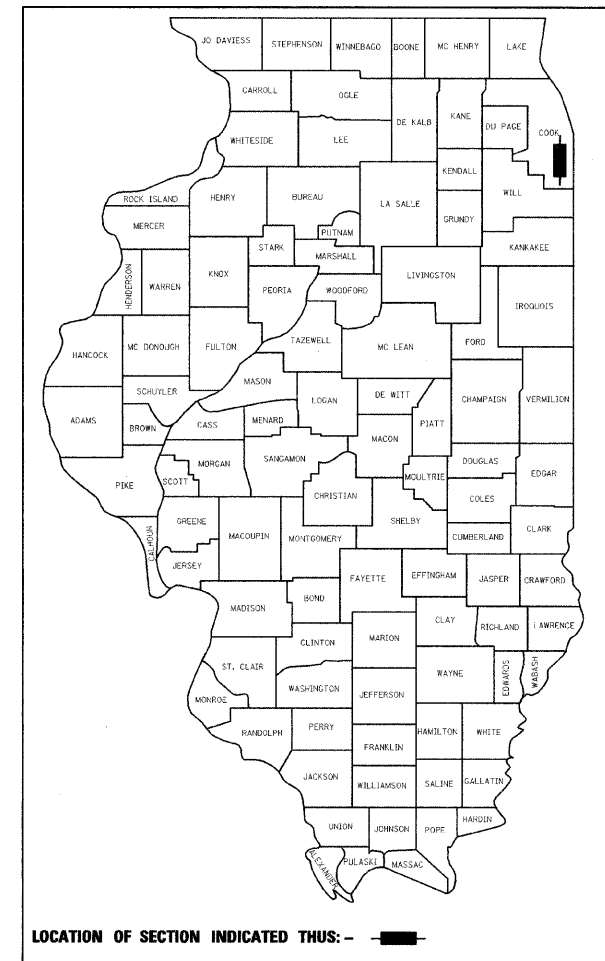


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	167	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60C08		
• (0312-708W, ETC. & 1315)RS-4				

167+2=169

D-91-114-07



LOCATION OF SECTION INDICATED THUS: - ■ -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

**FAI-94 (BISHOP FORD EXPRESSWAY)  
WEST OF MARTIN LUTHER KING DR TO  
SOUTH DOLTON AVENUE INTERCHANGE  
STRUCTURE AND ROADWAY REPAIRS  
AND RESURFACING  
SECTION (0312-708W,ETC.&1315)RS-4  
COOK COUNTY  
C-91-114-07**

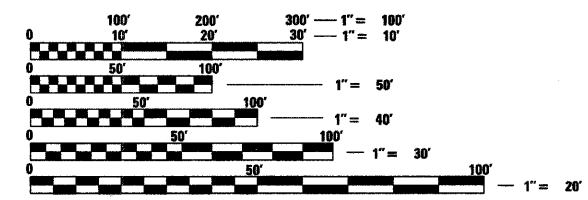
**PROJECT: ESP-094-3(416)072**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT = 143,000 VEHICLES  
POSTED SPEED LIMIT = 55 MPH

PROJECT LOCATED IN THE  
CITY OF CHICAGO, CALUMET CITY  
AND VILLAGE OF DOLTON

DISTRICT ONE / DESIGN / CONSULTANT SERVICES SECTION CRAIG BAUER (847) 705-4265



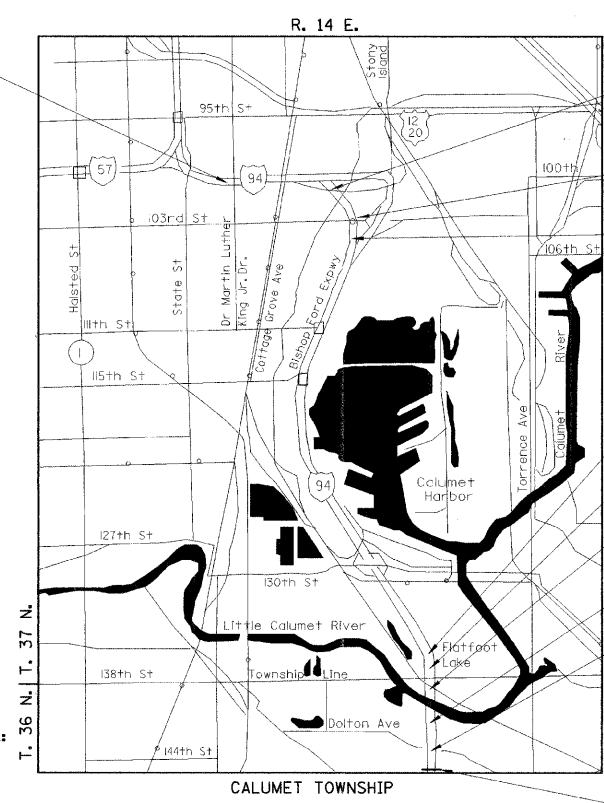
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

PROJECT ENGINEER: CRAIG BAUER  
PROJECT MANAGER: HELEN PAZON

CONTRACT NO. 60C08

PROJECT BEGINS  
STA. 118+00



APPROX. MAP SCALE:  
1" = 1.2 MILES

GROSS LENGTH OF PROJECT = 36,791 LIN. FT. = 6.97 MILES  
NET LENGTH OF PROJECT = 36,791 LIN. FT. = 6.97 MILES

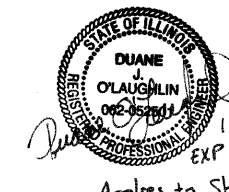
- SN 016-0149 (WB)
- SN 016-0150 (EB)
- I-94 OVER WOODLAWN AVE. & NORFOLK SOUTHERN R.R.
- SN 016-2733 (EB)
- SN 016-2734 (WB)
- I-94 OVER 103RD ST
- SN 016-0153 (WB)
- I-94 OVER STONY ISLAND RAMP
- SN 016-2602
- I-94 OVER DOTY AVE
- SN 016-0157
- I-94 OVER MC R.R.
- SN 016-0158 (EB)
- SN 016-0159 (WB)
- I-94 OVER LITTLE CALUMET RIVER
- SN 016-0160
- I-94 OVER IHD, B&O & CSX R.R.
- SN 016-0161
- I-94 OVER DOLTON AVE

ALL STRUCTURES:  
SEAL BRIDGE DECK,  
JOINT REPAIRS AND  
CONCRETE REPAIRS

PROJECT ENDS  
STA. 485+91



*Deborah A. Dink*  
1-15-09  
EXP. 11/30/10  
Applies to Sheets 103-115.



*Duane J. O'Laughlin*  
1-15-09  
EXP. 11-30-09  
Applies to Sheets 1-102 AND 116-131

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 21, 2009

*Debra M. O'Keefe*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
March 13, 2009

*Charles G. Ingersoll*  
ENGINEER OF DESIGN AND ENVIRONMENT  
March 13, 2009

*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS, GENERAL NOTES & HMA REQUIREMENTS
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12 - 20	SCHEDULES OF QUANTITIES
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## STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
420701-02	PAVEMENT FABRIC
442001-04	CLASS A PATCHES
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-08	STEEL PLATE BEAM GUARDRAIL
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637001-04	CONCRETE BARRIER, DOUBLE FACE, 815 mm (32 in.) HEIGHT
637006-02	CONCRETE BARRIER, DOUBLE FACE, 1065 mm (42 in.) HEIGHT
638101-02	CONCRETE GLARE SCREEN
642001-01	SHOULDER RUMBLE STRIPS
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701400-03	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-05	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS > 45 MPH
701446-01	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720021-02	SIGN PANELS EXTRUDED ALUMINUM TYPE

## GENERAL NOTES

- BEFORE STARTING WORK THE CONTRACTOR SHALL CALL J.U.L.I.E. AT 811 OR (800) 892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
- THE CONTRACTOR WILL COORDINATE WORK ACTIVITIES WITH THE ADJACENT I-94 CONTRACT NO. 60D21.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- VERTICAL CLEARANCES OF BRIDGES OVER I-94 SHALL BE MAINTAINED. HMA SURFACE REMOVAL AND PROPOSED HMA SURFACE THICKNESS WILL BE VARIED AS DIRECTED BY THE ENGINEER IF THE EXISTING BITUMINOUS DEPTH IS LESS THAN 2". THE CONTRACTOR SHALL VERIFY ALL BRIDGE CLEARANCES BEFORE AND AFTER CONSTRUCTION AND FURNISH RESULTS TO THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR CONSTRUCTION LAYOUT.
- THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS WHEN USING ARTIFICIAL LIGHTING DURING NIGHT OPERATIONS TO PREVENT ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- PATCHING, SHOULDER REMOVAL AND REPLACEMENT, AND SHOULDER RECONSTRUCTION LIMITS ARE SHOWN ON THE PLANS AND ARE SUBJECT TO CHANGE AS DIRECTED BY THE ENGINEER.
- BUTT JOINTS WILL BE INSTALLED AT THE END OF ALL RESURFACING SECTIONS TO MATCH EXISTING PAVEMENT. SEE DISTRICT DETAIL BD400-05 - BUTT JOINT AND HMA TAPER DETAILS FOR ALL PCC AND HMA BUTT JOINTS IDENTIFIED IN THE RESURFACING PLANS.
- CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8422 TWO WEEKS BEFORE INSTALLING FINAL PAVEMENT MARKINGS.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL RESPOND TO THE ENGINEER'S REQUEST WITHIN THIRTY (30) MINUTES FROM THE TIME OF THE NOTIFICATION.
- THE CONTRACTOR MAY WORK IN THE EASTBOUND AND WESTBOUND LANES SIMULTANEOUSLY.
- THE CONTRACTOR SHALL SWEEP THE PAVEMENT SURFACE, PLACE TEMPORARY PAVEMENT MARKING AND REMOVE TRAFFIC CONTROL AT THE END OF EACH NIGHT SHIFT PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS. VERTICAL BARRICADES WILL REMAIN IN PLACE ALONG THE EDGES OF PAVEMENT AS SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS UNTIL THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING EDGE LINES HAVE BEEN COMPLETED.
- THE CONTRACTOR SHALL FURNISH AND INSTALL TWO WEIGHTED SANDBAGS ON ALL TYPE I AND TYPE II BARRICADES USED.
- TEMPORARY EDGE LINES SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC SHALL BE INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- STRIP REFLECTIVE CRACK CONTROL TREATMENT WILL BE INSTALLED IMMEDIATELY IN FRONT OF THE HMA SURFACING OPERATION SO TRAFFIC WILL NOT DISTURB IT BEFORE BEING COVERED BY HMA. ANY CRACK CONTROL TREATMENT DISTURBED BY TRAFFIC WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.

