EXISTING SIGNS DENOTED WITHIN THE PLAN SET THAT DO NOT APPLY TO THE REVISED TRAFFIC PATTERNS SHALL BE REMOVED OR COVERED, AS DIRECTED BY THE ENGINEER. THE COVERING OR REMOVAL OF GROUND MOUNTED/OVERHEAD SIGNS SHALL BE NON-DESTRUCTIVE IN NATURE AND WILL NOT BE MEASURED FOR PAYMENT BUT IS CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) / (SPECIAL).
- MONODIRECTIONAL PRISMATIC BARRIER REFLECTORS SHALL BE PLACED ON ALL TEMPORARY CONCRETE BARRIER WALL AS INDICATED IN THE SPECIAL PROVISIONS.
- THE BASE OF THE TEMPORARY CONCRETE BARRIER ON THE EXPRESSWAY LANES SHALL BE MARKED WITH A 6" LINE AS DESCRIBED IN THE SPECIAL PROVISION FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). THESE MARKINGS WILL BE MEASURED IN LINEAR FEET AND PAID FOR AS TEMPORARY PAVEMENT MARKING, LINE 6".
- AT LOCATIONS WHERE A HAZARD EXISTS WITHIN 4.0 FEET OF THE TEMPORARY CONCRETE BARRIER, THE BARRIER SHALL BE ANCHORED TO THE PAVEMENT. ANCHORING OF THE TEMPORARY CONCRETE BARRIER WILL NOT BE MEASURED FOR PAYMENT BUT IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TEMPORARY CONCRETE BARRIER AND RELOCATE TEMPORARY CONCRETE BARRIER.
- ADVANCE SIGNING AND WORK LIMIT SIGNING MUST CONFORM TO IDOT HIGHWAY STANDARDS 701400 AND 701600. SIGNS THAT INCORRECTLY IDENTIFY A WORK ZONE OR END CONSTRUCTION SHALL BE REMOVED. CONSTRUCTION WORK, TRAFFIC CONTROL, AND ADVANCE SIGNING MUST BE COORDINATED WITH ADJACENT DAN RYAN CONSTRUCTION CONTRACTS.
- ADVANCED SIGNING PER IDOT DISTRICT 1 DETAIL TC-22 AND/OR CHANGABLE MESSAGE SIGNS SHALL BE USED IN ADVANCE OF ROAD WORK IN BOTH NORTHBOUND AND SOUTHBOUND DIRECTIONS, ON BOTH THE FRONTAGE ROADS AND EXPRESSWAY LANES. THESE SIGNS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY INFORMATION SIGNING OR CHANGEABLE MESSAGE SIGN.
- ALL TEMPORARY PAVEMENT MARKINGS ARE SHOWN ON THE PLANS AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE WIDTH SPECIFIED. THE CONTRACTOR MAY REQUEST PERMISSION TO USE EPOXY PAVEMENT MARKING IN PLACE OF PAVEMENT MARKING TAPE, TYPE III WHEN WEATHER CONDITIONS FALL OUTSIDE THE TEMPERATURE RESTRICTIONS STATED IN THE MANUFACTURERS SPECIFICATIONS FOR INSTALLING THE TAPE. THE INSTALLATION AND REMOVAL OF THE EPOXY PAVEMENT MARKING SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III AND WORK ZONE PAVEMENT MARKING REMOVAL RESPECTIVELY.
- THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND PROVIDING ACCESS POINTS TO THE WORK ZONE. ACCESS POINTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ANY SIGNING OR ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED TO PROVIDE CONTRACTOR ACCESS TO THE WORK ZONE IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) AND WILL NOT BE PAID FOR SEPARATELY.
- CLOSE COORDINATION IS NEEDED WITH CONTRACT 62A62 AND 62581. LANE CLOSURES AND STAGE CHANGES ARE DEPENDENT ON WORK INCLUDED IN CONTRACT 62A62 AND 62581 AND SHALL BE COORDINATED BETWEEN THE CONTRACTORS. THE CONTRACTOR SHALL NOTIFY THE CONTRACTOR OF CONTRACT 62A62 AND 62581 OF ANY LANE CLOSURES AND SCHEDULE CHANGES TO ALLOW THE CONSTRUCTION SEQUENCE TO FLOW SMOOTHLY.
- THERE ARE NO DRAWINGS FOR STAGE 4 TRAFFIC CONTROL. ALL WORK SHALL BE COMPLETED USING DAYTIME/NIGHTTIME SHOULDER AND LANE CLOSURES. THERE ARE NO DRAWINGS FOR PRESTAGE 1 TRAFFIC CONTROL. ALL WORK SHALL BE COMPLETED USING 'FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS' FOR THE 47TH ST EXIT RAMP, AND HIGHWAY STD 701601 FOR THE FRONTAGE ROAD.

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MAINTENANCE OF TRAFFIC GENERAL NOTES (CONTINUED)

- "RELOCATE TEMPORARY CONCRETE BARRIER" WILL BE MEASURED FOR PAYMENT WHEN THE BARRIER IS RELOCATED AND USED AS A TRAFFIC CONTROL DEVICE. THERE MAY BE SOME INSTANCES WHEN THE EXISTING TEMPORARY CONCRETE BARRIER REQUIRES RELOCATION DUE TO THE CONTRACTORS ACTIVITIES BUT THE BARRIER WILL NOT BE USED FOR MAINTENANCE OF TRAFFIC DURING THAT STAGE. THIS BARRIER WILL NOT BE MEASURED FOR PAYMENT UNTIL IT IS USED AS A TRAFFIC CONTROL DEVICE IN A SUBSEQUENT STAGE.

STAGING OVERVIEW:

PRE-STAGE 1

RAMPS CLOSED TO TRAFFIC:
-RAMP 47A (47TH STREET EXIT RAMP)
THE REST OF THE RAMPS ARE OPEN TO TRAFFIC

DESCRIPTION OF WORK PERFORMED IN THIS PRE-STAGE:
-RETAINING WALL S-47N-R, AND S-45S-F

STAGE 1

RAMPS OPEN TO TRAFFIC:
-GARFIELD BLVD EXIT RAMP
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)
-RAMP T35D (35TH STREET ENTRANCE RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)

RAMPS CLOSED TO TRAFFIC:
-RAMP 47D (47TH STREET ENTRANCE RAMP)
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-LOCAL LANE RECONSTRUCTION (GARFIELD BLVD TO 53RD STREET, 52ND STREET TO 31ST STREET)
-FRONTAGE ROAD SOUTH OF PERSHING AND RAMP RECONSTRUCTION
-GORE WORK AT RAMPS 39A AND 31D (RAMPS ARE OPEN TO TRAFFIC IN SUBSTAGE 1A)
-RETAINING WALL S-47N-R, S-45S-F, S-39S-R

SUBSTAGE 1A

RAMPS OPEN TO TRAFFIC:
-GARFIELD BLVD EXIT RAMP
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)
-RAMP T35D (35TH STREET ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

RAMPS CLOSED TO TRAFFIC:
-RAMP 47D (47TH STREET ENTRANCE RAMP)
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-WORK SOUTH OF PERSHING ROAD SAME AS DESCRIBED IN STAGE 1
-GORE WORK AT RAMPS 39A AND 31D IS DONE AND RAMPS ARE OPEN TO TRAFFIC

SUGGESTED LOCATIONS	CMS BOARDS (EACH)	TOTAL DURATION (CAL MO)
CERMAK / FRANKLIN CONNECTOR	1	12
LAKESHORE DRIVE / 18TH STREET	1	12
(NB) I-55 / I-90/94	1	12
26TH STREET / FRANKLIN CONNECTOR	1	12
31ST STREET EXIT RAMP	1	12
31ST ST ENTRANCE RAMP	1	12
35TH STREET EXIT RAMP	1	12
39TH STREET EXIT RAMP	1	12
35TH STREET ENTRANCE RAMP	1	12
39TH STREET ENTRANCE RAMP	1	12
43RD STREET EXIT RAMP	1	12
43RD STREET ENTRANCE RAMP	1	12
47TH STREET EXIT RAMP	1	12
SB I-55 EAST OR STATE ST	1	12
NB I-55 WEST OF DAMEN AVE.	1	12
55TH ST. EXIT RAMP	1	12
47TH ST. ENTRANCE RAMP	1	12
TOTAL	17	204

STAGING OVERVIEW (CONTINUED):

STAGE 2

RAMPS OPEN TO TRAFFIC:
-GARFIELD BLVD EXIT RAMP
-RAMP 47D (47TH STREET ENTRANCE RAMP)
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

RAMPS CLOSED TO TRAFFIC:
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)
-RAMP T35D (35TH STREET ENTRANCE RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-LOCAL LANE RECONSTRUCTION (GARFIELD BLVD TO 53RD STREET, 52ND STREET TO 31ST STREET)
-FRONTAGE ROAD SOUTH OF PERSHING AND RAMP RECONSTRUCTION
-GORE WORK AT RAMPS T35D AND 35A (RAMPS ARE OPEN TO TRAFFIC IN SUBSTAGE 2B)
-RETAINING WALL S-45N-F

SUBSTAGE 2A

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-WORK SOUTH OF 33RD STREET SAME AS DESCRIBED IN STAGE 2
-SB LOCAL LANES ON HIGH BRIDGE OPEN (SEE CONTRACT 62581)

THIS SUBSTAGE 2A WILL CONNECT TRAFFIC FLOW FROM THE SB HIGH BRIDGE CONTRACT 62581 TO THE SB LOCAL LANE CONTRACT 62303.

SUBSTAGE 2B

RAMPS OPEN TO TRAFFIC:
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP T35D (35TH STREET EXIT RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

RAMPS CLOSED TO TRAFFIC:
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-WORK SOUTH OF PERSHING ROAD SAME AS DESCRIBED IN STAGE 2.
-GORE WORK AT RAMPS T35D AND 35A IS DONE AND RAMPS ARE OPEN TO TRAFFIC

STAGING OVERVIEW (CONTINUED):

STAGE 3

RAMPS OPEN TO TRAFFIC:
-RAMP 47D (47TH STREET ENTRANCE RAMP)
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP T35D (35TH STREET EXIT RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

RAMPS CLOSED TO TRAFFIC:
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-GARFIELD BLVD EXIT RAMP

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-LOCAL LANE RECONSTRUCTION (GARFIELD BLVD TO 53RD STREET, 52ND STREET TO 31ST STREET)
-FRONTAGE ROAD SOUTH OF PERSHING AND RAMP 43C RECONSTRUCTION

STAGE 4

RAMPS OPEN TO TRAFFIC:
-RAMP 47A (47TH STREET EXIT RAMP)
-RAMP 43C (43RD STREET ENTRANCE RAMP)
-RAMP 43A (43RD STREET EXIT RAMP)
-RAMP 39D (PERSHING ROAD ENTRANCE RAMP)
-RAMP 39A (PERSHING ROAD EXIT RAMP)
-RAMP T35D (35TH STREET EXIT RAMP)
-RAMP 35A (35TH STREET EXIT RAMP)
-RAMP 31D (31ST STREET ENTRANCE RAMP)

RAMPS CLOSED TO TRAFFIC:
-NONE

DESCRIPTION OF WORK PERFORMED IN THIS STAGE:
-TWO SINGLE FACE CONCRETE BARRIER AND RAISED CONCRETE MEDIAN AT THE TEMPORARY 47TH STREET ENTRANCE RAMP
-INSTALL SHOULDER RUMBLE STRIP IN EXPRESS AND LOCAL LANES
-FINISH CROSS OVER AREAS USED ON STAGE 3.

CHANGEABLE MESSAGE SIGNS

THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE PLACEMENT AND MESSAGES FOR ALL CHANGEABLE MESSAGE SIGNS. PROVIDED BELOW FOR INFORMATION ONLY ARE ANTICIPATED LOCATIONS AND DURATIONS AT EACH LOCATION FOR PORTABLE CHANGEABLE MESSAGE SIGNS:

REVISIONS	
NAME	DATE

MOTGN-01

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

**MAINTENANCE OF TRAFFIC
GENERAL NOTES**

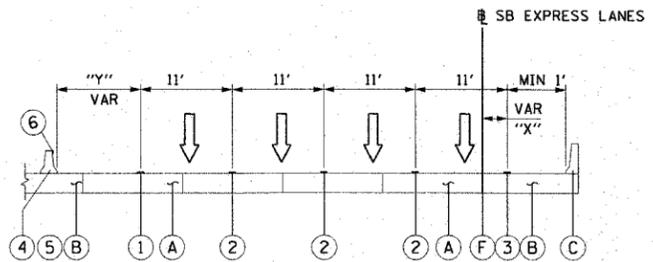
SCALE: NTS
DATE: 06/09/06

DRAWN BY: RA
CHECKED BY: RS

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	80
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				

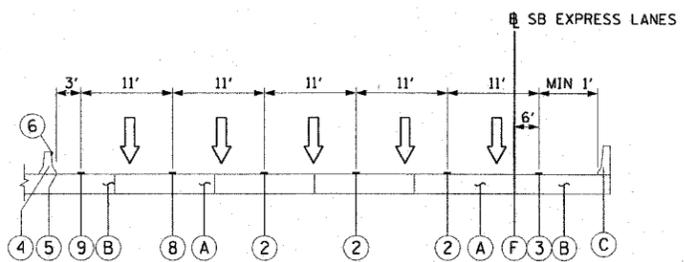
6/9/2006 10:24:09 AM

F.A.I. RTE. 90/94	SECTION *	COUNTY COOK	TOTAL SHEETS 588	SHEET NO. 82
STA. 62303		TO STA. *		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 * (2021-922 PT2 ETC 2324.6-1P) R-11				

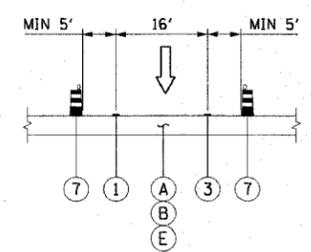


SECTION C-C STATION 1475+50.00 TO 1490+96.82
SECTION C-C STATION 1507+50.00 TO 1528+87.61

"Y"	STATION RANGE	"X"	STATION RANGE
10'	1475+56.06 TO 1489+61.03	4'	1475+56.06 TO 1483+00
1'	1523+00 TO 1528+87.61	4'-6"	1483+00 TO 1485+00
		6'	1485+00 TO 1490+96.82
		6'	1507+50 TO 1528+00
		6'-5"	1528+00 TO 1528+50
		5'	1528+50 TO 1528+87.61



SECTION H-H STATION 1490+96.82 TO 1507+50.00



SECTION G-G
RAMP SECTIONS
55TH STREET EXIT RAMP
47TH STREET ENTRANCE RAMP

- ① PAVEMENT MARKING - LINE 4" (WHITE)
- ② PAVEMENT MARKING - LINE 5" (WHITE SKIP DASH)
- ③ PAVEMENT MARKING - LINE 4" (YELLOW)
- ④ RELOCATE TEMPORARY CONCRETE BARRIER
- ⑤ TEMPORARY PAVEMENT MARKING - LINE 6"
- ⑥ MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- ⑦ DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT
- ⑧ PAVEMENT MARKING - LINE 8" (WHITE SKIP DASH)
- ⑨ PAVEMENT MARKING - LINE 8" (WHITE)

- A PAVEMENT
- B SHOULDER
- C EXISTING BARRIER WALL
- D EXISTING TEMPORARY BARRIER WALL
- E TEMPORARY PAVEMENT
- F PAVEMENT-SHOULDER JOINT
- G PAVEMENT-PAVEMENT JOINT

NOTES:
1. TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE TRAFFIC CONTROL PLANS WITH REGARDS TO TRAFFIC CONTROL CONDITIONS AND PAVEMENT MARKING SIZES.

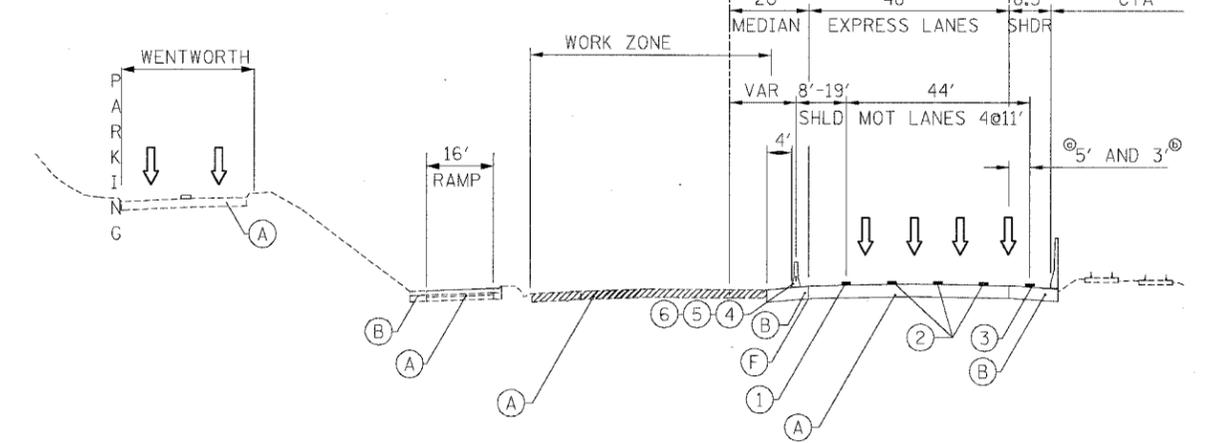
REVISIONS	
NAME	DATE

MOTTS-01
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL
TYPICAL SECTIONS
3475+50 TO 3529+00
SCALE: 1"=50'
DATE: June 9, 2006
DRAWN BY: PHP
CHECKED BY: RMG

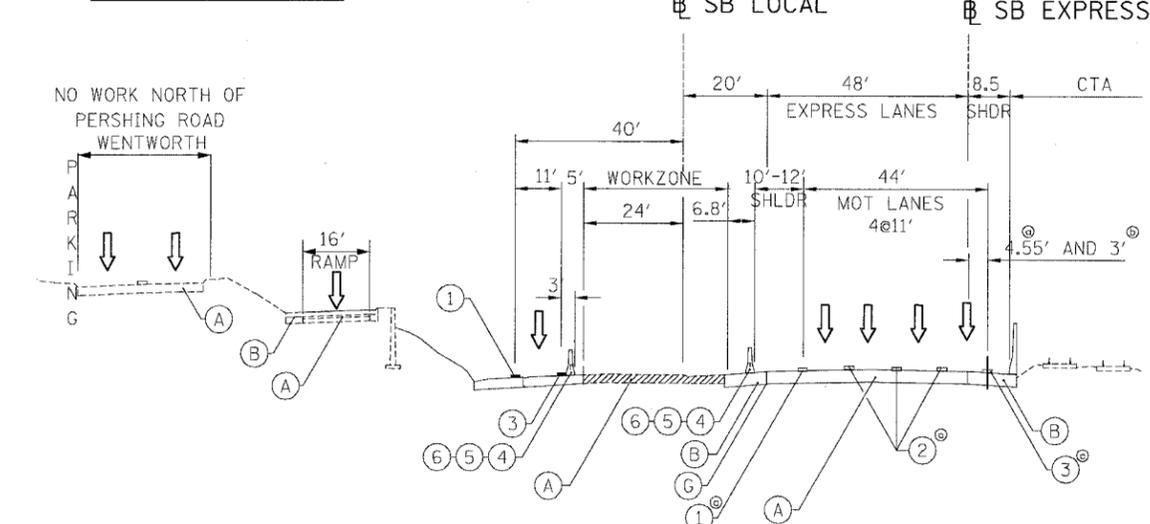
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PA-040468-civil18-ctrls 18 & 19-stk-ctrl 19-mat-stg/ing/und 19-012257 6/7/2006 1:56:15 PM

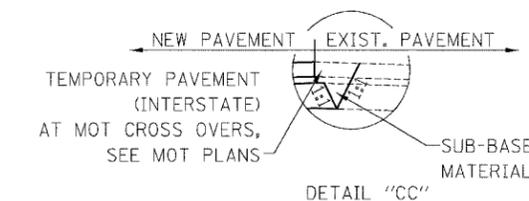
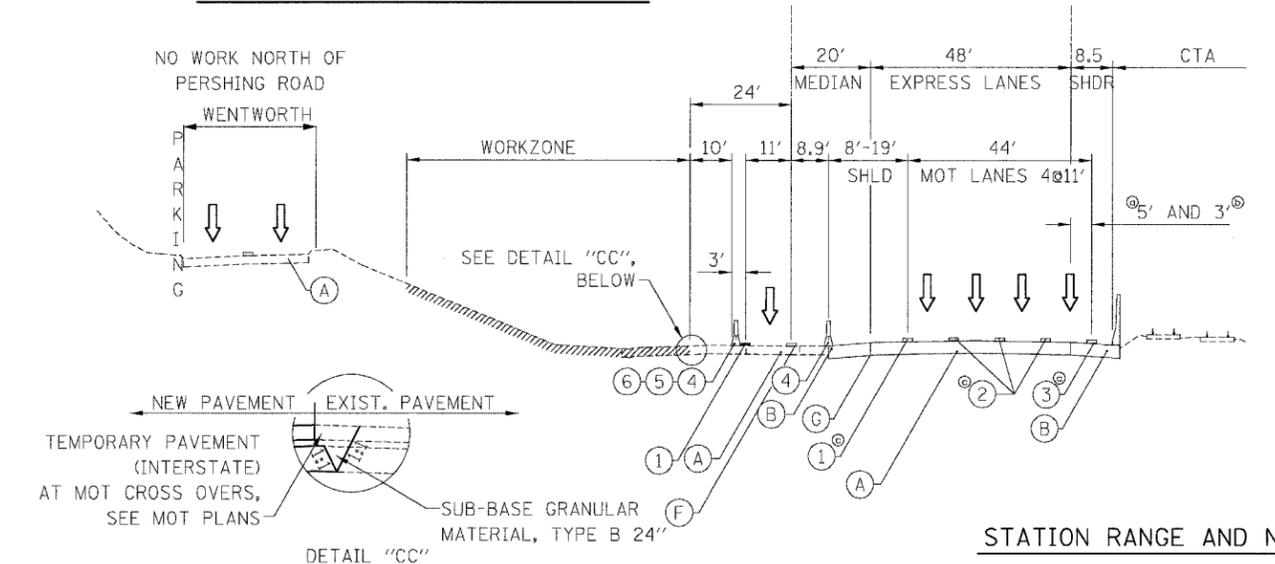
**STAGE 1
STAGE 2 (S. OF PERSHING)**



SUB-STAGE 2B



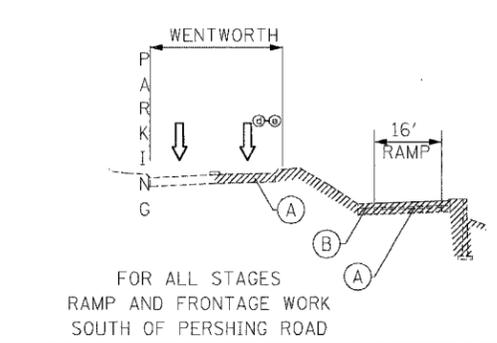
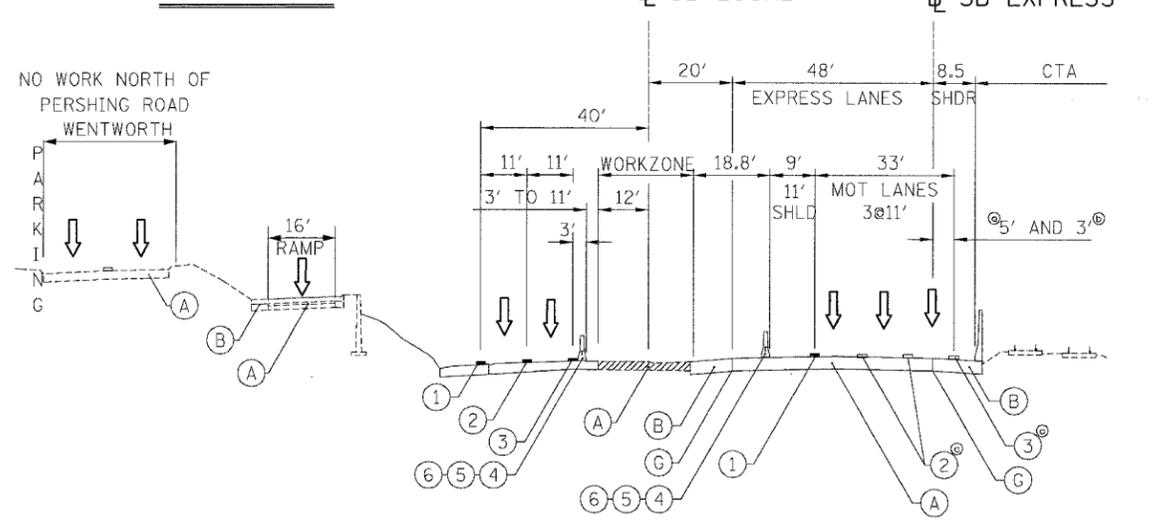
**SUB-STAGE 1A AND 2A
STAGE 2 (N. OF PERSHING)**



STATION RANGE AND NOTES

- ⊙ 5' STA 1528+87.6 TO 1608+00.0
STA 1622+00.0 TO 1643+00.0
- ⊙ 3' STA 1609+40.0 TO 1620+00.0
- ⊙ TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I
- ⊙ MILLING AND RESURFACING ADJACENT TO THE RAMP SHALL BE DONE DURING OFF PEAK HOURS. 2 LANES OF TRAFFIC SHOULD BE OPEN DURING PEAK HOURS.
- ⊙ FRONTAGE ROAD WORK:
STAGE I STA 3529+00.0 TO 3543+57.0
STA 3579+31.0 TO 3581+88.0
- STAGE 2 STA 3552+60.6 TO 3563+30.4
- STAGE 3 STA 3552+60.0 TO 3555+61.1

STAGE 3



EXISTING

- (A) PAVEMENT
- (B) SHOULDER
- (C) EXISTING BARRIER WALL
- (D) TEMPORARY BARRIER WALL
- (E) TEMPORARY PAVEMENT
- (G) PAVEMENT-SHOULDER JOINT
- (F) PAVEMENT MARKING

PROPOSED

- (1) PAVEMENT MARKING-LINE 4" (WHITE)
- (2) PAVEMENT MARKING-LINE 5" (WHITE SKIP DASH)
- (3) PAVEMENT MARKING-LINE 4" (YELLOW)
- (4) TEMPORARY CONCRETE BARRIER
- (5) TEMPORARY PAVEMENT MARKING - LINE 6"
- (6) MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR
- (7) DRUM OR BARRICADE TYPE II WITH STEADY BURN LIGHT

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REVISIONS	
NAME	DATE

MOTTS-2

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

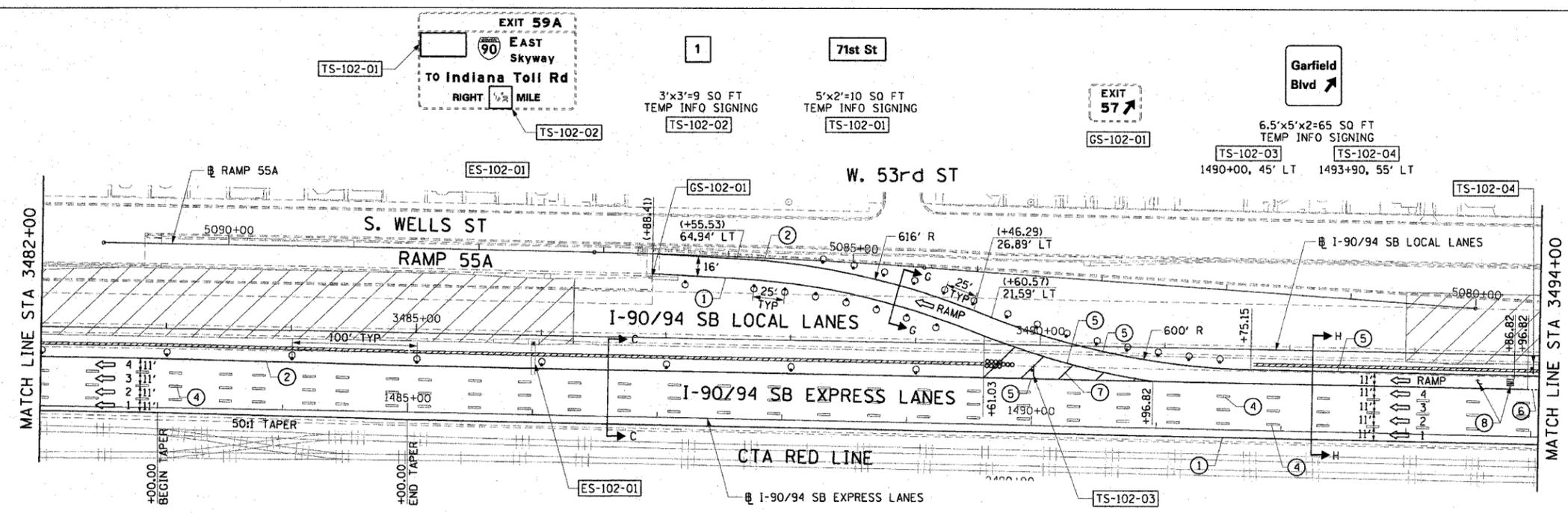
**MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS**