### HOT-MIX ASPHALT REQUIREMENTS

MIXTURE TYPE	THICKNESS	AC TYPE	VOIDS
<b>MAINLINE RESURFACING</b>			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	2"	SBS PG 76-28/-22	4% @ 80 Gyr
<b>MAINLINE SHOULDER RESURFACING</b>			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	2"	PG 64-22	4% @ 70 Gyr
<b>STONY ISLAND FEEDER RAMPS</b>			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	1-3/4"	SBS/SBR PG 70-22	4% @ 90 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 <sup>1</sup>	2-1/4"	SBS/SBR PG 70-22	4% @ 90 Gyr
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 <sup>2</sup>	3/4"	SBS/SBR PG 76-28/-22	4% @ 50 Gyr
<b>STONY ISLAND FEEDER RAMP SHOULDERS</b>			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	1-3/4"	PG 64-22	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	2-1/4"	PG 64-22 <sup>3</sup>	4% @ 70 Gyr
<b>ALL OTHER RAMP &amp; RAMP SHOULDER RESURFACING</b>			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	1-3/4"	PG 64-22	4% @ 70 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	2-1/4"	PG 64-22 <sup>3</sup>	4% @ 70 Gyr
<b>PATCHING</b>			
CLASS D PATCHES OF TYPE AND THICKNESS SPECIFIED (HMA BINDER IL-25 mm)	10"	PG 64-22	4% @ 105 Gyr
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-25 mm)	4" OR 10"	PG 64-22 <sup>3</sup>	4% @ 105 Gyr
<b>HMA SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)</b>			
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	8" (MIN) <sup>4</sup>	PG 64-22 <sup>3</sup>	4% @ 70 Gyr
<b>STABILIZED MEDIAN SURFACE</b>			
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	4"	PG 64-22	4% @ 50 Gyr

UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SMA SURFACE MIXTURES IS 135 LBS/SQ YD/IN.  
UNIT WEIGHT USED TO CALCULATE ALL OTHER HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.

<sup>1</sup> USED ON EXISTING HMA ENTRANCE AND EXIT TERMINALS ONLY.

<sup>2</sup> USED ON EXISTING PCC SURFACE RAMPS ONLY.

<sup>3</sup> WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER SHOULD BE PG 58-22.

<sup>4</sup> ACTUAL THICKNESS SHALL BE THE GREATER OF THE EXISTING THICKNESS REMOVED OR THE MINIMUM THICKNESS SHOWN ABOVE.

### INDEX OF SHEETS, STANDARDS, GENERAL NOTES & HMA REQUIREMENTS

FILE NAME = D:\60C08-002\GENNOTE.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BISHOP FORD EXPRESSWAY (I-94)		F.A.I. RTE. 94	SECTION (0312-708W, ETC. & 1315RS-4)	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 2
PLOT SCALE = N/A	CHECKED - DATE - 2/7/2009	REVISED - REVISED -	SCALE: N/A					SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08

CODE NUMBER	ITEM	UNITS	URBAN 100% FED TOTAL	SUMMARY OF QUANTITIES					SFTY- 3J	BRIDGES SN 016-0149 SN 016-0150	BRIDGES SN 016-0153 SN 016-0161 SN 016-2602	BRIDGES SN 016-0158 SN 016-0159	BRIDGES SN 016-0157 SN 016-0160	BRIDGES SN 016-2733 SN 016-2734
				EB ROADWAY	WB ROADWAY	STONY ISLAND RAMPS	1000 - 2A							
							X531-2A	X231-2A						
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	108	41	41	26								
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	191	30	30	131								
40600895	CONSTRUCTING TEST STRIP	EACH	2	1	1									
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,767	580	658	1,529								
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT	SQ YD	2,081			2,081								
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	247	112	135									
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	8,880	2,090	2,432	4,358								
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N90	TON	690			690								
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	18,375	7,357	7,505	3,513								
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	5,157			5,157								
42001200	PAVEMENT FABRIC	SQ YD	164	95	69									
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	33,038			33,038								
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	298,219	149,406	148,813									
44000165	HOT-MIX ASPHALT SURFACE REMOVAL, 4"	SQ YD	45,376	17,160	19,953	8,263								
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	75	75										
44002240	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 10"	SQ YD	410	170	240									
44200553	CLASS A PATCHES, TYPE II, 10 INCH	SQ YD	13	13										
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	18	18										
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	164	95	69									
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	1,069	86	161	822								
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	325			325								
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	2,668	123	27	2,518								
44213000	PATCHING REINFORCEMENT	SQ YD	13	13										
44213200	SAW CUTS	FOOT	621	454	167									
44300300	AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	SQ YD	47,148			47,148								
44300900	STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A	FOOT	229,018	116,873	112,145									
44003800	MEDIAN SURFACE REMOVAL	SQ FT	66,385	66,385										
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	17			17								
50102400	CONCRETE REMOVAL	CU YD	16.5	7.0	8.9				0.6					

\* SPECIALTY ITEM

FILE NAME =  
D160C08-203-S00.dgn

USER NAME = dwoznarski  
PLOT SCALE = N/A  
PLOT DATE = 2/7/2009

DESIGNED  
DRAWN - DMW  
CHECKED -  
DATE - 2/7/2009

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
SUMMARY OF QUANTITIES

SCALE: N/A SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315)RS-4	COOK	167	3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60C08	

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	TOTAL	EB	WB	STONY ISLAND	SFTY-3J	BRIDGES	BRIDGES	BRIDGES	BRIDGES	BRIDGES
				ROADWAY	ROADWAY	RAMPS		SN 016-0149 SN 016-0150	SN 016-0153 SN 016-0161 SN 016-2602	SN 016-0158 SN 016-0159	SN 016-0157 SN 016-0160	SN 016-2733 SN 016-2734
				1000 - 2A				X531 - 2A	X231 - 2A	X032 - 2A	X131 - 2A	X131 - 2A
50300255	CONCRETE SUPERSTRUCTURE	CU YD	0.6						0.6			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	70						70			
52000500	NEOPRENE EXPANSION JOINT (DAM)	FOOT	478					47	159		272	
NP 55039700	STORM SEWERS TO BE CLEANED	FOOT	59,892	29,460	30,432							
58700300	CONCRETE SEALER	SQ FT	278,770					54,370	31,790	95,060	80,910	16,640
60261540	INLETS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	171	76	95							
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	116	52	53	11						
60600605	CONCRETE CURB, TYPE B	FOOT	690			690						
60626300	STABILIZED MEDIAN SURFACE	SQ YD	7,377	7,377								
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	8,863				8,863					
* 63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	1,200				1,200					
* 63000015	STEEL PLATE BEAM GUARD RAIL, TYPE D	FOOT	9,120				9,120					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	47				47					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	19				19					
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4				4					
* 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	16				16					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	52				52					
* 63100215	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	2				2					
63200305	STEEL PLATE BEAM GUARD RAIL REMOVAL	FOOT	17,828	6,394	140	11,294						
63801000	CONCRETE GLARE SCREEN	FOOT	80		80							
64200105	SHOULDER RUMBLE STRIP	FOOT	94,988	48,297	46,691							
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	4.0	4.0							
67100100	MOBILIZATION	L SUM	1	0.5	0.5							
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	5	2.5	2.5							
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	990	495	495							
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	13,500	6,750	6,750							
70400100	TEMPORARY CONCRETE BARRIER	FOOT	13,700	6,850	6,850							
* 72000300	SIGN PANEL - TYPE 3	SQ FT	8,706	3,794	3,579	1,333						
* 72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	228	123	105							
* 72400330	REMOVE SIGN PANEL - TYPE 3	SQ FT	7,665	3,125	3,106	1,434						
* 73000100	WOOD SIGN SUPPORT	FOOT	504	288	216							

\* SPECIALTY ITEM NP = Non-participating

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN 100% FED. TOTAL	EB	WB	STONY ISLAND	SFTY- 3J	BRIDGES	BRIDGES	BRIDGES	BRIDGES	BRIDGES
				ROADWAY	ROADWAY	RAMPS		SN 016-0149 SN 016-0150	SN 016-0153 SN 016-0161 SN 016-2602	SN 016-0158 SN 016-0159	SN 016-0157 SN 016-0160	SN 016-2733 SN 016-2734
					1000 - 2A			X531-2A	X231-2A	X032-2A	X131-2A	X131-2A
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	401	219	182							
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	160,490	61,250	63,043	36,197						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	41,033	15,374	14,133	11,526						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	9,294	3,474	3,520	2,300						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	230	69	114	47						
* 78004210	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 4"	FOOT	2,244	804	755	685						
* 78004220	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 5"	FOOT	28,860	13,081	13,426	2,353						
* 78004240	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 8"	FOOT	2,155	801	1,354	0						
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	20,593	10,267	10,326	0						
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	5,541	2,754	2,787	0						
* 78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	5,846	2,757	3,089	0						
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	894	473	421	0						
* 78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	59		59							
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	3,566	1,658	1,662	246						
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	205	102	103	0						
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	508				508					
* 78200450	MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	442				442					
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	1,088	544	544							
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	52				52					
78300100	PAVEMENT MARKING REMOVAL	SQ FT	840	420	420							
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	3,765	1,760	1,759	246						
X0321020	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH	SQ YD	226			226						
X0321309	CONCRETE PAD	SQ YD	78				78					
* X0322247	MAINTENANCE OF EXISTING TRAFFIC SURVEILLANCE	L SUM	1	0.5	0.5							
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	104	26	26	52						
X0322729	MATERIAL TRANSFER DEVICE	TON	41,105	16,219	17,050	7,828						
X0323076	SILICONE JOINT SEALER, 1 3/4"	FOOT	126						126			
X0323077	SILICONE JOINT SEALER, 2 3/4"	FOOT	544						126	278	140	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	39						12		27	
X0325349	TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)	FOOT	915				915					
X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	0.5	0.5							
X0325739	HOT-MIX ASPHALT SHOULDER REMOVAL AND REPLACEMENT (SPECIAL)	SQ YD	1,784	283	532	969						

\* SPECIALTY ITEM

FILE NAME =  
DIRAC08-005-500.dgn

USER NAME = dwoznarski

DESIGNED -

REVISED -

DRAWN - DMW

REVISED -

CHECKED -

REVISED -

DATE - 2/7/2009

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
SUMMARY OF QUANTITIES

SCALE: N/A

SHEET NO. 3 OF 4 SHEETS

STA.