SCALE: NTS
DATE: 06/09/06

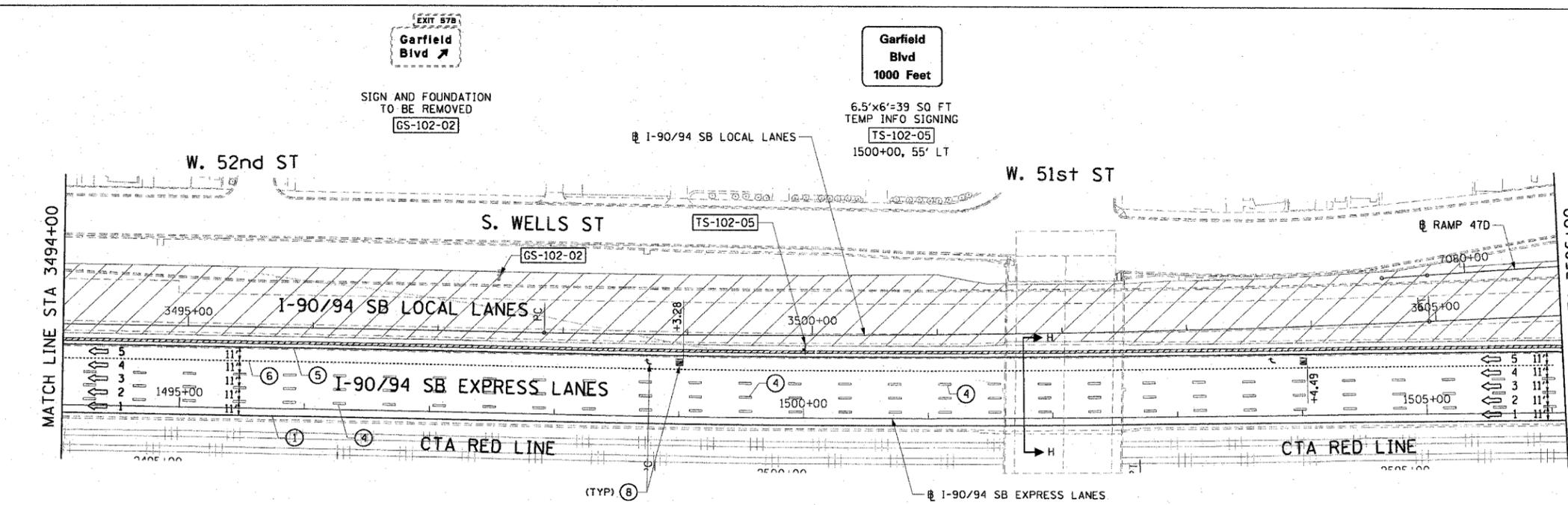
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6/28/2006

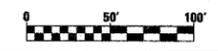
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	85
STA. 3482+00 TO STA. 3506+00				
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		
62303		• (2021-922 PT2 ETC 2324.6-1P) R-11		



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - [Hatched Box] WORK AREA
 - [Diagonal Lines] TEMPORARY PAVEMENT
 - [Dashed Line] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊥ BARRICADE TYPE III
 - [Double Line] TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
 - [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
 - [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



- NOTES:**
- SEE SHEET MOTTS-01 FOR TYPICAL SECTIONS.
 - SEE TEMPORARY SIGN PANEL SHEETS FOR DETAILS.

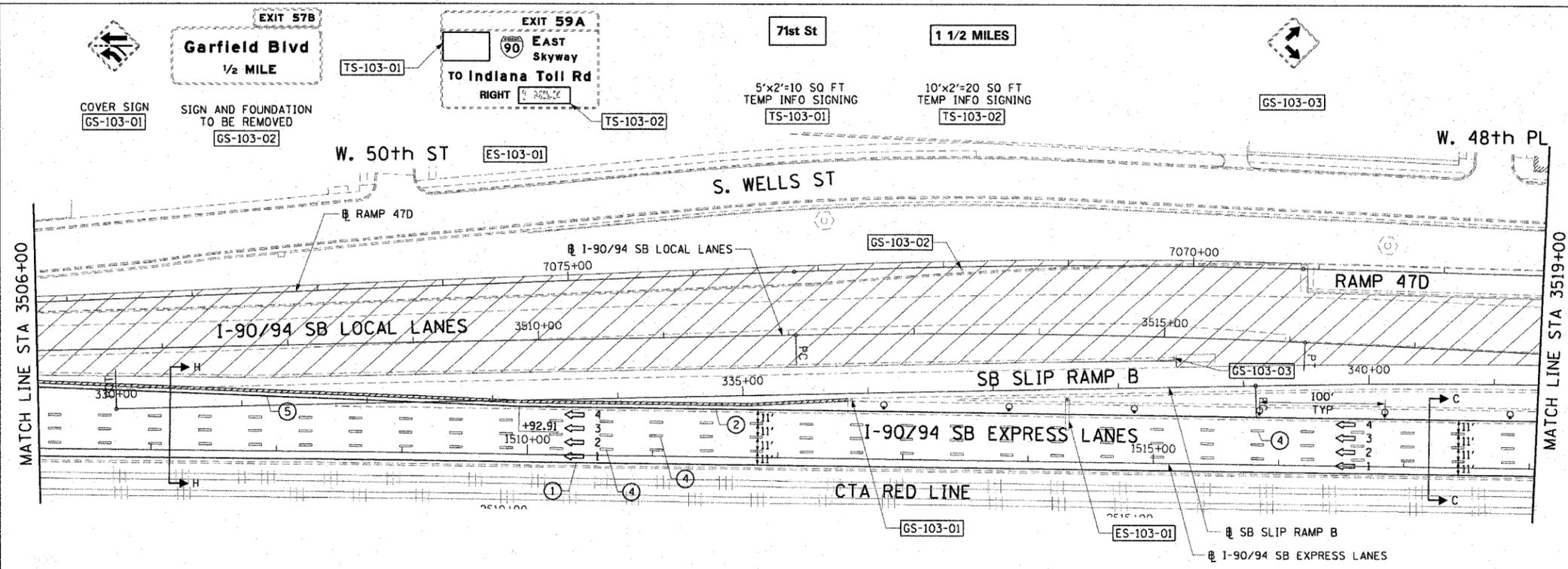


REVISIONS		MOT-102
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES) SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE 1 SCALE: 1"=50' DATE: June 9, 2006
DRAWN BY: PHP		DRAWN BY: PHP CHECKED BY: RMC
CHECKED BY: RMC		

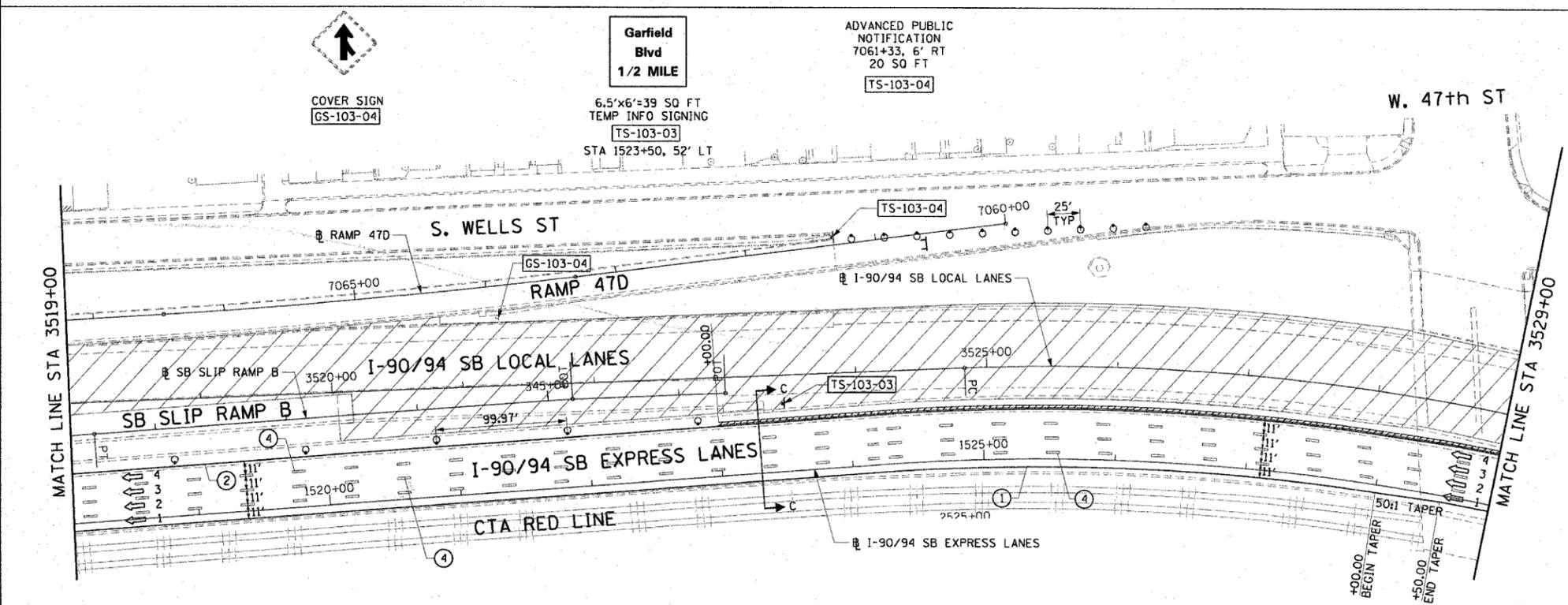
CTE | AECOM

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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	588	86
STA. 3506+00	TO STA. 3529+00			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:**
- ➔ LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - ⊖ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - ⊙ DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊢ BARRICADE TYPE III
 - ▬ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - Ⓚ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



- NOTES:**
- SEE SHEET MOTTS-01 FOR TYPICAL SECTIONS.
 - SEE TEMPORARY SIGN PANEL SHEETS FOR DETAILS.
 - SIGNING AND BARRICADING FOR THE 47TH STREET ENTRANCE RAMP CLOSURE SHALL BE ACCORDING TO DISTRICT 1 DETAIL TC-8 AND PAID FOR AS TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

REVISIONS		MOT-103
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 1

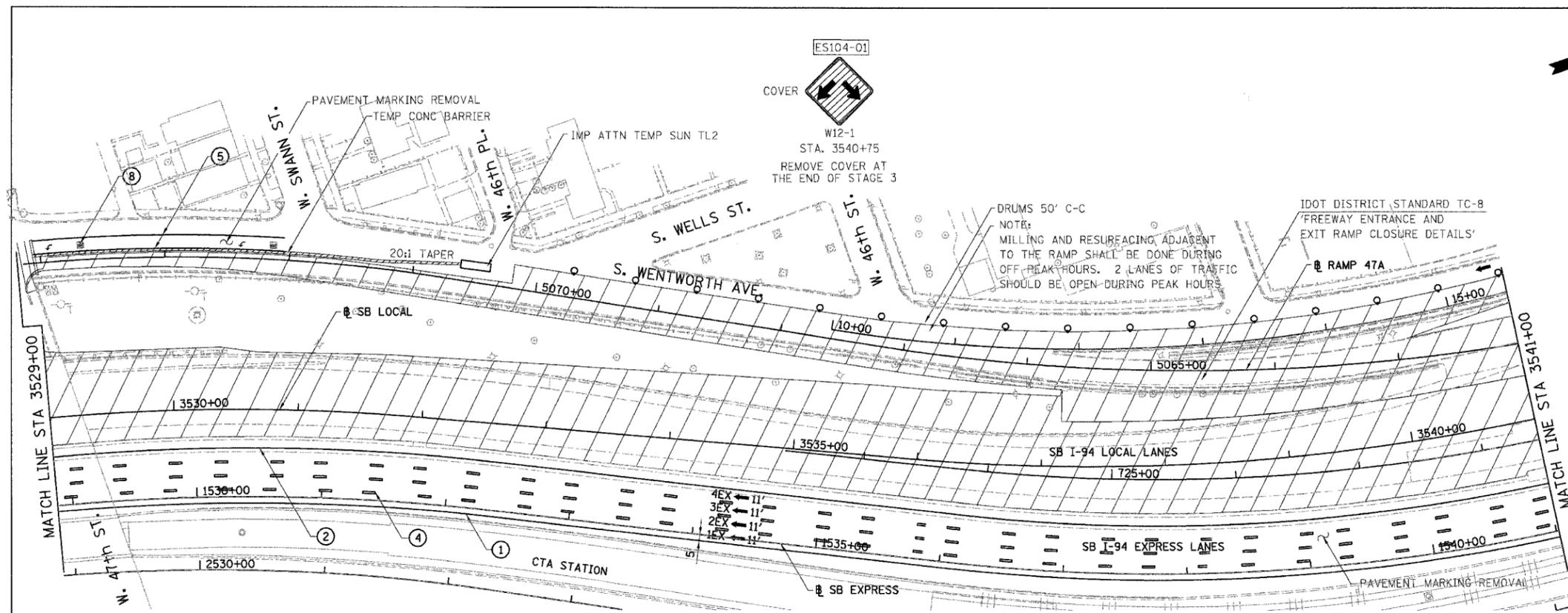
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DATE: June 9, 2006

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CHECKED BY: RMG

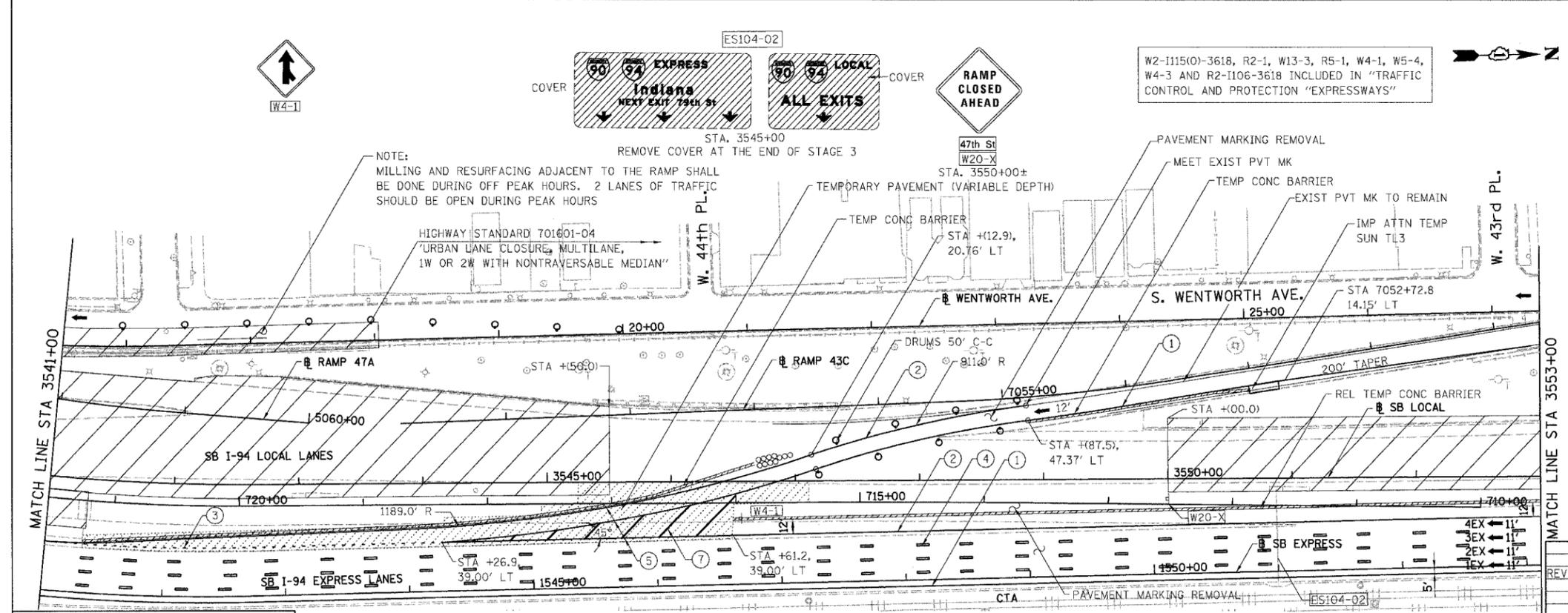
CTE | AECOM

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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	87
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - [Hatched Box] WORK AREA
 - [Diagonal Lines] TEMPORARY PAVEMENT
 - [Dashed Line] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - [T Symbol] BARRICADE TYPE III
 - [Dashed Line] TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
 - [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
 - [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



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 312.228.0100
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SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I TO REMAIN TO END OF STAGE 3, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE IA.

REVISIONS	DATE
NAME	DATE
REVISED SHEET	6/23/06

MOT-104

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL
 STAGE I

SCALE: 1"=50'
 DATE: 06/09/06
 DRAWN BY: RA
 CHECKED BY: RS

6/23/2006 2:07:45 PM

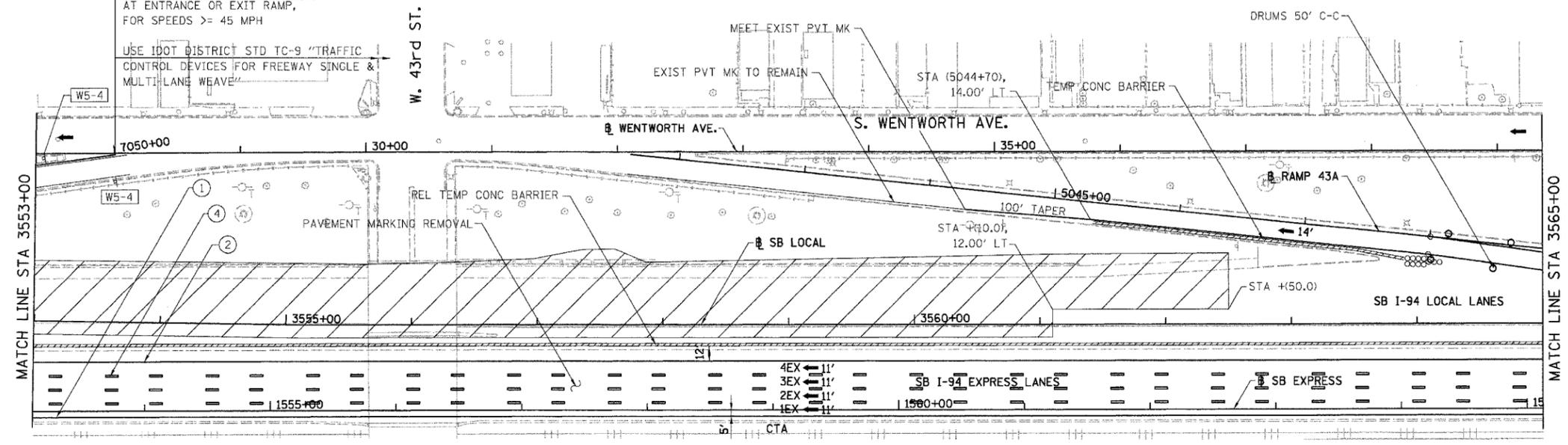
F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	88
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



HIGHWAY STANDARD 701411
 'LANE CLOSURE, MULTILANE,
 AT ENTRANCE OR EXIT RAMP,
 FOR SPEEDS >= 45 MPH

USE IDOT DISTRICT STD TC-9 "TRAFFIC
 CONTROL DEVICES FOR FREEWAY SINGLE &
 MULTI-LANE WEAVE"

W2-1115(0)-3618, R2-1, W13-3, R5-1, W4-1, W5-4,
 W4-3 AND R2-1106-3618 INCLUDED IN "TRAFFIC
 CONTROL AND PROTECTION "EXPRESSWAYS"



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - ⊙ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - ⊙ DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊥ BARRICADE TYPE III
 - ▬ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS

43rd St
 TS105-01
 TEMPORARY INFORMATION
 SIGNING, STA. 3567+10±
 REMOVE AT END OF SUBSTAGE 1A

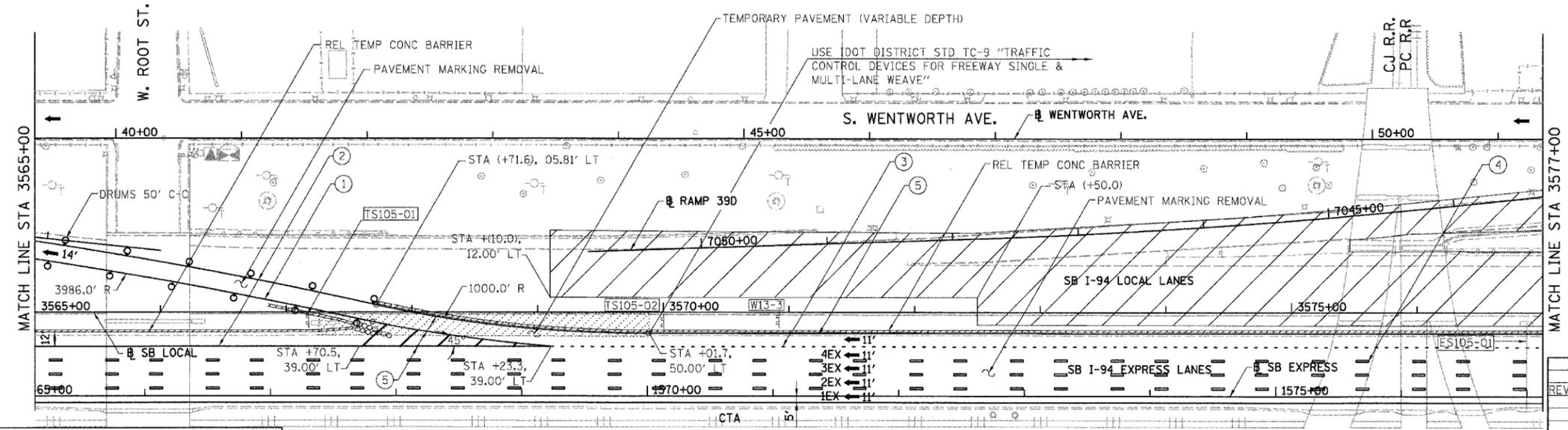
43rd St
 TS105-02
 TEMPORARY INFORMATION
 SIGNING, STA. 3570+13
 REMOVE AT END OF SUBSTAGE 1A

RAMP
 25
 M.P.H.
 W13-3

COVER ES105-01
 To 90 EAST Tollway
Chicago Skyway
 EXIT 59A

COVER ES105-01
 90 94 LOCAL
ALL EXITS
 RIGHT 1/2 MILE

W2-1115(0)-3618, R2-1, W13-3, R5-1, W4-1, W5-4,
 W4-3 AND R2-1106-3618 INCLUDED IN "TRAFFIC
 CONTROL AND PROTECTION "EXPRESSWAYS"



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 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
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SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I
 TO REMAIN TO END OF STAGE 3, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE 1A.

REVISIONS	
NAME	DATE
REVISED SHEET	8/23/06

0 50' 100' MOT-105

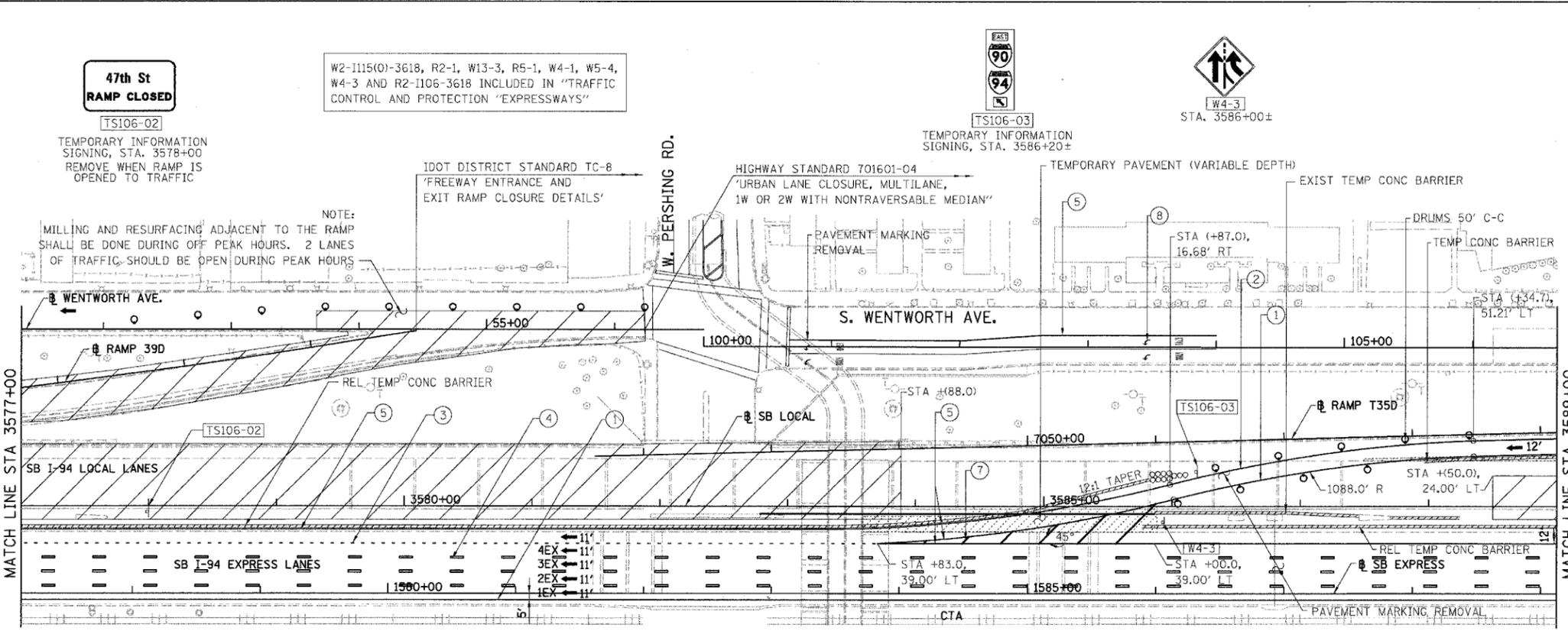
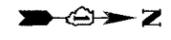
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL
 STAGE I

SCALE: 1"=50'
 DATE: 06/09/06

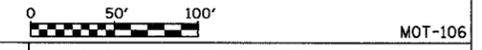
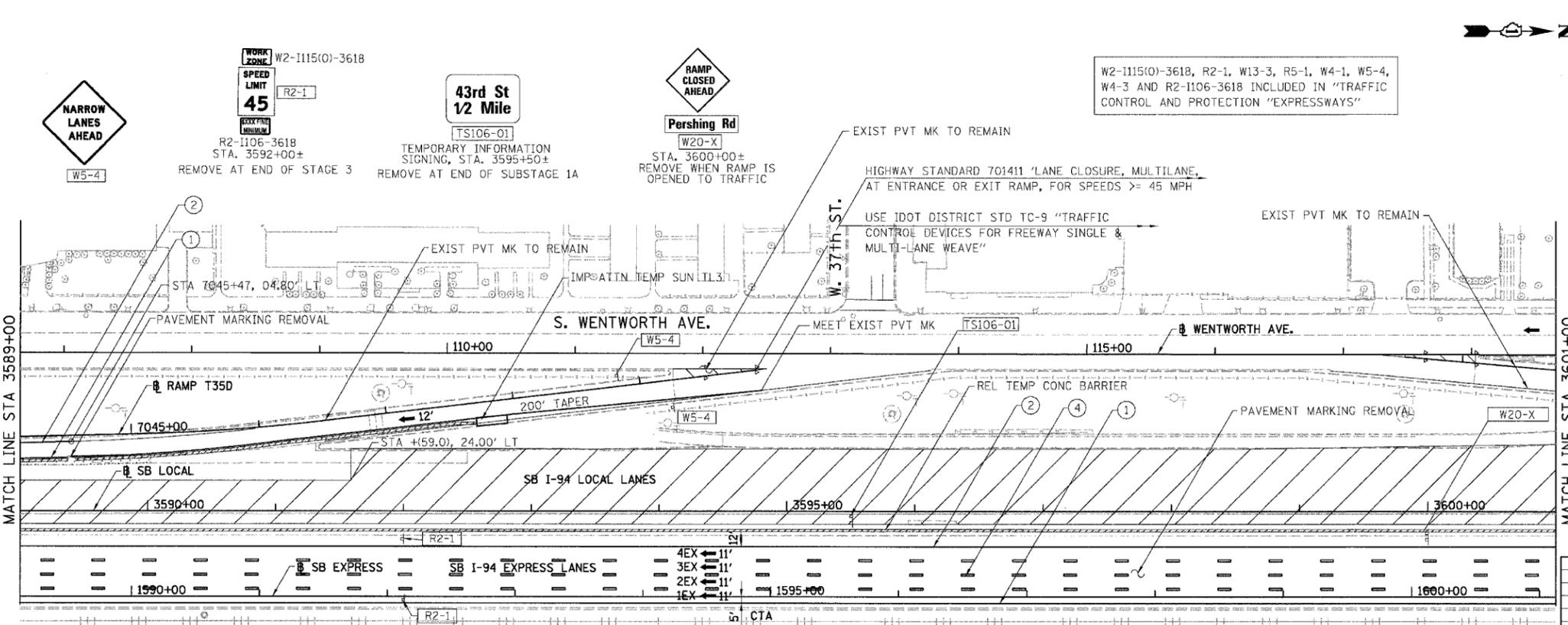
DRAWN BY: RA
 CHECKED BY: RS

6/23/2006 2:00:55 PM

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	89
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - [Hatched Box] WORK AREA
 - [Dashed Box] TEMPORARY PAVEMENT
 - [Symbol] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - [Symbol] DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - [Symbol] BARRICADE TYPE III
 - [Symbol] TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
 - [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
 - [TS-XXX-XX] TEMPORARY SIGNS
 - +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 - (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



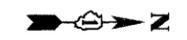
REVISIONS		MOT-106
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 94/90 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES) SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE I SCALE: 1"=50' DATE: 06/09/06 DRAWN BY: RA CHECKED BY: RS

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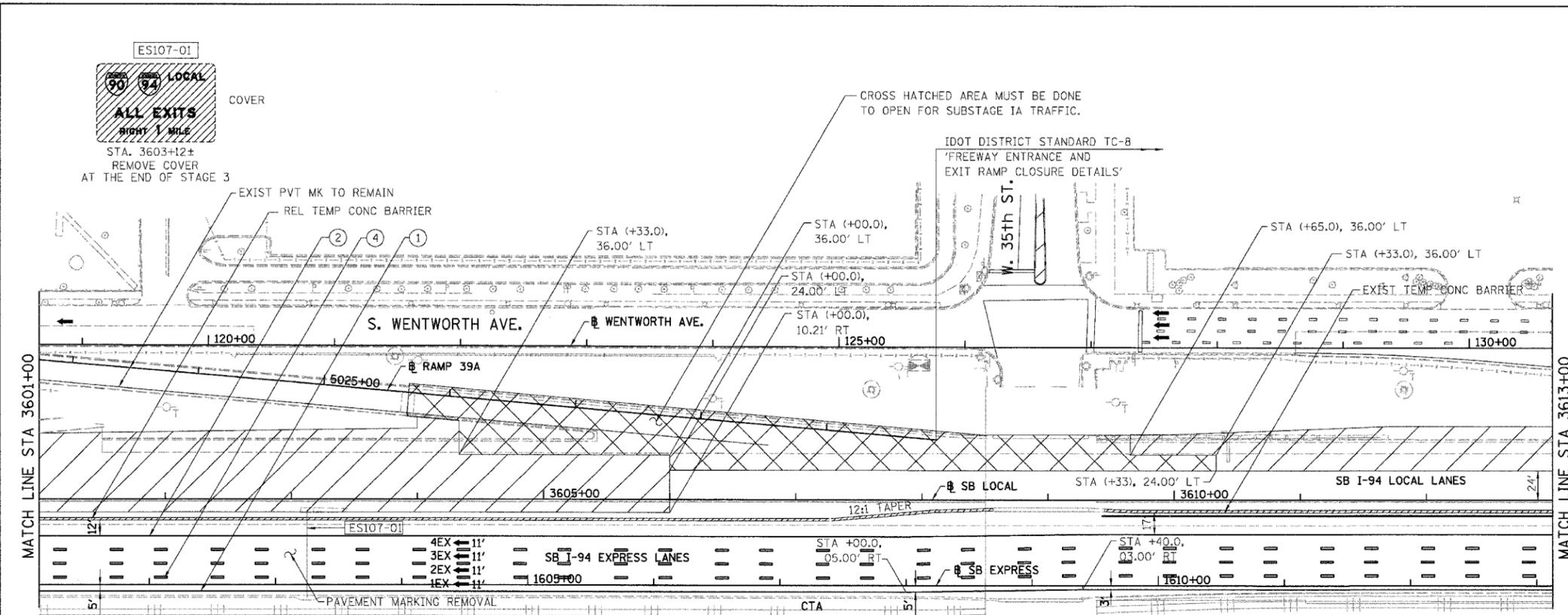
SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I TO REMAIN TO END OF STAGE 3, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE IA.