TO STA.

F.A.I.  
RTE.

SECTION

COUNTY

TOTAL SHEETS

SHEET NO.

94 (0312-708W, ETC. & 1315)RS-4

COOK

167 5

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

CONTRACT NO. 60C08

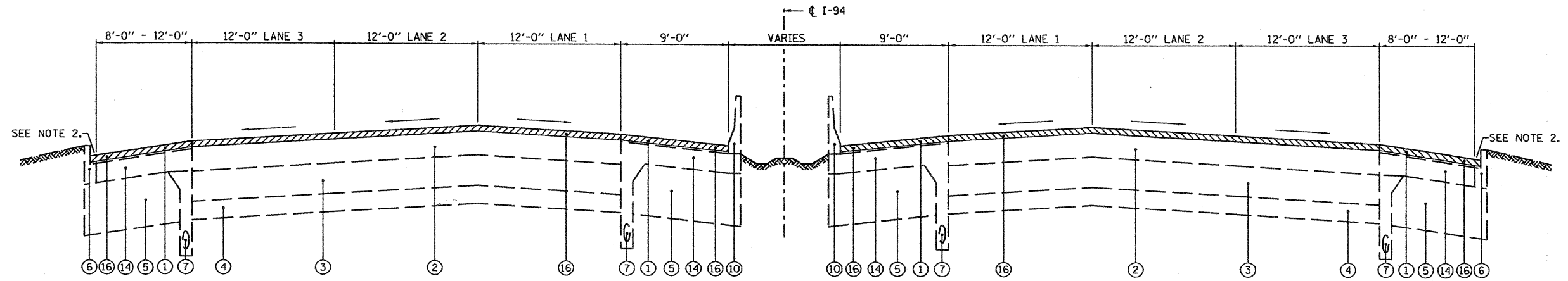
Rev.

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNITS	URBAN 100% PED TOTAL	EB	WB	STONY ISLAND	SFTY-3J	BRIDGES	BRIDGES	BRIDGES	BRIDGES	BRIDGES
				ROADWAY	ROADWAY	RAMPS		SN 016-0149 SN 016-0150	SN 016-0153 SN 016-0161 SN 016-2602	SN 016-0158 SN 016-0159	SN 016-0157 SN 016-0160	SN 016-2733 SN 016-2734
				1000 - 2A				X531 - 2A	X231 - 2A	X032 - 2A	X131 - 2A	X131 - 2A
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	173,474	71,043	73,934	28,497						
X0325821	CONCRETE BARRIER WALL REMOVAL AND REPLACEMENT (FULL DEPTH REPAIR)	FOOT	131	18	113							
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	230	69	114	47						
X0325842	WET REFLECTIVE TEMPORARY TAPE, TYPE III, LETTERS AND SYMBOLS	SQ FT	401	219	182							
X0325876	WET REFLECTIVE TEMPORARY TAPE TYPE III, 8 INCH	FOOT	45,349	16,984	16,262	12,103						
X0326107	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH	FOOT	44,998	21,143	21,454	2,401						
X4066580	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80	TON	26,731	13,330	13,401							
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50	TON	1,981			1,981						
X7011008	TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING	CAL MO	4			4						
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	0.5	0.5							
X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	160	80	80							
* X8730312	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 4/C, TWISTED, SHIELDED	FOOT	5,417	2,186	3,231							
* X8850102	INDUCTION LOOP	FOOT	1,794	896	898							
XX003988	TEMPORARY CONCRETE BARRIER REMOVAL	FOOT	3,296	2,935		361						
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5							
Z0017202	DOWEL BARS 1 1/2"	EACH	153	124	29							
NP Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	542	258	267	17						
Z0018600	DRAINAGE STRUCTURES TO RECONSTRUCTED	EACH	27	13	14							
Z0030070	IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3	EACH	3				3					
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	8	4	4							
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1					0.20	0.20	0.20	0.20	0.20
Z0075330	TIE BARS 1 1/4"	EACH	176	98	78							
<del>Z0076600</del>	<del>TRAINEES</del>	<del>HOOR</del>										

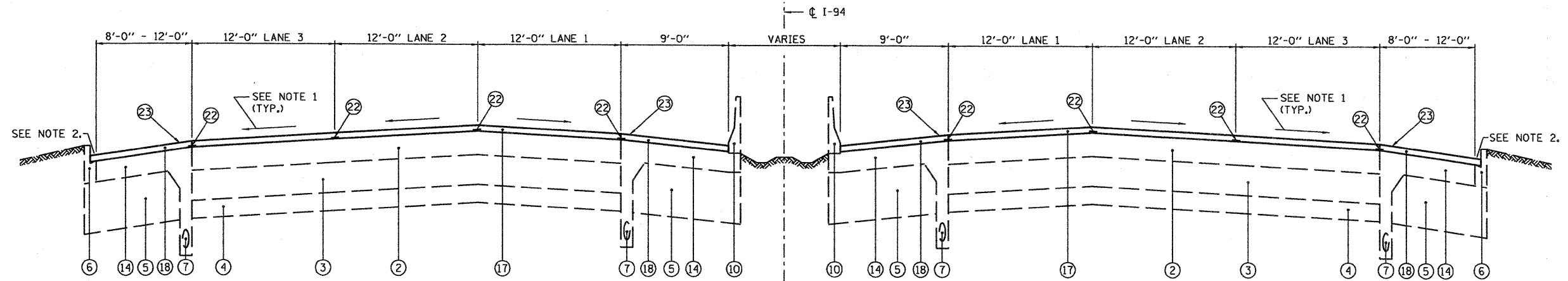
\* SPECIALTY ITEM  
NP = Non-participating

Rev.



**I-94 EXISTING TYPICAL SECTION**

STA. 118+00 TO 145+00



**I-94 PROPOSED TYPICAL SECTION**

STA. 118+00 TO 145+00

**LEGEND**

- ① EXISTING HMA OVERLAY, VARIES 2'-4"
- ② EXISTING HMA OVERLAY, VARIES 5'-17"
- ③ EXISTING P.C.C. BASE, 10"
- ④ EXISTING GRANULAR SUB-BASE
- ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES
- ⑥ EXISTING CURB & GUTTER, TYPE VARIES
- ⑦ EXISTING 6" PIPE UNDERDRAIN
- ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED
- ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER
- ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL
- ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES
- ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"
- ⑬ EXISTING AGGREGATE SHOULDER
- ⑭ EXISTING P.C.C. SHOULDER, 9"
- ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"
- ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ⑰ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- ⑱ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"
- ⑳ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ㉑ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ㉓ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)
- ㉔ EXISTING HMA OVERLAY, 4"
- ㉕ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"
- ㉖ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A
- ㉗ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ㉘ NOT USED
- ㉙ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ㉚ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"
- ㉛ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)
- ㉜ STABILIZED MEDIAN SURFACE

**NOTES:**

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. EXISTING AGGREGATE SHALL BE SUPPLEMENTED AS REQUIRED WITH GRADATION CA 7 OR CA 11 AND COMPACTED. COST SHALL BE INCLUDED IN UNIT PRICE FOR STABILIZED MEDIAN SURFACE.
5. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
6. TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).

FILE NAME =  
D160C08-007-TYPICAL.dgn

USER NAME = dwoznarski  
PLOT SCALE = 10.0000 "/ IN.  
PLOT DATE = 2/5/2009

DESIGNED - RAC  
DRAWN - SAW  
CHECKED - RAC  
DATE - 02/06/09

REVISED -  
REVISED -  
REVISED -  
REVISED -

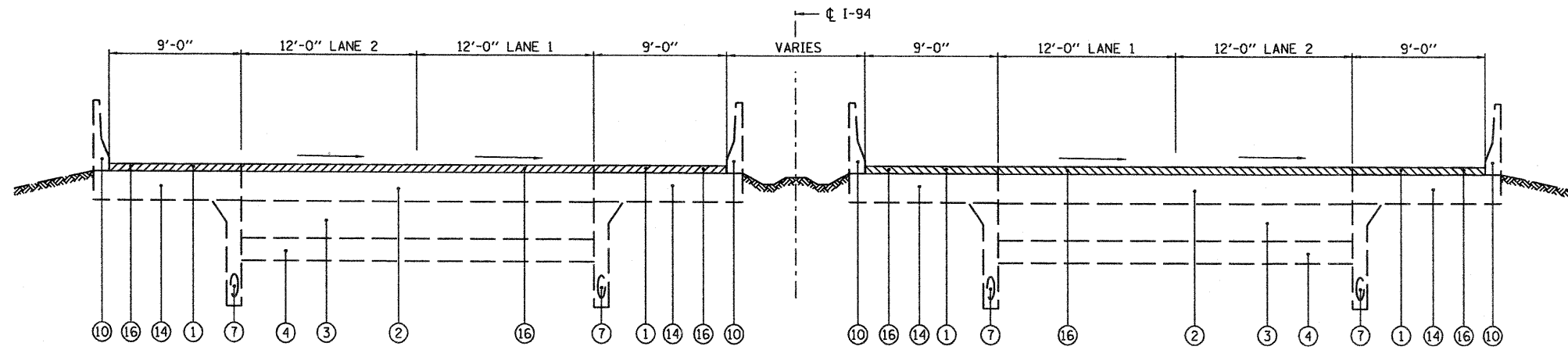
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
EXISTING & PROPOSED TYPICAL SECTIONS**