6/8/2006

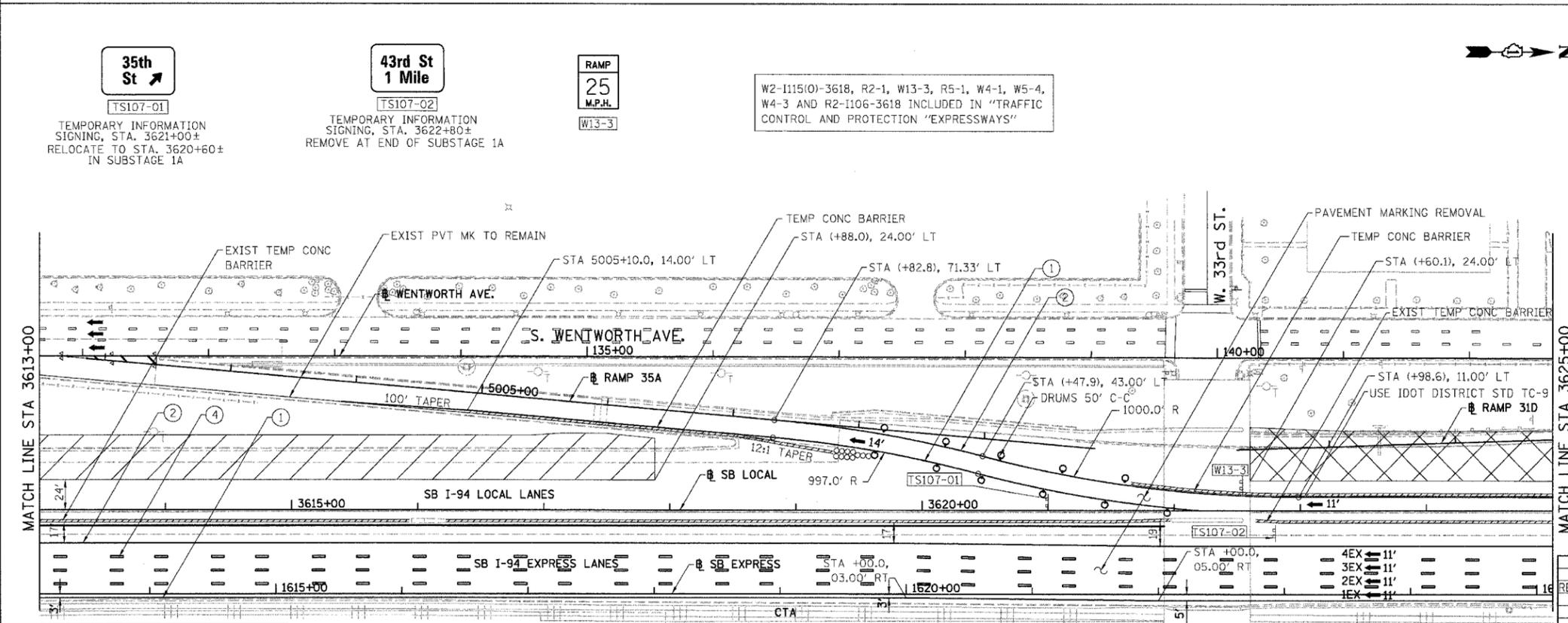
F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	90
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P) R-11			



IN 660 CAROLAN AVENUE SHEETS 6602, 6603, 6604, 6605



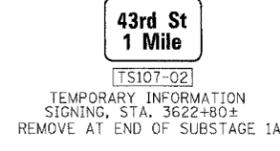
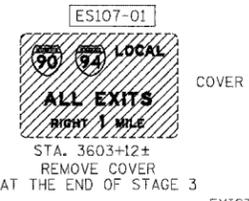
- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - ⊞ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊞ BARRICADE TYPE III
 - ▨ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



REVISIONS		DATE	MOT-107
NAME			
REVISED SHEET		8/23/06	

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE I

SCALE: 1"=50'
 DATE: 06/09/06
 DRAWN BY: RA
 CHECKED BY: RS

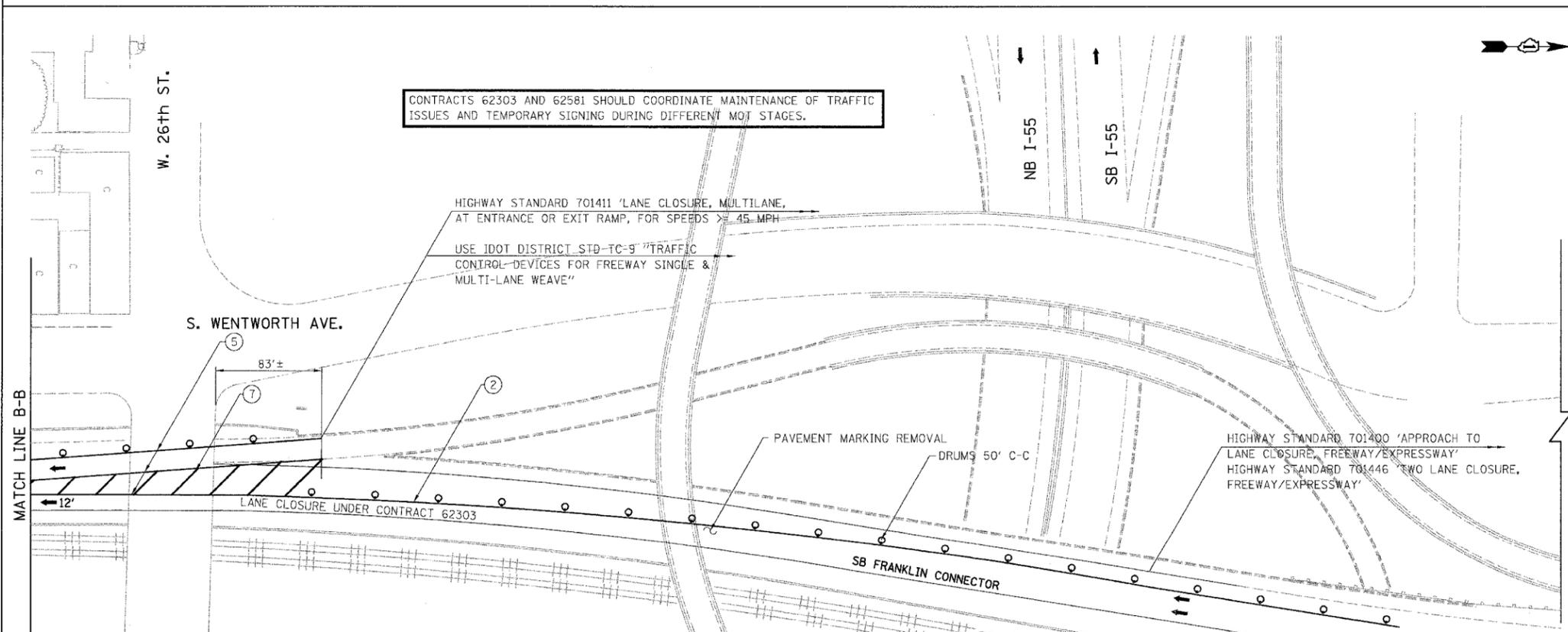
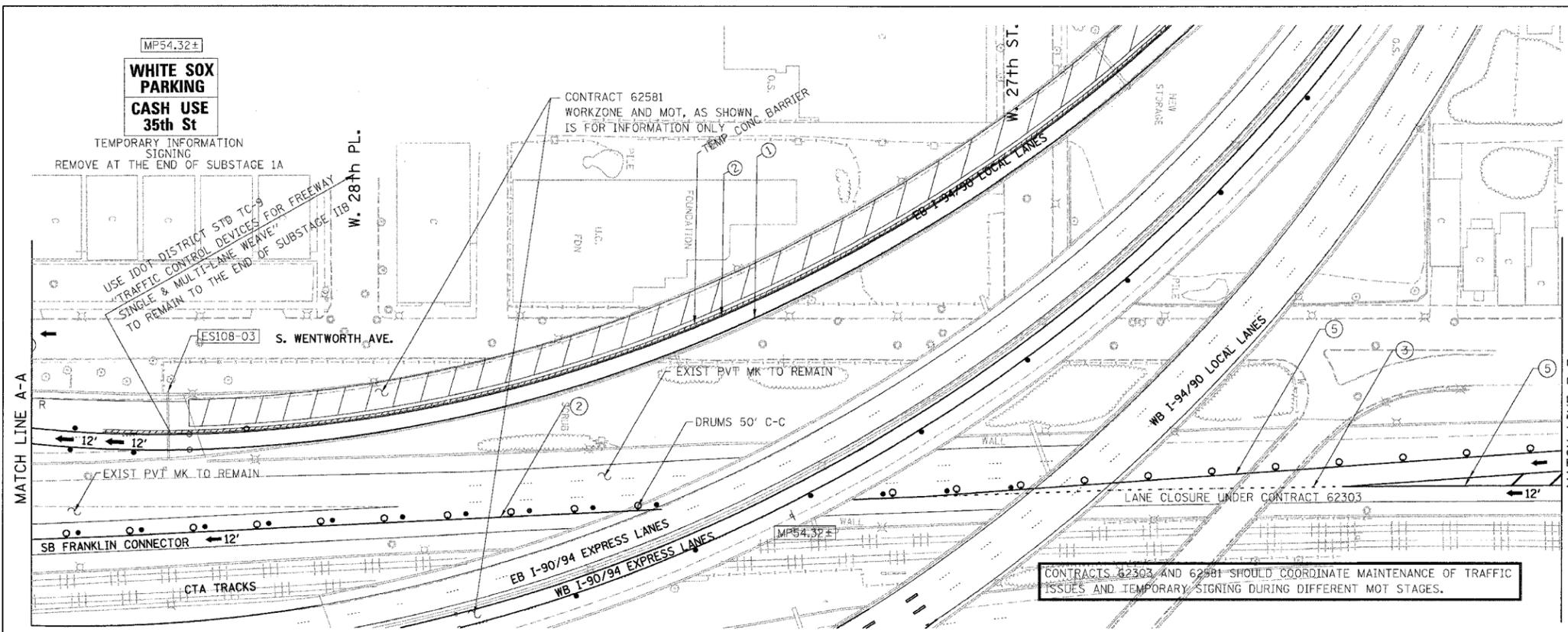


W2-1115(O)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-1106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"

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SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I TO REMAIN TO END OF STAGE 3, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE 1A.

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	92
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	• (2021-922 PT2 ETC 2324.6-1P) R-11			



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - ⊙ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - ⊙ DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊕ BARRICADE TYPE III
 - ▬ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
(+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES

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SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I TO REMAIN TO END OF STAGE 3, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE 1A.

REVISIONS NAME	DATE

0 50' 100'

MOT-109

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

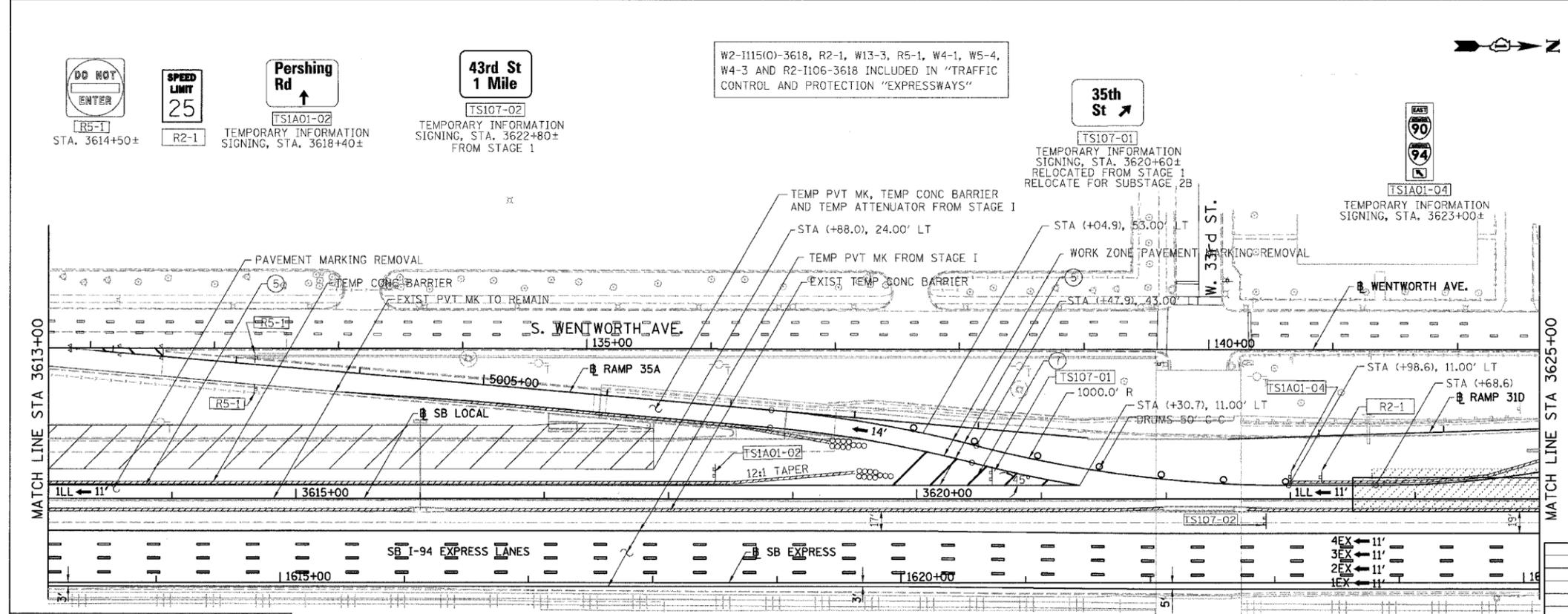
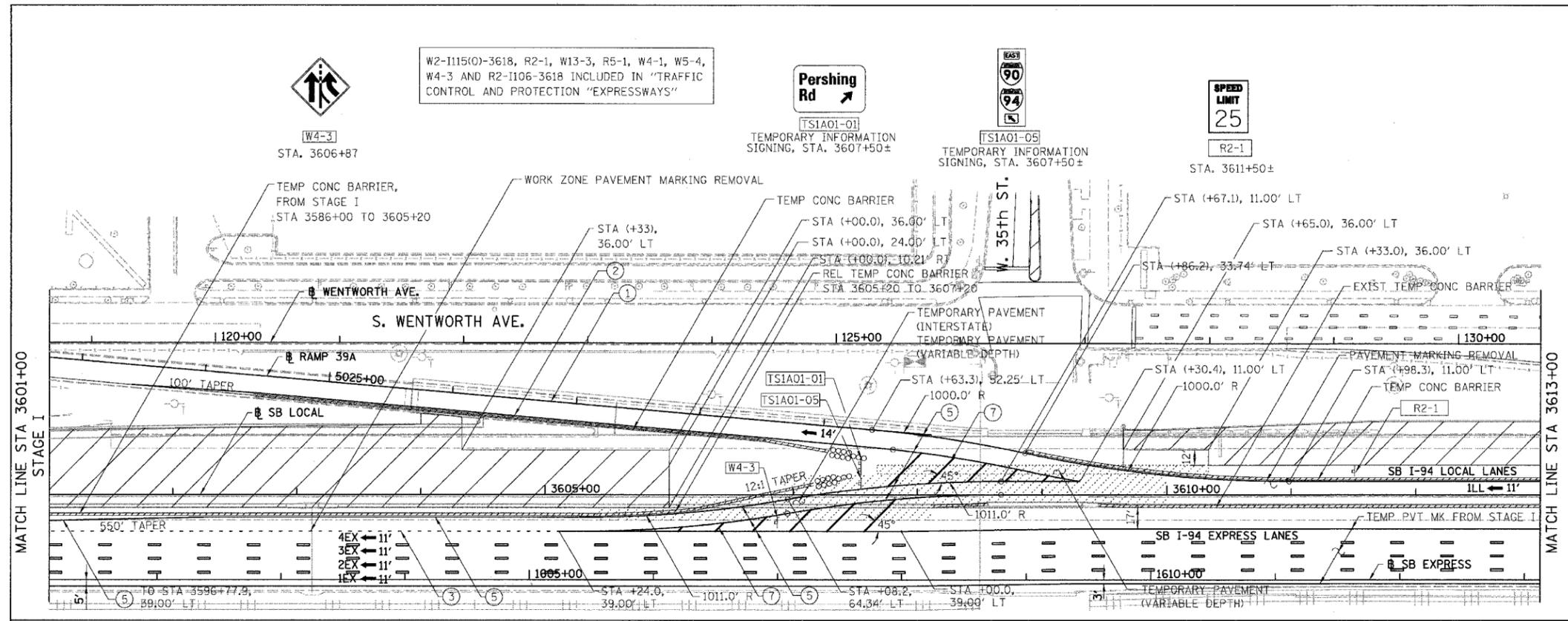
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE I

SCALE: 1"=50'
DATE: 06/09/06

DRAWN BY: RA
CHECKED BY: RS

12/20/02 PM 6/9/2006

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	93
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P) R-11			



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - [Hatched Box] WORK AREA
 - [Dashed Box] TEMPORARY PAVEMENT
 - [Circle with X] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - [Circle with O] DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - [T Symbol] BARRICADE TYPE III
 - [Dashed Line] TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
 - [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
 - [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES

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SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS WERE INSTALLED IN STAGE I, UNLESS OTHERWISE SPECIFIED IN SUBSTAGE IA. CROSS OVER RAMPS TEMPORARY PAVEMENT MARKINGS INSTALLED IN STAGE I TO REMAIN TO NEXT STAGE, UNLESS OTHERWISE SPECIFIED.

REVISIONS	NAME	DATE

MOT-IA01
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION
 AND TRAFFIC CONTROL
 SUBSTAGE IA
 SCALE: 1"=50'
 DATE: 06/09/06
 DRAWN BY: RA
 CHECKED BY: RS

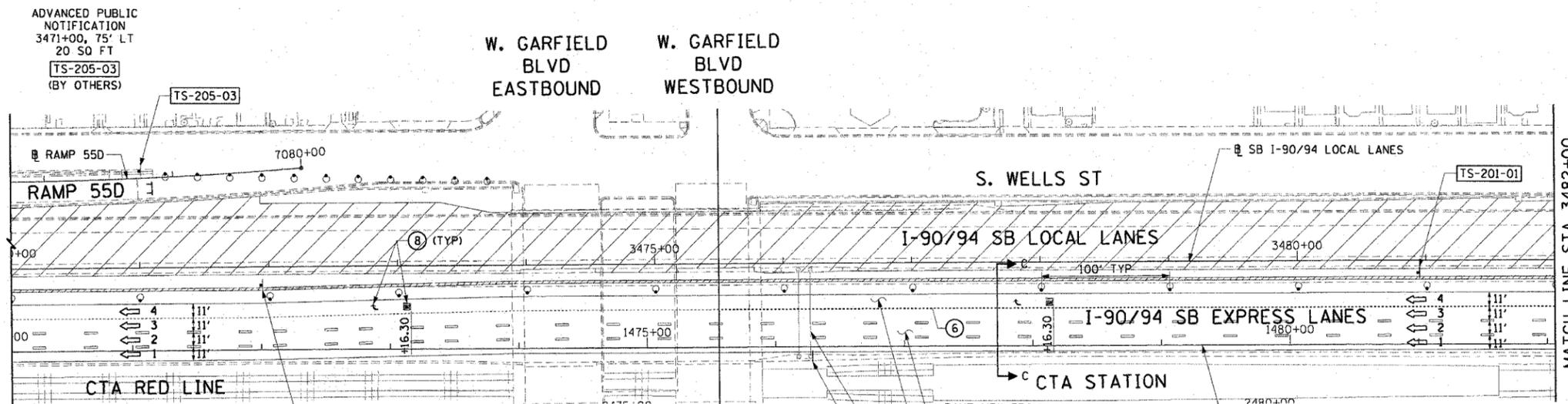
6/12/2006 12:01:50 PM

F.A.I. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	95
STA. 3475+50	TO STA. 3482+00			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P)		R-11	

LEGEND:

- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
- [Hatched Box] WORK AREA
- [Diagonal Lines] TEMPORARY PAVEMENT
- [Wavy Lines] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
- [T-Bar] BARRICADE TYPE III
- [Double Line] TEMPORARY CONCRETE BARRIER
- ① LINE 4" (YELLOW EDGE)
- ② LINE 4" (WHITE EDGE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
- ⑧ LETTERS AND SYMBOLS
- [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
- [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
- [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
- (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES

p:\p040468\civ\IB\IB-entrs 18 & 19\stn\tr 19\met-staging\met_19sig2.dwg 6/7/2006 1:56:02 PM



- NOTES:
- SEE SHEET MOTTS-01 FOR TYPICAL SECTIONS.
 - SEE TEMPORARY SIGN PANEL SHEETS FOR DETAILS.

CTE | AECOM

RIGHT LANE MUST EXIT
10'x4'=40 SQ FT
TEMP INFO SIGNING
[TS-205-04]
(BY OTHERS)

RIGHT LANE MUST EXIT
8'x4'=32 SQ FT
TEMP INFO SIGNING
[TS-201-01]
STA 1481+00, 55' LT

SPEED LIMIT 45
R2-1
36"X48"
[TS-202-02]
INSTALLED IN STAGE 1

REVISIONS	
NAME	DATE

MOT-201

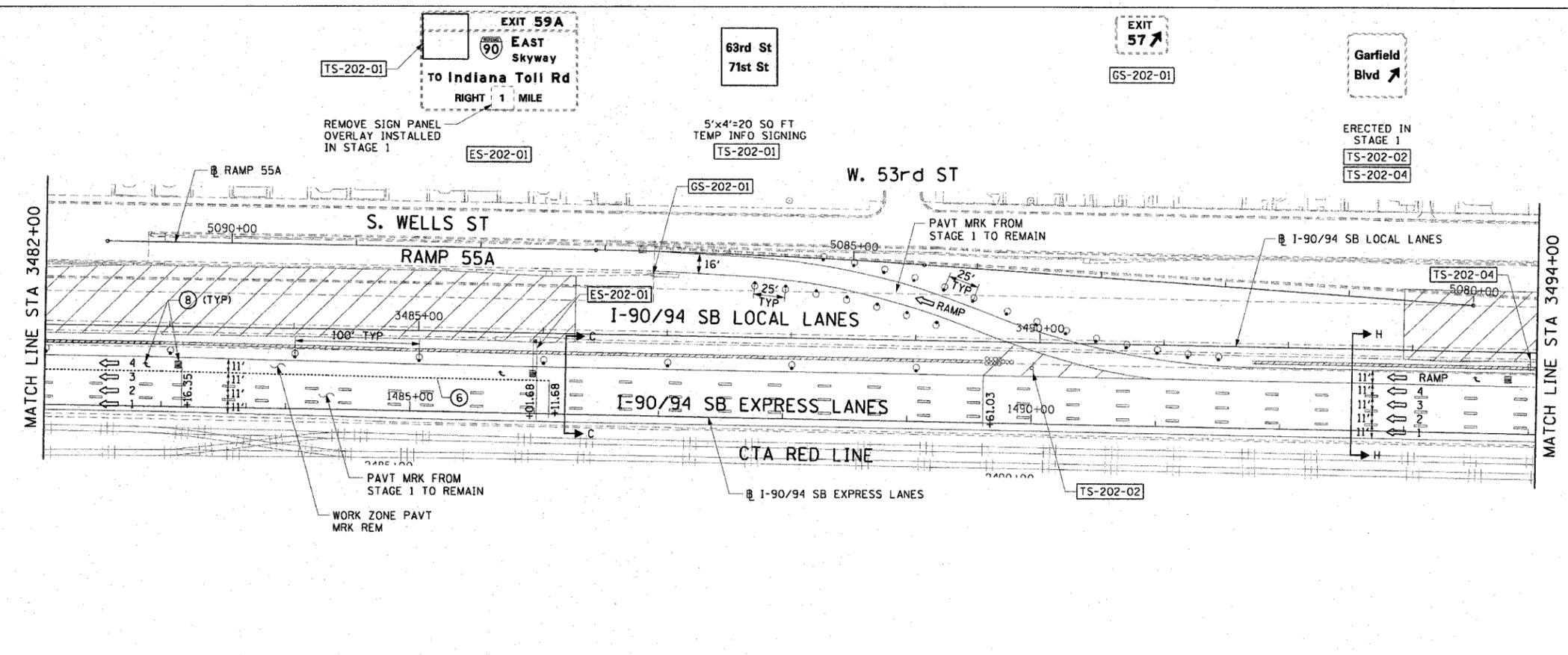
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUGGESTED STAGES OF CONSTRUCTION
AND TRAFFIC CONTROL
STAGE 2

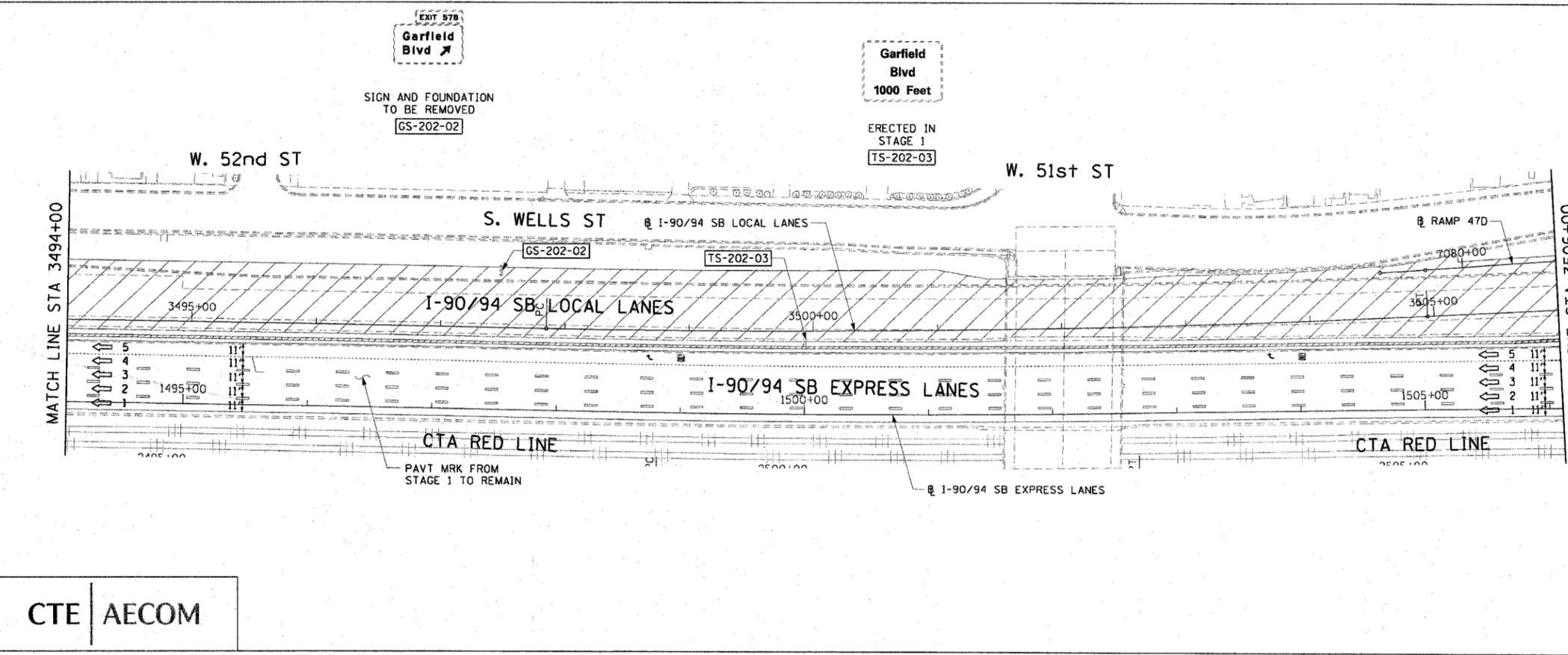
SCALE: 1"=50'
DATE: June 9, 2006

DRAWN BY: PHP
CHECKED BY: RMG

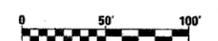
F.A.I. RY. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94		COOK	588	96
STA. 3482+00		TO STA. 3506+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



- LEGEND:**
- LANE NUMBER AND DIRECTION OF TRAFFIC
 - WORK AREA
 - TEMPORARY PAVEMENT
 - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - BARRICADE TYPE III
 - TEMPORARY CONCRETE BARRIER
 - LINE 4" (YELLOW EDGE)
 - LINE 4" (WHITE EDGE)
 - LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - LINE 8" (WHITE GORE LINE)
 - LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - LETTERS AND SYMBOLS
 - EXISTING OVERHEAD OR CANTILEVER SIGNS
 - EXISTING POST MOUNTED SIGNS
 - TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



- NOTES:**
- SEE SHEET MOTTS-01 FOR TYPICAL SECTIONS.
 - SEE TEMPORARY SIGN PANEL SHEETS FOR DETAILS.