SCALE: SHEET NO. 1 OF 5 SHEETS STA. 118+00 TO STA. 485+91

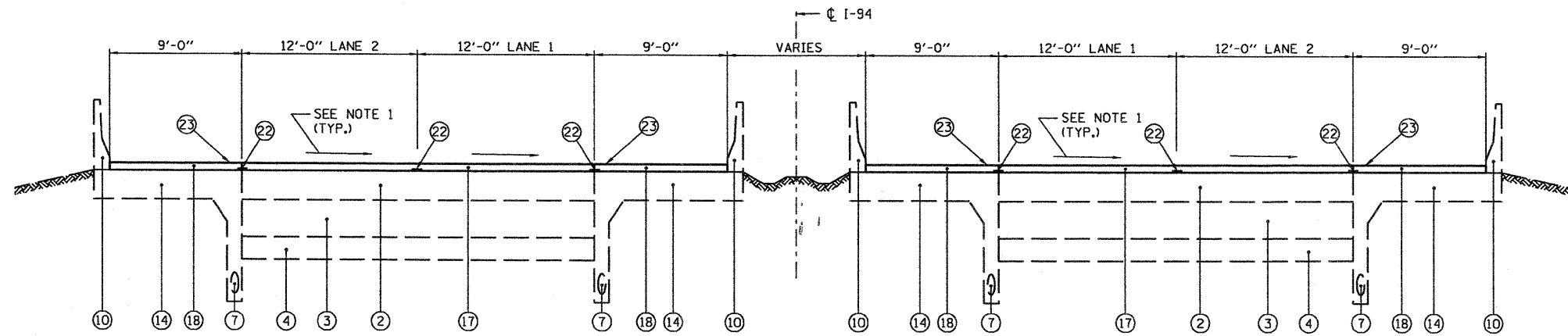
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315RS-4	COOK	167	7
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60C08



**I-94 EXISTING TYPICAL SECTION**

STA. 145+00 TO 220+00



**I-94 PROPOSED TYPICAL SECTION**

STA. 145+00 TO 220+00

**LEGEND**

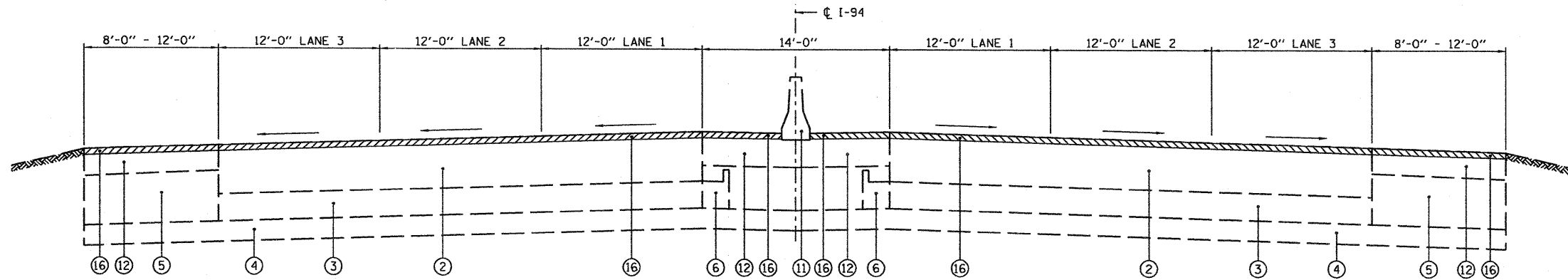
- |   |  |  |
|---|--|--|
| ① EXISTING HMA OVERLAY, VARIES 2"-4"                                | ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL | ①⑦ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" |
| ② EXISTING HMA OVERLAY, VARIES 5"-17"                               | ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES | ①⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"                          |
| ③ EXISTING P.C.C. BASE, 10"   | ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"      | ①⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      |
| ④ EXISTING GRANULAR SUB-BASE  | ⑬ EXISTING AGGREGATE SHOULDER                | ②① PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B                                 |
| ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES                          | ⑭ EXISTING P.C.C. SHOULDER, 9"               | ②② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A                         |
| ⑥ EXISTING CURB & GUTTER, TYPE VARIES                               | ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"        | ②③ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)                           |
| ⑦ EXISTING 6" PIPE UNDERDRAIN                                       | ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"        | ②④ EXISTING HMA OVERLAY, 4"  |
| ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED                          |  | ②⑤ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"           |
| ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER |  | ②⑥ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A                         |
|   |  | ②⑦ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"                                   |
|   |  | ②⑧ NOT USED  |
|   |  | ②⑨ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"          |
|   |  | ③① PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)                        |
|   |  | ③② STABILIZED MEDIAN SURFACE   |

**NOTES:**

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. EXISTING AGGREGATE SHALL BE SUPPLEMENTED AS REQUIRED WITH GRADATION CA 7 OR CA 11 AND COMPACTED. COST SHALL BE INCLUDED IN UNIT PRICE FOR STABILIZED MEDIAN SURFACE.
5. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
6. TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).

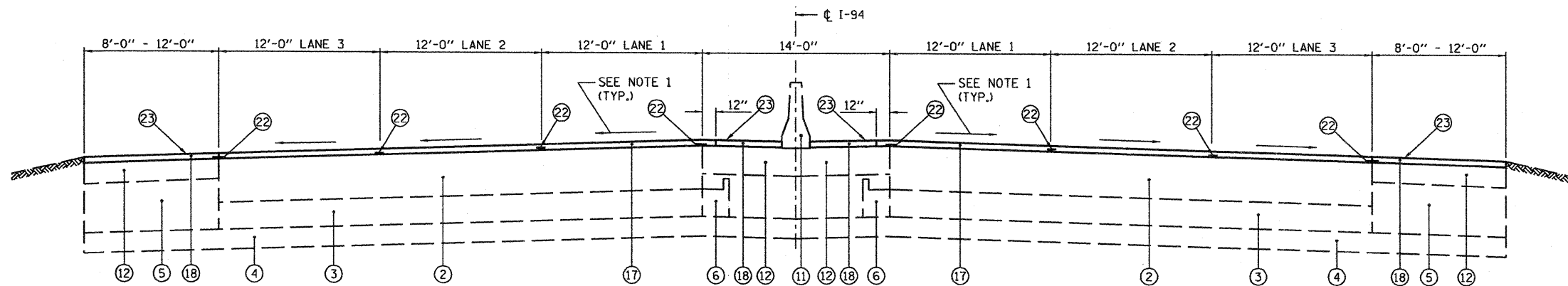
FILE NAME = D169C08-008-TYPICAL.dgn	USER NAME = dvoznarski	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) EXISTING &amp; PROPOSED TYPICAL SECTIONS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1/8" = 1'-0"	DRAWN - SAW	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	8	
	PLOT DATE = 2/6/2009	CHECKED - RAC	REVISED -			CONTRACT NO. 60C08					
		DATE - 02/06/09	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					





**I-94 EXISTING TYPICAL SECTION**

STA. 220+00 TO 364+37±



**I-94 PROPOSED TYPICAL SECTION**

STA. 220+00 TO 364+37±

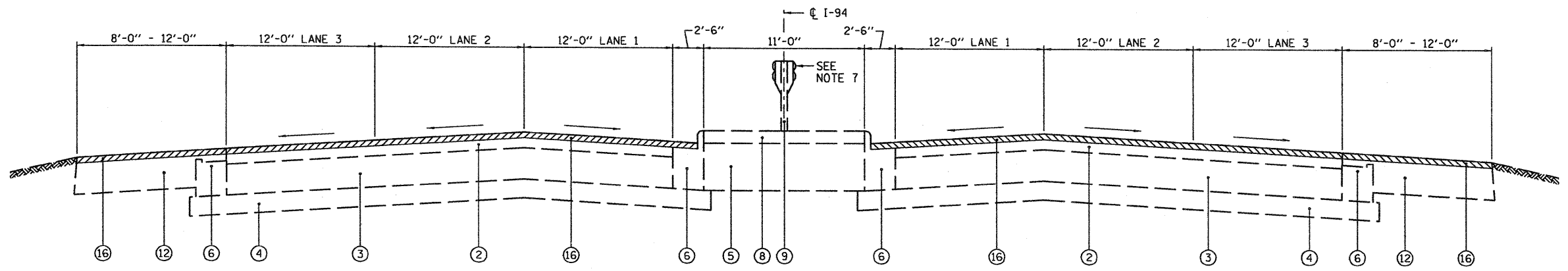
**LEGEND**

- |   |  |   |
|---|--|---|
| ① EXISTING HMA OVERLAY, VARIES 2"-4"                                | ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL | ⑰ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" |
| ② EXISTING HMA OVERLAY, VARIES 5"-17"                               | ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES | ⑱ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      |
| ③ EXISTING P.C.C. BASE, 10"   | ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"      | ⑳ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"                       |
| ④ EXISTING GRANULAR SUB-BASE  | ⑬ EXISTING AGGREGATE SHOULDER                | ㉑ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B                                 |
| ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES                          | ⑭ EXISTING P.C.C. SHOULDER, 9"               | ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A                         |
| ⑥ EXISTING CURB & GUTTER, TYPE VARIES                               | ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"        | ㉓ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)                           |
| ⑦ EXISTING 6" PIPE UNDERDRAIN                                       | ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"        | ㉔ EXISTING HMA OVERLAY, 4"  |
| ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED                          |  | ㉕ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"           |
| ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER |  | ㉖ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A                         |
|   |  | ㉗ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"                                   |
|   |  | ㉘ NOT USED  |
|   |  | ㉙ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"          |
|   |  | ㉚ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"           |
|   |  | ㉛ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)                        |
|   |  | ㉜ STABILIZED MEDIAN SURFACE   |

**NOTES:**

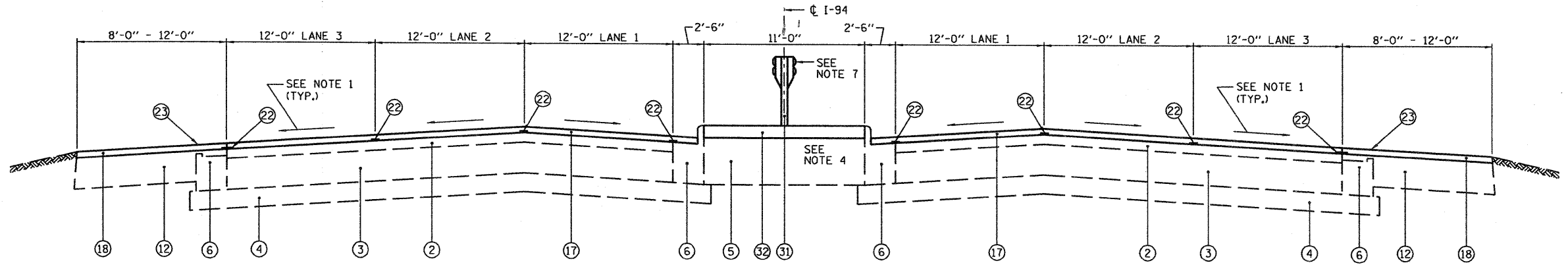
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. EXISTING AGGREGATE SHALL BE SUPPLEMENTED AS REQUIRED WITH GRADATION CA 7 OR CA 11 AND COMPACTED. COST SHALL BE INCLUDED IN UNIT PRICE FOR STABILIZED MEDIAN SURFACE.
5. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
6. TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).