REVISIONS	
NAME	DATE

MOT-202

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)

SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 2

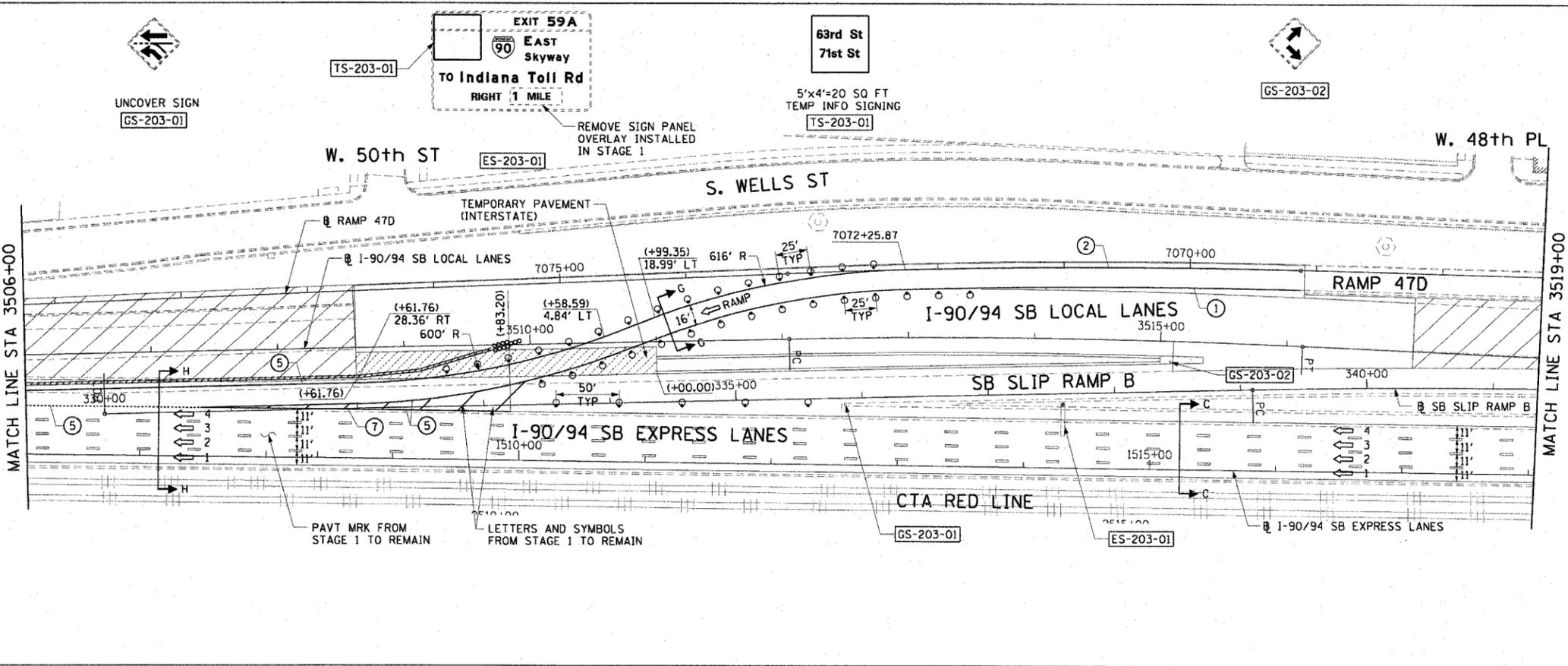
SCALE: 1"=50'
 DATE: June 9, 2006

DRAWN BY: PHP
 CHECKED BY: RMG

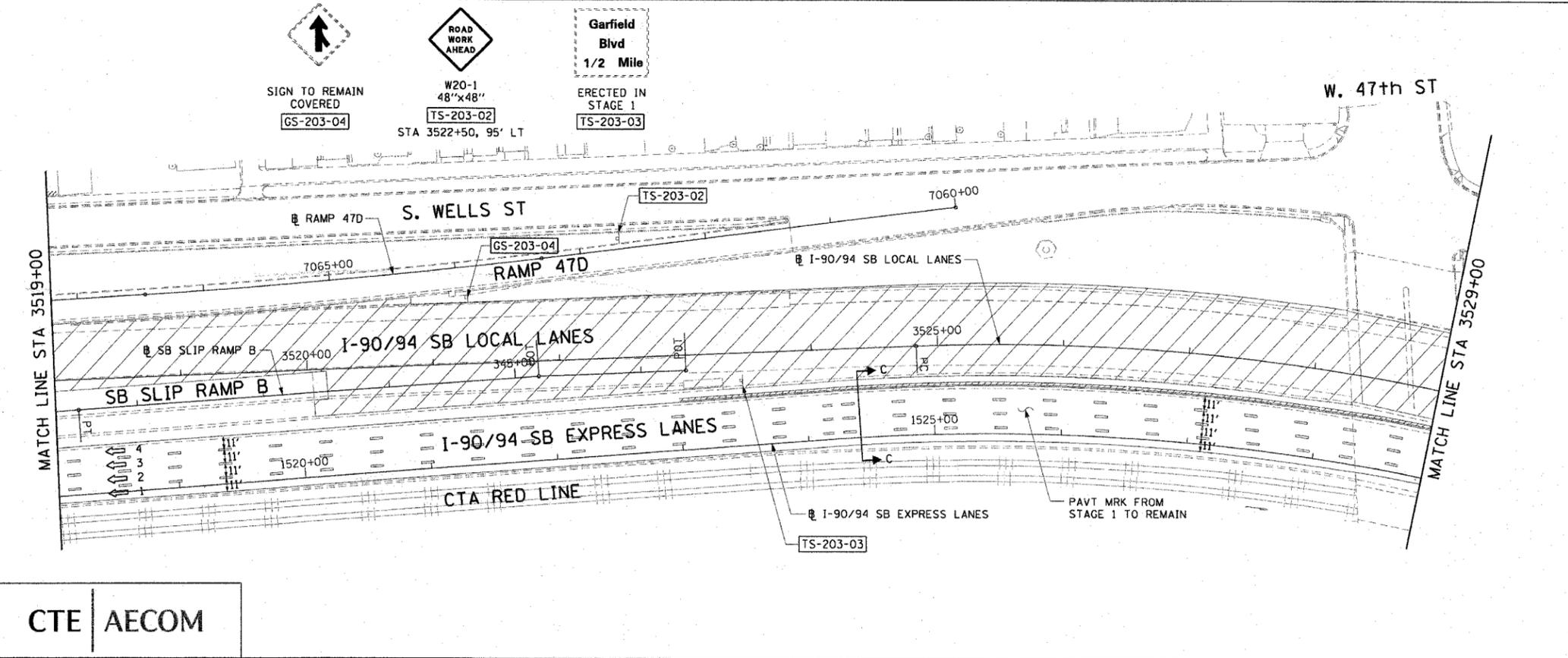
CTE | AECOM

6/7/2006 1:56:04 PM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94	*	COOK	588	97
STA. 3506+00		TO STA. 3529+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
62303		(2021-922 PT2 ETC 2324.6-1P) R-11		



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - [Hatched Box] WORK AREA
 - [Diagonal Lines] TEMPORARY PAVEMENT
 - [Dashed Line] IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - [Circle with X] DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - [T Symbol] BARRICADE TYPE III
 - [Dashed Line] TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
 - [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
 - [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



- NOTES:**
- SEE SHEET MOTTS-01 FOR TYPICAL SECTIONS.
 - SEE TEMPORARY SIGN PANEL SHEETS FOR DETAILS.

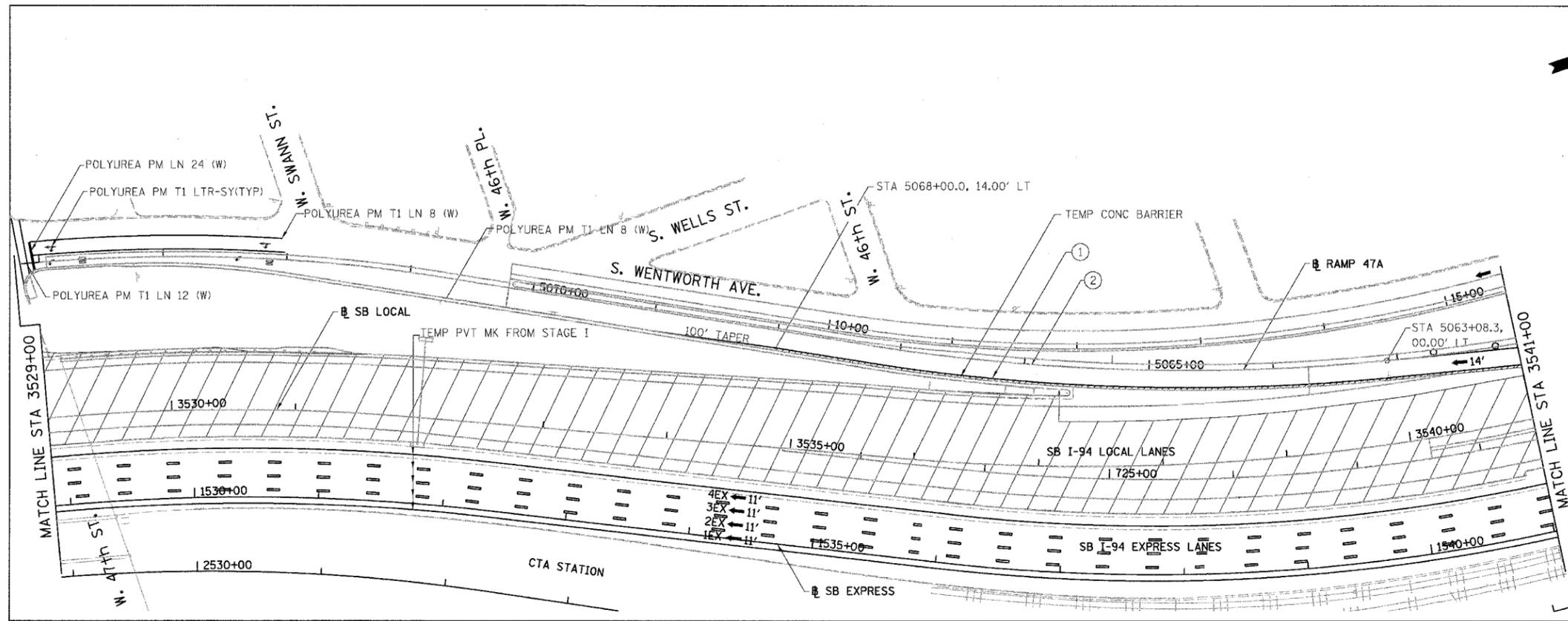
REVISIONS		MOT-203
NAME	DATE	
		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES) SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE 2

SCALE: 1"=50' DRAWN BY: PHP
 DATE: June 9, 2006 CHECKED BY: RMG

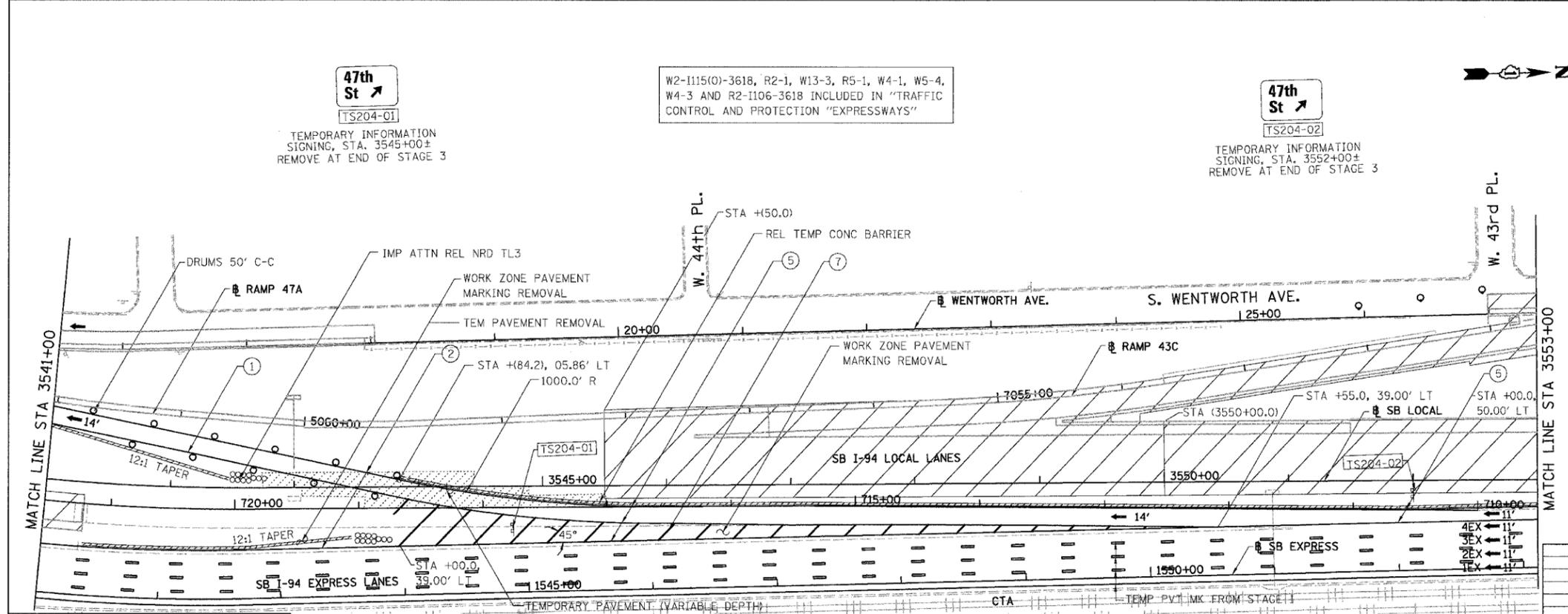
CTE | AECOM

6/7/2006 1:56:07 PM I:\P04468\ch110\entrs\18 & 19\STPC017 19\mstg\mstg_mol_195192_03.dwg

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	98
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303 • (2021-922 PT2 ETC 2324.6-1P) R-11				



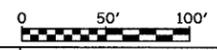
- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - ⊘ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - ⊙ DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - ⊥ BARRICADE TYPE III
 - ▬ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS
 - +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 - (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES



47th St
 TS204-01
 TEMPORARY INFORMATION SIGNING, STA. 3545+00±
 REMOVE AT END OF STAGE 3

W2-1115(0)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-1106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"

47th St
 TS204-02
 TEMPORARY INFORMATION SIGNING, STA. 3552+00±
 REMOVE AT END OF STAGE 3



MOT-204

ROWMAN, BARRETT & ASSOCIATES INC.
 CONSULTING ENGINEERS
 Chicago, Illinois
 312.228.0100
 www.bbandainc.com

SB I-94/90 EXPRESS LANES TEMPORARY PAVEMENT MARKINGS WERE INSTALLED IN STAGE I AND SUBSTAGE IA, UNLESS OTHERWISE SPECIFIED IN STAGE 2. CROSS OVER RAMP TEMPORARY PAVEMENT MARKINGS INSTALLED IN PREVIOUS STAGE TO REMAIN TO NEXT STAGE, UNLESS OTHERWISE SPECIFIED.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 2
 SCALE: 1"=50'
 DATE: 06/09/06
 DRAWN BY: RA
 CHECKED BY: RS

6/9/2006

F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90	*	COOK	588	99
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	• (2021-922 PT2 ETC 2324.6-1P) R-11			

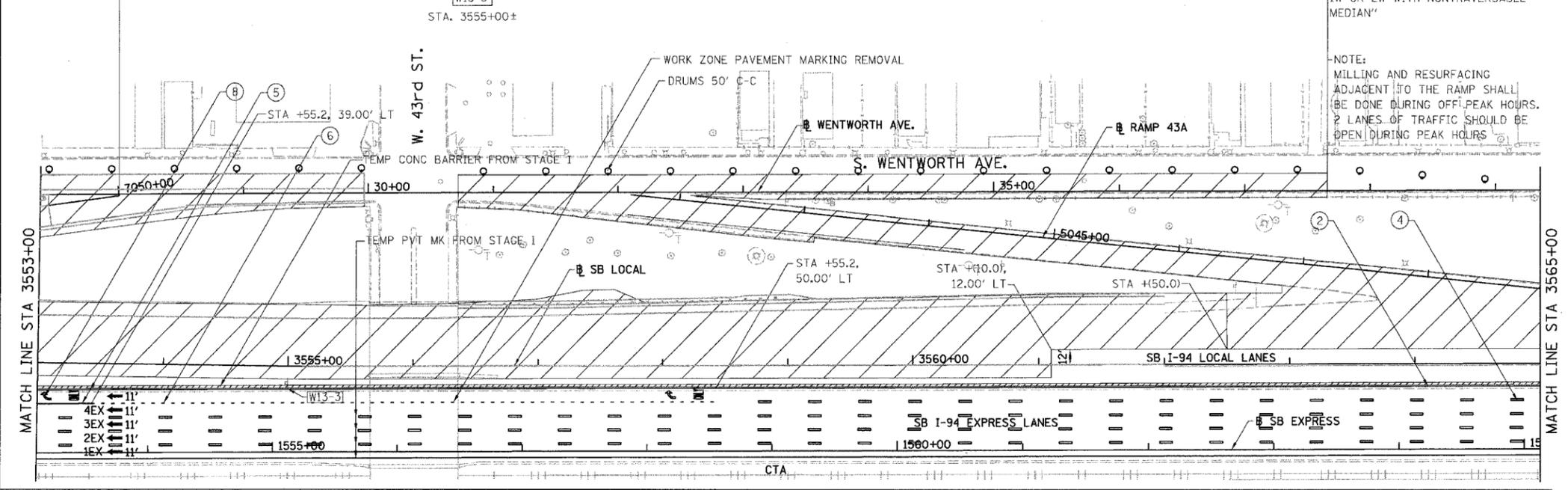
IDOT DISTRICT STANDARD TC-8
'FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS'

RAMP
25
M.P.H.
W13-3

W2-I115(O)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-I106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"

HIGHWAY STANDARD 701601-04
'URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN'

-NOTE:
MILLING AND RESURFACING ADJACENT TO THE RAMP SHALL BE DONE DURING OFF PEAK HOURS. 2 LANES OF TRAFFIC SHOULD BE OPEN DURING PEAK HOURS



LEGEND:

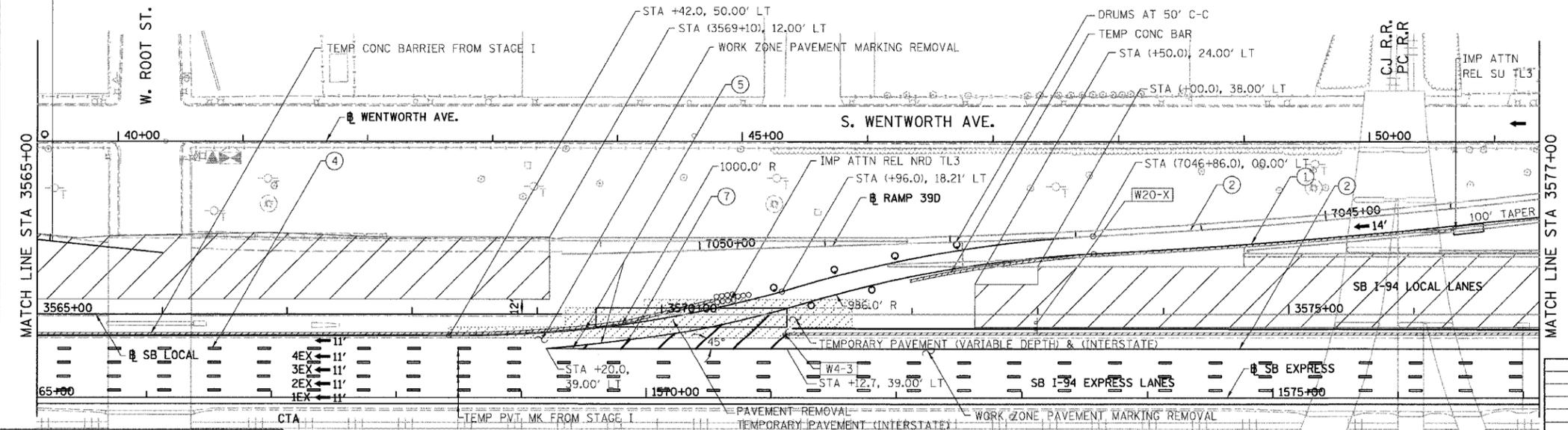
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ▨ TEMPORARY PAVEMENT
- ⊞ IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
- ⊞ BARRICADE TYPE III
- ▨ TEMPORARY CONCRETE BARRIER
- ① LINE 4" (YELLOW EDGE)
- ② LINE 4" (WHITE EDGE)
- ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
- ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
- ⑤ LINE 8" (WHITE GORE LINE)
- ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
- ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
- ⑧ LETTERS AND SYMBOLS
- [ES-XXX-XX] EXISTING OVERHEAD OR CANTILEVER SIGNS
- [GS-XXX-XX] EXISTING POST MOUNTED SIGNS
- [TS-XXX-XX] TEMPORARY SIGNS
- +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
- (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES

W2-I115(O)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-I106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"

W4-3
STA. 3570+50±

RAMP CLOSED AHEAD
43rd St
W20-X
STA. 3573+00±
REMOVE WHEN RAMP IS OPENED TO TRAFFIC

IDOT DISTRICT STANDARD TC-8
'FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS'



BOWMAN, BARRETT & ASSOCIATES INC.
CONSULTING ENGINEERS
Chicago, Illinois
312.228.0100
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REVISIONS	NAME	DATE

0 50' 100'

MOT-205

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
STAGE 2

SCALE: 1"=50'
DATE: 06/09/06
DRAWN BY: RA
CHECKED BY: RS

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F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94/90		COOK	588	100
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
62303	(2021-922 PT2 ETC 2324.6-1P) R-11			

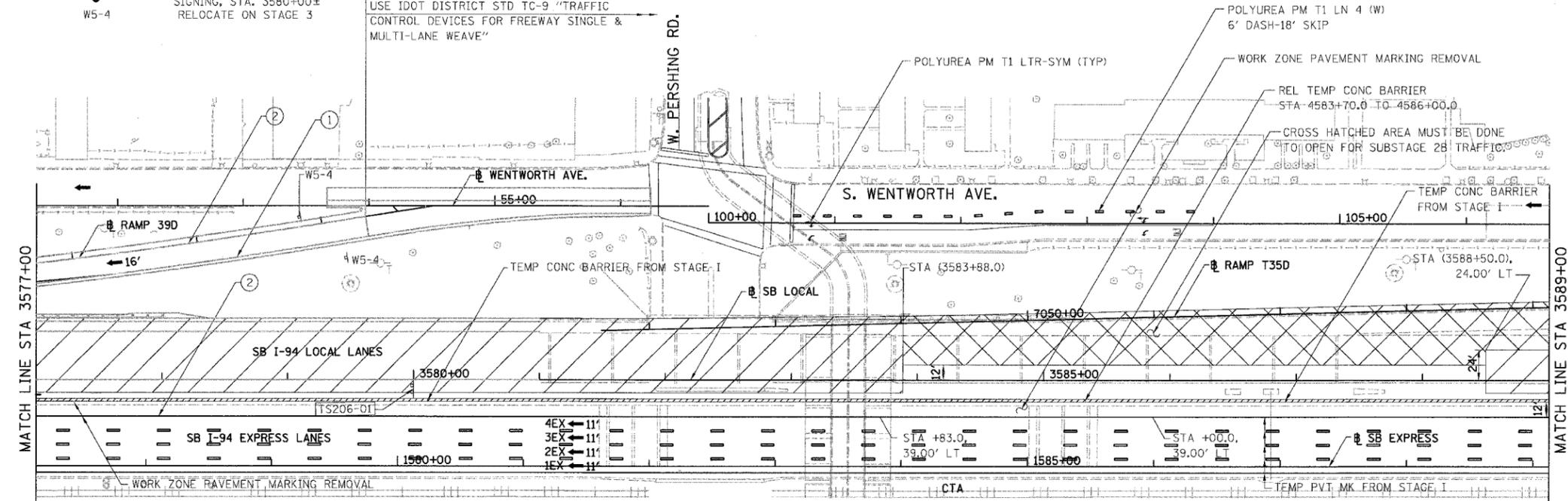
47th St 1/2 MILE
 [TS206-01]
 TEMPORARY INFORMATION SIGNING, STA. 3580+00±
 RELOCATE ON STAGE 3

NARROW LANES AHEAD
 W5-4

HIGHWAY STANDARD 701411 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45 MPH

USE IDOT DISTRICT STD TC-9 "TRAFFIC CONTROL DEVICES FOR FREEWAY SINGLE & MULTI-LANE WEAVE"

W2-I115(O)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-I106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"



- LEGEND:**
- 1 → LANE NUMBER AND DIRECTION OF TRAFFIC
 - ▨ WORK AREA
 - ▨ TEMPORARY PAVEMENT
 - IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
 - DRUM OR BARRICADE TYPE II WITH STEADY BURNING LIGHT
 - TT BARRICADE TYPE III
 - ▨ TEMPORARY CONCRETE BARRIER
 - ① LINE 4" (YELLOW EDGE)
 - ② LINE 4" (WHITE EDGE)
 - ③ LINE 4" (SKIP DASH, 6' SKIP - 2' DASH, WHITE)
 - ④ LINE 5" (SKIP DASH, 30' SKIP - 10' DASH, WHITE)
 - ⑤ LINE 8" (WHITE GORE LINE)
 - ⑥ LINE 8" (SKIP DASH, 12' SKIP - 3' DASH, WHITE)
 - ⑦ LINE 12" (DIAGONAL, 30' C-C, WHITE)
 - ⑧ LETTERS AND SYMBOLS
 - ES-XXX-XX EXISTING OVERHEAD OR CANTILEVER SIGNS
 - GS-XXX-XX EXISTING POST MOUNTED SIGNS
 - TS-XXX-XX TEMPORARY SIGNS
 - +XX.XX STATION PROVIDED FROM THE ± SB I-90/94 EXPRESS LANES
 - (+XX.XX) STATION PROVIDED FROM THE ± SB I-90/94 LOCAL LANES

47th St 1 MILE
 [TS206-02]
 TEMPORARY INFORMATION SIGNING, STA. 3595+00±
 RELOCATE ON STAGE 3

WORK ZONE SPEED LIMIT 45
 R2-1

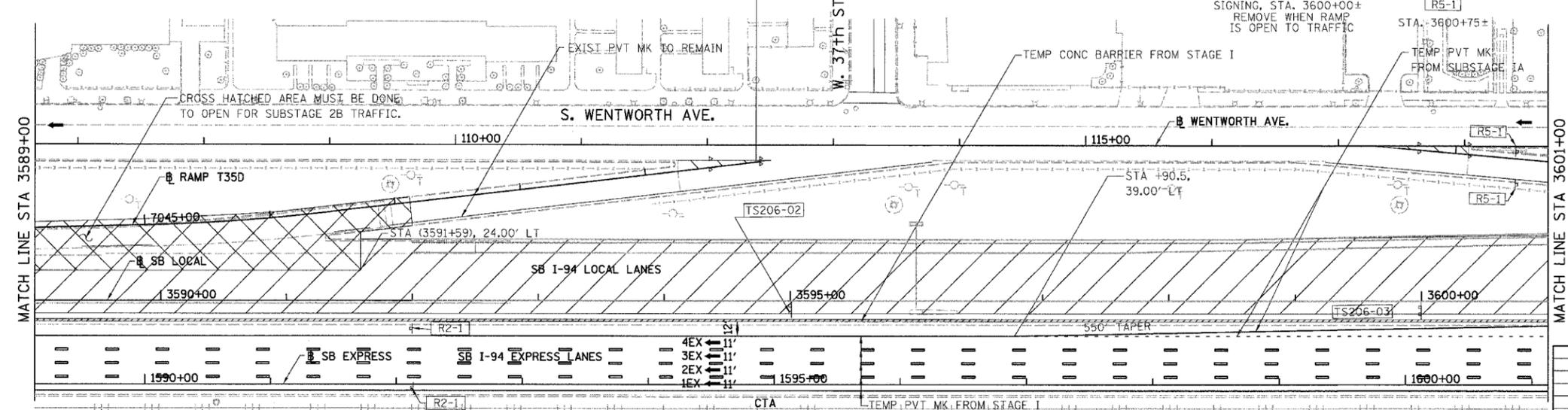
R2-I106-3618 STA. 3592+00± FROM STAGE 1

W2-I115(O)-3618, R2-1, W13-3, R5-1, W4-1, W5-4, W4-3 AND R2-I106-3618 INCLUDED IN "TRAFFIC CONTROL AND PROTECTION "EXPRESSWAYS"

IDOT DISTRICT STANDARD TC-8 'FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS'

43rd St RAMP CLOSED
 [TS206-03]
 TEMPORARY INFORMATION SIGNING, STA. 3600+00±
 REMOVE WHEN RAMP IS OPEN TO TRAFFIC

DO NOT ENTER
 R5-1



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REVISIONS NAME	DATE

MOT-206

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (SB LOCAL LANES)
 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
 STAGE 2

SCALE: 1"=50'
 DATE: 06/09/06

DRAWN BY: RA
 CHECKED BY: RS

6/8/2006 12:01:27 PM