FILE NAME = D160C08-009-TYPICAL.dgn	USER NAME = dwoznarski	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) EXISTING &amp; PROPOSED TYPICAL SECTIONS</b>	F.A.I. RTE. 94	SECTION (0312-708W, ETC. & 1315RS-4)	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 9
	PLOT SCALE = 10,0000' / IN.	CHECKED - RAC	REVISED -			SCALE:	SHEET NO. 3 OF 5 SHEETS	STA. 118+00 TO STA. 485+91	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 60C08
	PLOT DATE = 2/6/2009	DATE - 02/06/09	REVISED -							



**I-94 EXISTING TYPICAL SECTION**

STA. 364+37± TO 433+58



**I-94 PROPOSED TYPICAL SECTION**

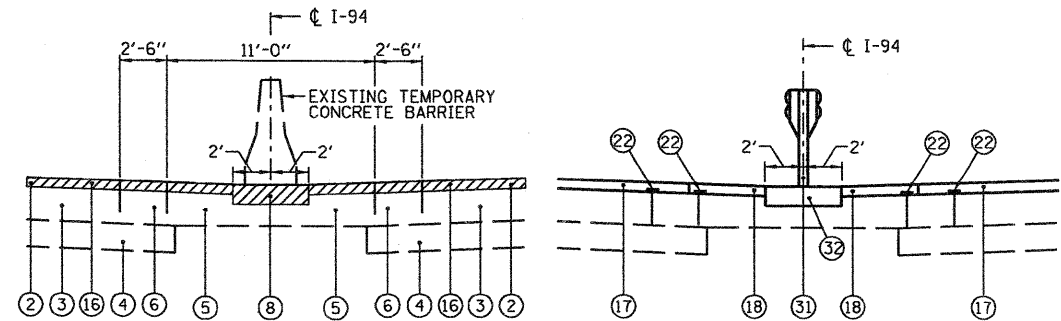
STA. 364+37± TO 433+58

**NOTES:**

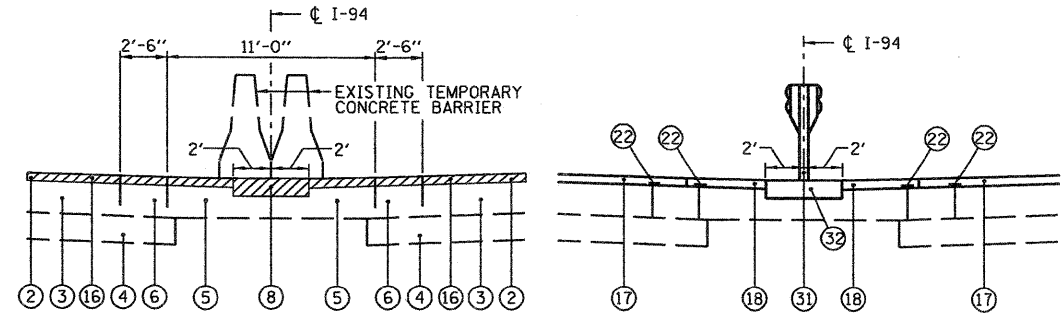
1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
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5. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
6. TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).
7. SEE MEDIAN TREATMENT DETAIL FOR VARYING CONDITIONS.

**LEGEND**

- |   |   |
|---|---|
| ① EXISTING HMA OVERLAY, VARIES 2"-4"  | ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL                                |
| ② EXISTING HMA OVERLAY, VARIES 5"-17"                                       | ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES                                |
| ③ EXISTING P.C.C. BASE, 10"   | ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"                                     |
| ④ EXISTING GRANULAR SUB-BASE  | ⑬ EXISTING AGGREGATE SHOULDER   |
| ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES                                  | ⑭ EXISTING P.C.C. SHOULDER, 9"  |
| ⑥ EXISTING CURB & GUTTER, TYPE VARIES                                       | ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"                                       |
| ⑦ EXISTING 6" PIPE UNDERDRAIN   | ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"                                       |
| ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED                                  | ⑰ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" |
| ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER         | ⑱ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      |
| ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL                                | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      |
| ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES                                | ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B                                 |
| ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"                                     | ㉑ STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A                         |
| ⑬ EXISTING AGGREGATE SHOULDER   | ㉒ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)                           |
| ⑭ EXISTING P.C.C. SHOULDER, 9"  | ㉓ EXISTING HMA OVERLAY, 4"  |
| ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"                                       | ㉔ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"           |
| ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"                                       | ㉕ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A                         |
| ⑰ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" | ㉖ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"                                   |
| ⑱ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      | ㉗ NOT USED  |
| ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      | ㉘ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"          |
| ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B                                 | ㉙ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"           |
| ㉑ STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A                         | ㉚ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)                        |
| ㉒ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)                           | ㉛ STABILIZED MEDIAN SURFACE   |
| ㉓ EXISTING HMA OVERLAY, 4"  |   |
| ㉔ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"           |   |
| ㉕ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A                         |   |
| ㉖ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"                                   |   |
| ㉗ NOT USED  |   |
| ㉘ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"          |   |
| ㉙ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"           |   |
| ㉚ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)                        |   |
| ㉛ STABILIZED MEDIAN SURFACE   |   |

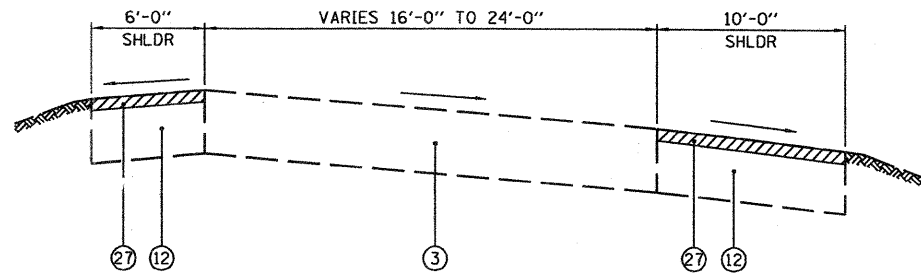


**MEDIAN TREATMENT DETAIL**  
STA 410+77± TO 416+17±

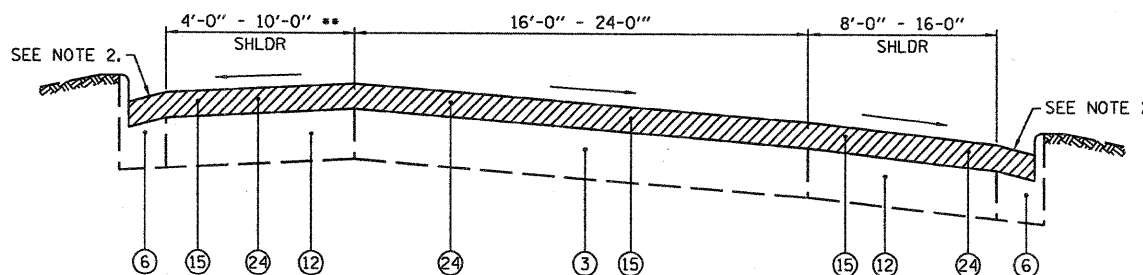


**MEDIAN TREATMENT DETAIL**  
STA 427+43± TO 433+58±

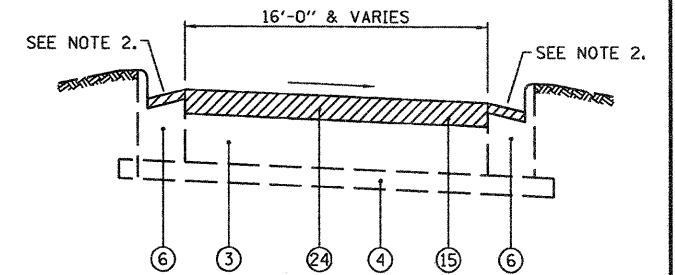
FILE NAME = 0160C08-010-TYPICAL.dgn	USER NAME = dwozniarski	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) EXISTING &amp; PROPOSED TYPICAL SECTIONS</b>	F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 10		
PLOT SCALE = 1/8" = 1'-0"	DRAWN - SAW	CHECKED - RAC	REVISED -			SCALE:	SHEET NO. 4 OF 5 SHEETS	STA. 118+00 TO STA. 485+91	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08		
PLOT DATE = 2/6/2009	DATE - 02/06/09	REVISED -	REVISED -									



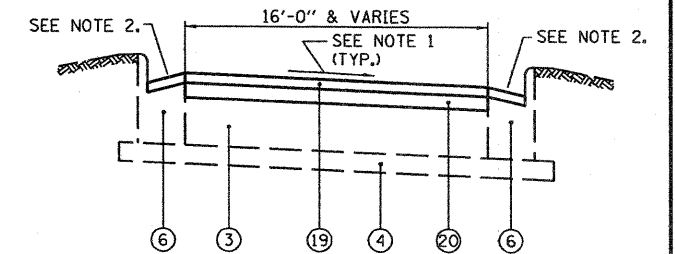
**EXISTING TYPICAL SECTION  
STONY ISLAND RAMP**



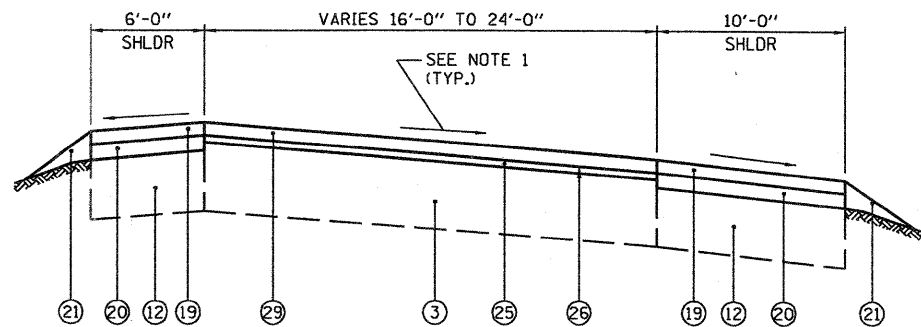
**EXISTING TYPICAL SECTION  
STONY ISLAND RAMP  
I-94 ENTRANCE AND EXIT TERMINALS**



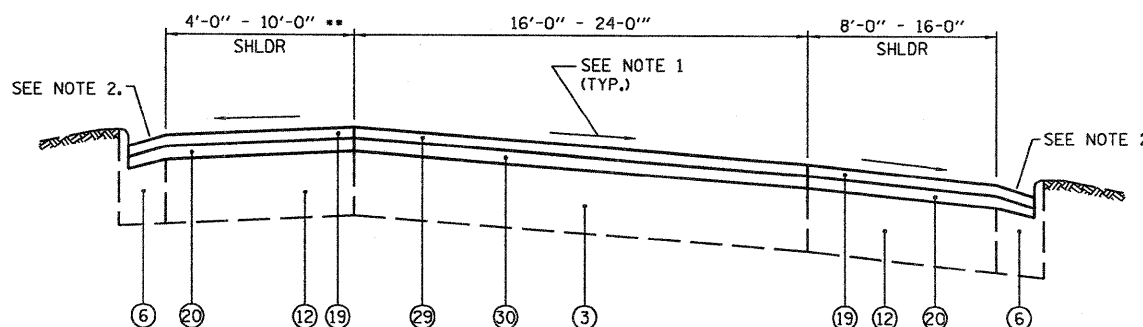
**EXISTING RAMP TYPICAL SECTION  
111TH STREET  
115TH STREET**



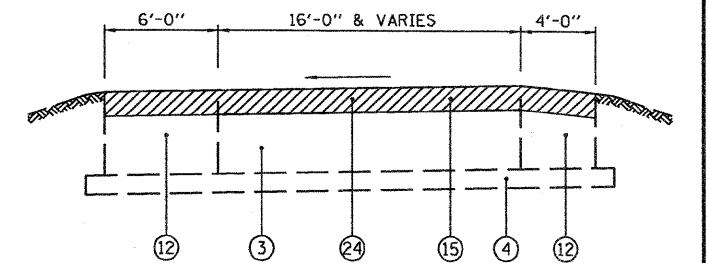
**PROPOSED RAMP TYPICAL SECTION  
111TH STREET  
115TH STREET**



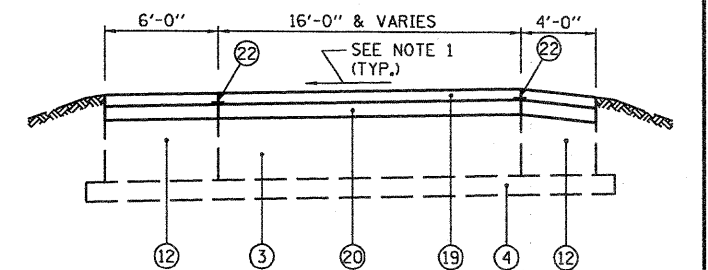
**PROPOSED TYPICAL SECTION  
STONY ISLAND RAMP**



**PROPOSED TYPICAL SECTION  
STONY ISLAND RAMP  
I-94 ENTRANCE AND EXIT TERMINALS**



**EXISTING RAMP TYPICAL SECTION  
130TH STREET**



**PROPOSED RAMP TYPICAL SECTION  
130TH STREET**

**LEGEND**

- |   |  |
|---|--|
| ① EXISTING HMA OVERLAY, VARIES 2"-4"                                | ①⑦ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" |
| ② EXISTING HMA OVERLAY, VARIES 5"-17"                               | ①⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"                          |
| ③ EXISTING P.C.C. BASE, 10"   | ①⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4"                      |
| ④ EXISTING GRANULAR SUB-BASE  | ②⑦ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"                       |
| ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES                          | ②① PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B                                 |
| ⑥ EXISTING CURB & GUTTER, TYPE VARIES                               | ②② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A                         |
| ⑦ EXISTING 6" PIPE UNDERDRAIN                                       | ②③ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01)                           |
| ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED                          | ②④ EXISTING HMA OVERLAY, 4"  |
| ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER | ②⑤ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4"           |
| ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL                        | ②⑥ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A                         |
| ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES                        | ②⑦ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"                                   |
| ⑫ EXISTING HMA SHOULDER, VARIES 10"-15"                             | ②⑧ NOT USED  |
| ⑬ EXISTING AGGREGATE SHOULDER                                       | ②⑨ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"          |
| ⑭ EXISTING P.C.C. SHOULDER, 9"                                      | ③① POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"           |
| ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4"                               | ③② PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE)                        |
| ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2"                               | ③③ STABILIZED MEDIAN SURFACE   |

**NOTES:**

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
  2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
  3. EXISTING AGGREGATE SHALL BE SUPPLEMENTED AS REQUIRED WITH GRADATION CA 7 OR CA 11 AND COMPACTED. COST SHALL BE INCLUDED IN UNIT PRICE FOR STABILIZED MEDIAN SURFACE.
  4. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
  5. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
- \* TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).

FILE NAME = D168C08-011-TYPICAL.dgn	USER NAME = dwozniarski	DESIGNED - RAC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) EXISTING &amp; PROPOSED TYPICAL SECTIONS</b>	F.A.I. RTG.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 10,0000' / IN.	CHECKED - RAC	REVISOR - SAW	REVISION -			94	KO312-708W, ETC. & 1315RS-4	COOK	167	11	
PLOT DATE = 2/6/2009	DATE - 02/06/09	REVISOR -	REVISION -			SCALE:		SHEET NO. 5 OF 5 SHEETS		STA. 118+00 TO STA. 485+91	
						FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 60C08	

CONTRACT 60C08  
CLASS D PATCHING SUMMARY

SCHEDULE	CLASS D, 10"			HMA RM OV PAT 4 (SY)	HMA RM OV PAT 10 (SY)	HMA REPL OVER PATCH (TON)
	TYPE II (SY)	TYPE III (SY)	TYPE IV (SY)			
EASTBOUND MAINLINE	57		87		170	95
WESTBOUND MAINLINE	161		27		240	135
EASTBOUND RAMPS	29		36	75		17
STONY ISLAND BRIDGES	181	24	89			
EASTBOUND STONY ISLAND FEEDER RAMPS (SHEET 2 OF 9)	492	117	1,034			
WESTBOUND STONY ISLAND FEEDER RAMPS (SHEET 2 OF 9)	149	184	1,395			
<b>TOTAL</b>	<b>1,069</b>	<b>325</b>	<b>2,668</b>	<b>75</b>	<b>410</b>	<b>247</b>

CONTRACT 60C08  
MAINLINE CLASS D PATCHING SCHEDULE

EASTBOUND MAINLINE

PATCH NUMBER	STATION	LANE NUMBER	LENGTH (FT)	WIDTH (FT)	LANE 1			LANE 2			LANE 3			TOTAL				
					CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	HMA REPL OVER PATCH (TON)	HMA REPL OVER PATCH (TON)
					TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)			
1E	120+99	1	4	12	5.4		8.0	4.5					5.4		8.0	4.5		
2E	120+99	2	4	12					5.4		8.0	4.5	5.4		8.0	4.5		
3E	120+99	3	4	12									5.4		8.0	4.5		
4E	180+46	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
5E	180+46	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
6E	181+00	1	40	12		53.4	56.0	31.4						53.4	56.0	31.4		
7E	190+61	1	25	12		33.4	36.0	20.2						33.4	36.0	20.2		
8E	201+30	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
9E	201+30	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
10E	373+62	3	6	12						8.0	10.7	6.0	8.0		10.7	6.0		
<b>SUBTOTAL EASTBOUND</b>														<b>56.2</b>	<b>86.8</b>	<b>169.3</b>	<b>94.8</b>	
<b>ROUNDED SUBTOTAL EASTBOUND</b>														<b>57</b>	<b>87</b>	<b>170</b>	<b>95</b>	

WESTBOUND MAINLINE

PATCH NUMBER	STATION	LANE NUMBER	LENGTH (FT)	WIDTH (FT)	LANE 1			LANE 2			LANE 3			TOTAL				
					CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	CLASS D, 10"		HMA RM OV PAT 10 (SY)	HMA REPL OVER PATCH (TON)	HMA REPL OVER PATCH (TON)
					TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)		TYPE II (SY)	TYPE IV (SY)			
1W	163+34	1	8	12	10.7		13.3	7.5					10.7		13.3	7.5		
2W	163+34	2	8	12					10.7		13.3	7.5	10.7		13.3	7.5		
3W	186+75	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
4W	186+75	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
5W	187+28	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
6W	187+28	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
7W	199+76	1	4	12	5.4		8.0	4.5					5.4		8.0	4.5		
8W	199+76	2	4	12					5.4		8.0	4.5	5.4		8.0	4.5		
9W	217+27	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
10W	217+27	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
11W	247+23	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
12W	247+23	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
13W	247+23	3	6	12									8.0		10.7	6.0		
14W	377+37	1	6	12	8.0		10.7	6.0					8.0		10.7	6.0		
15W	377+37	2	6	12					8.0		10.7	6.0	8.0		10.7	6.0		
16W	377+37	3	6	12									8.0		10.7	6.0		
17W	387+55	3	20	12						26.7	29.3	16.4	8.0		10.7	6.0		
18W	433+50	1	8	12	10.7		13.3	7.5					10.7		13.3	7.5		
19W	433+50	2	8	12					10.7		13.3	7.5	10.7		13.3	7.5		
20W	433+50	3	8	12						10.7	13.3	7.5	10.7		13.3	7.5		
<b>SUBTOTAL WESTBOUND</b>														<b>160.3</b>	<b>26.7</b>	<b>240.0</b>	<b>134.4</b>	
<b>ROUNDED SUBTOTAL WESTBOUND</b>														<b>161</b>	<b>27</b>	<b>240</b>	<b>135</b>	

CONTRACT 60C08  
RAMP CLASS D PATCHING SCHEDULE

EASTBOUND RAMPS

PATCH NUMBER	LOCATION	LENGTH (FT)	WIDTH (FT)	CLASS D, 10"		HMA RM OV PAT 4 (SY)	HMA REPL OVER PATCH (TON)
				TYPE II (SY)	TYPE IV (SY)		
R4	STONY ISLAND AVE EXIT RAMP	20	16		35.6	39.1	8.8
R5	DOTY AVE - RAMP A	10	12	13.4		16.0	3.6
R6	STONY ISLAND AVE ENT. RAMP	6	22	14.7		19.6	4.4
<b>SUBTOTAL EASTBOUND RAMPS</b>				<b>28.1</b>	<b>35.6</b>	<b>74.7</b>	<b>16.7</b>
<b>ROUNDED SUBTOTAL EASTBOUND RAMPS</b>				<b>29</b>	<b>36</b>	<b>75</b>	<b>17</b>

CONTRACT 60C08

STONY ISLAND BRIDGES- CLASS D PATCHING SCHEDULE

EASTBOUND STONY ISLAND

NUMBER	LOCATION	LENGTH (FT)	WIDTH (FT)	CLASS D, 10"		
				TYPE II (SY)	TYPE III (SY)	TYPE IV (SY)
BR 1	LN 1 AND LT SHDR AT BRIDGE OVER I-94 (WEST END)	4	71			31.6
BR 2	LN 2 AND RT SHDR AT BRIDGE OVER I-94 (WEST END)	4	71			31.6
BR 3	LN1 AND LT SHDR AT BRIDGE OVER I-94 (EAST END)	4	52		23.1	
BR 4	LN 2 AND RT SHDR AT BRIDGE OVER I-94 (EAST END)	4	58			25.8
BR 5	LN 1 AND LT SHDR AT BRIDGE OVER WOODLAWN (WEST END)	4	22	9.8		
BR 6	LN 2 AND RT SHDR AT BRIDGE OVER WOODLAWN (WEST END)	4	21	9.3		
BR 7	LN 1 AND LT SHDR AT BRIDGE OVER WOODLAWN (EAST END)	4	22	9.8		
BR 8	LN 2 AND RT SHDR AT BRIDGE OVER WOODLAWN (EAST END)	4	20	8.9		
BR 9	LN 1 AND LT SHDR AT BRIDGE OVER DORCHESTER (WEST END)	4	21	9.3		
BR 10	LN 2 AND RT SHDR AT BRIDGE OVER DORCHESTER (WEST END)	4	23	10.2		
BR 11	LN 1 AND LT SHDR AT BRIDGE OVER DORCHESTER (EAST END)	4	22	9.8		
BR 12	LN 2 AND RT SHDR AT BRIDGE OVER DORCHESTER (EAST END)	4	22	9.8		
<b>SUB TOTAL (EB)</b>				<b>76.9</b>	<b>23.1</b>	
<b>ROUNDED</b>				<b>77</b>	<b>24</b>	<b>89</b>

WESTBOUND STONY ISLAND

NUMBER	LOCATION	LENGTH (FT)	WIDTH (FT)	CLASS D, 10"		
				TYPE II (SY)	TYPE III (SY)	TYPE IV (SY)
BR 13	LN 1 AND LT SHDR AT BRIDGE OVER WOODLAWN (WEST END)	4	18	8.0		
BR 14	LN 2 AND RT SHDR AT BRIDGE OVER WOODLAWN (WEST END)	4	22	9.8		
BR 15	LN 1 AND LT SHDR AT BRIDGE OVER WOODLAWN (EAST END)	4	20	8.9		
BR 16	LN 2 AND RT SHDR AT BRIDGE OVER WOODLAWN (EAST END)	4	22	9.8		
BR 17	LN 1 AND LT SHDR AT BRIDGE OVER DORCHESTER (WEST END)	4	18	8.0		
BR 18	LN 2 AND RT SHDR AT BRIDGE OVER DORCHESTER (WEST END)	4	28	12.4		
BR 19	LN 1 AND LT SHDR AT BRIDGE OVER DORCHESTER (WEST END)	4	18	8.0		
BR 20	LN 2 AND RT SHDR AT BRIDGE OVER DORCHESTER (EAST END)	4	31	13.8		
BR 21	LT SHDR AND HALF RAMP PVT. AT FLYOVER RAMPB (WEST END)	4	14	6.2		
BR 22	RT SHDR AND HALF RAMP PVT. AT FLYOVER RAMP B (WEST END)	4	14	6.2		
BR 23	LT SHDR AND HALF RAMP PVT. AT FLYOVER RAMPB (EAST END)	4	14	6.2		
BR 24	RT SHDR AND HALF RAMP PVT. AT FLYOVER RAMP B (EAST END)	4	14	6.2		
<b>SUB TOTAL (EB)</b>				<b>103.5</b>		
<b>ROUNDED</b>				<b>104</b>		
<b>TOTAL</b>				<b>181</b>	<b>24</b>	<b>89</b>



**CONTRACT 60C08  
RESURFACING SCHEDULE**

**EASTBOUND**

LOCATION		POLYMERIZED HMA SURFACE COURSE, SMA, N80	HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL- 19, N70	HMA SURFACE REMOVAL, 4"	HMA SURFACE REMOVAL, 2"	DESCRIPTION
STA	STA	(TON)	(TON)	(TON)	(SY)	(SY)	
118+00	119+10		13.7			122.2	OUTSIDE SHOULDER
120+39	139+11		174.7			1,560.0	OUTSIDE SHOULDER
145+00	146+06		13.2			117.8	OUTSIDE SHOULDER
148+48	160+14		101.6			906.9	OUTSIDE SHOULDER
162+65	173+00		123.4			1,102.2	OUTSIDE SHOULDER
180+12	187+23		88.5			790.0	OUTSIDE SHOULDER
189+90	220+00		374.6			3,344.4	OUTSIDE SHOULDER
220+00	254+70		386.3			3,449.5	OUTSIDE SHOULDER
256+60	265+46		132.3			1,181.3	OUTSIDE SHOULDER
267+72	276+83		104.3			931.1	OUTSIDE SHOULDER
278+76	366+38		1,021.1			9,117.0	OUTSIDE SHOULDER
367+66	370+72		59.0			527.0	OUTSIDE SHOULDER
371+58	377+64		78.6			701.8	OUTSIDE SHOULDER
379+00	426+80		684.9			6,115.5	OUTSIDE SHOULDER
429+92	433+60		36.6			327.1	OUTSIDE SHOULDER
118+00	119+00		10.0			88.9	INSIDE SHOULDER
120+39	139+11		174.7			1,560.0	INSIDE SHOULDER
145+00	160+14		160.1			1,429.9	INSIDE SHOULDER
162+65	172+99		96.5			861.7	INSIDE SHOULDER
180+12	187+28		53.9			481.1	INSIDE SHOULDER
189+90	207+63		166.9			1,489.8	INSIDE SHOULDER
220+00	365+00		1,088.9			9,722.2	INSIDE SHOULDER
GORE AREAS			531.3			4,744.0	
118+00.0	172+99.2	2,474.7				18,331.2	MAINLINE
180+12.1	187+32.7	259.4				1,921.6	MAINLINE
189+90.7	433+60.0	10,007.8				74,131.5	MAINLINE
TAPERED LANES		587.2				4,349.9	MAINLINE
111TH ST RAMPS			514.6	661.6	5,250.9		
115th ST RAMPS			424.3	545.5	4,329.6		RAMP AREA
130th ST RAMPS			286.6	368.5	2,924.9		RAMP AREA
DOTY AVE RAMPS			95.9	123.3	978.4		RAMP AREA
RAMP B- C			360.2	463.2	3,675.9		
DEDUCTIONS FOR BUTT JOINTS				(73.1)			
SUBTOTAL		13,329.1	7,356.8	2,089.0	17,159.7	149,405.6	
ROUNDED SUBTOTAL		13,330	7,357	2,090	17,160	149,406	

CONTINUED NEXT SHEET

**CONTRACT 60C08**

FILE NAME = D:\60C08-014-SCHEDULE.dgn	USER NAME = dvoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SCHEDULES OF QUANTITIES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = N/A	DRAWN - DMW	REVISED -	94			K0312-708W, ETC. & 1315RS-4	COOK	167	14		
PLOT DATE = 2/6/2009	CHECKED -	REVISED -	SCALE: N/A			SHEET NO. 3 OF 9 SHEETS		STA. TO STA.		CONTRACT NO. 60C08	
	DATE - 2/6/2009	REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT					

**CONTRACT 60C08  
RESURFACING SCHEDULE**

**WESTBOUND**

LOCATION		POLYMERIZED HMA SURFACE COURSE, SMA, N80	HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL- 19, N70	HMA SURFACE REMOVAL, 4"	HMA SURFACE REMOVAL, 2"	DESCRIPTION
STA	STA	(TON)	(TON)	(TON)	AREA (SY)	(SY)	
120+39	125+00		53.3			476.2	OUTSIDE SHOULDER
131+50	141+29		97.5			870.2	OUTSIDE SHOULDER
144+76	154+57		128.8			1,150.1	OUTSIDE SHOULDER
158+08	161+52		41.7			372.7	OUTSIDE SHOULDER
163+86	173+58		121.0			1,080.0	OUTSIDE SHOULDER
179+75	187+80		77.1			688.3	OUTSIDE SHOULDER
190+26	203+35		160.5			1,433.1	OUTSIDE SHOULDER
206+15	217+28		146.9			1,311.6	OUTSIDE SHOULDER
224+36	237+13		150.4			1,342.7	OUTSIDE SHOULDER
240+39	254+08		170.4			1,521.1	OUTSIDE SHOULDER
270+36	280+23		129.9			1,159.4	OUTSIDE SHOULDER
283+55	368+95		1,100.1			9,822.1	OUTSIDE SHOULDER
369+93	373+03		57.9			516.7	OUTSIDE SHOULDER
374+56	380+56		41.1			366.7	OUTSIDE SHOULDER
381+27	383+71		53.1			474.4	OUTSIDE SHOULDER
384+60	436+25		672.0			6,000.0	OUTSIDE SHOULDER
120+39	141+25		207.7			1,854.2	INSIDE SHOULDER
144+74	160+00		132.9			1,186.9	INSIDE SHOULDER
162+65	173+59		136.7			1,220.4	INSIDE SHOULDER
179+75	189+77		31.2			278.3	INSIDE SHOULDER
190+26	204+10		139.3			1,243.5	INSIDE SHOULDER
206+68	365+00		1,227.7			10,961.2	INSIDE SHOULDER
GORE AREA			472.5			4,218.8	
118+00.0	173+59.0	2,659.7				19,701.3	MAINLINE
179+73.3	187+79.7	290.3				2,150.4	MAINLINE
190+26.4	204+09.7	498.0				3,688.7	MAINLINE
206+67.5	433+60.0	9,404.1				69,660.0	MAINLINE
TAPERED LANES		548.5				4,063.3	MAINLINE
111TH ST RAMPS			354.3	455.6	3,615.7		RAMP AREA
115th ST RAMPS			390.1	501.5	3,980.2		RAMP AREA
130th ST RAMPS			259.2	333.3	2,645.2		RAMP AREA
DOTY AVE RAMPS			75.3	96.8	768.3		RAMP AREA
AREA BET. 111TH & 115TH ST. RAMPS			876.5	1,126.9	8,943.4		
DEDUCTIONS FOR BUTT JOINTS				(82.9)			
SUBTOTAL		13,400.6	7,504.8	2,431.1	19,952.8	148,812.3	
ROUNDED SUBTOTAL		13,401	7,505	2,432	19,953	148,813	
TOTAL		26,731	14,862	4,522	37,113	298,219	

**CONTRACT 60C08  
STONY ISLAND RESURFACING SCHEDULE**

**EASTBOUND**

LOCATION		HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL-19, N70	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90	POLYMERIZED HMA BINDER COURSE, IL-19, N90	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 4"	DESCRIPTION
STA	STA	(SY)	(TON)			(TON)	(SY)	(SY)	
15+00	49+89	516.9	664.6				5,274.7		RAMP A SHOULDERS
10+00	43+39	423.1	544.0				4,317.5		RAMP D SHOULDERS
10+39	23+94	45.2	58.1				460.8		RAMP E SHOULDERS
15+73	23+06	87.9	113.0				896.9		RAMP F SHOULDERS
17+03	22+07	52.0	66.8				530.2		RAMP G SHOULDERS
23+06	30+00	70.2	90.3				716.3		RAMP F SHOULDERS
30+00	35+17	172.2	221.3				1,756.7		SB STONY ISLAND SHOULDERS
<b>GORE AREA</b>		227.9	293.0				2,325.6		
15+00	49+89			773.9		331.7			RAMP A PAVEMENT
10+00	43+39			669.2		286.8			RAMP D PAVEMENT
10+39	14+69			156.3		67.0			RAMP E PAVEMENT
15+73	23+06			111.7		47.9			RAMP F PAVEMENT
17+03	22+07			116.3		49.8			RAMP G PAVEMENT
23+06	30+00			177.6		76.1			RAMP F PAVEMENT
30+00	35+17			317.9		136.2			SB STONY ISLAND RAMP PAVEMENT
202+43	220+07			265.2	341.0			2,706.5	STONY ISLAND ENT TERMINAL RAMP PAVEMENT
146+05	149+23			55.7	71.6			568.0	STONY ISLAND EXT TERMINAL RAMP PAVEMENT
202+43	220+07	127.1	163.4					1,296.6	STONY ISLAND ENT TERMINAL RAMP SHOULDER
146+05	149+23	25.8	33.2					263.3	STONY ISLAND EXT TERMINAL RAMP RT & LT SHOULDER
<b>DEDUCTIONS FOR BUTT JOINTS</b>			(87.6)						
<b>SUBTOTAL</b>		1,748.2	2,160.1	2,643.7	412.6	995.5	16,278.7	4,834.4	
<b>ROUNDED SUBTOTAL</b>		1,749	2,161	2,644	413	996	16,279	4,835	

**CONTRACT 60C08  
STONY ISLAND RESURFACING SCHEDULE**

**WESTBOUND**

LOCATION		HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL-19, N70	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90	POLYMERIZED HMA BINDER COURSE, IL-19, N90	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50	HMA SURFACE REMOVAL, 1 1/2"	HMA SURFACE REMOVAL, 4"	DESCRIPTION
STA	STA	(SY)	(TON)	(TON)	(TON)	(TON)	(SY)	(SY)	
23+56	89+80	737.3	948.0				7,523.8		RAMP B SHOULDERS
10+87	12+25	35.9	46.1				366.0		RAMP J SHOULDERS
13+63	15+00	27.4	35.2				279.4		RAMP I SHOULDERS
13+48	32+74	265.3	341.1				2,707.2		RAMP H SHOULDERS
14+73	37+60	403.8	519.1				4,120.0		NB STONY ISLAND SHOULDERS
<b>GORE AREA</b>		172.7	222.1				1,762.4		
23+56	89+80			1,001.4		429.2			RAMP B PAVEMENT
10+00	11+65			43.1		18.5			RAMP C PAVEMENT
10+43	15+52			150.3		64.4			RAMP J PAVEMENT
12+10	15+49			69.9		30.0			RAMP I PAVEMENT
13+48	33+53			355.6		152.4			RAMP H PAVEMENT
14+73	35+03			622.6		266.8			NB STONY ISLAND RAMP PAVEMENT
<b>TAPERED LANES</b>				54.7		23.4			RAMP PAVEMENT
154+58	157+77			59.5	76.5			607.0	STONY ISLAND ENT TERMINAL RAMP PAVEMENT
216+47	220+99			155.6	200.1			1,588.0	STONY ISLAND EXT TERMINAL RAMP PAVEMENT
154+58	157+77	46.9	60.3					478.3	STONY ISLAND ENT TERMINAL RAMP SHOULDER
216+47	220+99	73.9	95.1					754.5	STONY ISLAND EXT TERMINAL RAMP RT & LT SHOULDER
<b>DEDUCTIONS FOR BUTT JOINTS</b>			(70.56)						
<b>SUBTOTAL</b>		1,763.2	2,196.4	2,512.7	276.6	984.7	16,758.8	3,427.7	
<b>ROUNDED SUBTOTAL</b>		1,764.0	2,197.0	2,513.0	277.0	985.0	16,759.0	3,428.0	
<b>TOTAL SCHEDULE</b>		3,513	4,358	5,157	690	1,981	33,038	8,263	

**CONTRACT 60C08  
RESURFACING SUMMARY**

SCHEDULE	POLYMERIZED HMA SURFACE COURSE, SMA, N80 (TONS)	POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (TONS)	POLYMERIZED HMA BINDER COURSE, IL-19, N90 (TONS)	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 (TONS)	HMA SURFACE COURSE MIX "D" N70 (TONS)	HMA BINDER COURSE, IL-19.0, N70 (TONS)	HMA SURFACE REMOVAL 1-1/2" (SY)	HMA SURFACE REMOVAL 2" (SY)	HMA SURFACE REMOVAL 4" (SY)
EASTBOUND MAINLINE (SHEET 3 OF 9)	13,330				7,357	2,090		149,406	17,160
WESTBOUND MAINLINE (SHEET 4 OF 9)	13,401				7,505	2,432		148,813	19,953
STONY ISLAND (SHEET 5 OF 9)		5,157	690	1,981	3,513	4,358	33,038		8,263
<b>TOTAL</b>	26,731	5,157	690	1,981	18,375	8,880	33,038	298,219	45,376



**CONTRACT 60C08**

**SIGN SCHEDULE**

SIGN NO.	STR. NO.	STATION	LEGEND/DESCRIPTION	EXISTING		PROPOSED		REMOVE SIGN PANEL - TYPE 2 SQ FT	REMOVE SIGN PANEL - TYPE 3 SQ FT	SIGN PANEL TYPE 3 SQ FT	WOOD SIGN SUPPORT FOOT
				WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)				
EB-BS-01	-	UNKNOWN	STONY ISLAND AVE - 3/4 MILE	20.0	8.0	20.0	10.0		160.0	200.0	
EB-BR-02	1B016I094R063.8-000	119+38	I-94 EAST - INDIANA	20.0	8.0	19.5	9.0		160.0	175.5	
EB-BR-03	1B016I094R063.8-000	119+38	STONY ISLAND AVE - EXIT ONLY	16.5	10.0	20.0	10.0		165.0	200.0	
EB-TR-06	1S016I094R064.2-000	139+89	I-94 EAST - INDIANA	16.5	8.0	16.0	9.0		132.0	144.0	
EB-TR-07	1S016I094R064.2-000	139+89	STONY ISLAND AVE - EXIT ONLY	20.0	10.0	20.0	10.0		200.0	200.0	
EB-WP-10	-	149+00	EXIT 65	3.5	5.0	6.0	5.0	17.5		30.0	36.0
EB-TR-13	1S016I094R065.7-000	219+69	115TH ST - 1 MILE	12.0	6.0	10.5	8.0		72.0	84.0	
EB-TR-14	1S016I094R065.7-000	219+69	111TH ST - 1/2 MILE	12.0	6.0	10.0	8.0		72.0	80.0	
EB-BS-17	-	228+00	111TH ST - 1/4 MILE	12.5	6.0	10.0	8.0		75.0	80.0	
EB-TR-20	1S016I094R066.6-000	238+07	130TH ST - 2 1/2 MILES	12.0	6.0	12.0	8.0		72.0	96.0	
EB-TR-21	1S016I094R066.6-000	238+07	115TH ST - 1/2 MILE	12.0	6.0	10.5	8.0		72.0	84.0	
EB-TR-22	1S016I094R066.6-000	238+07	111TH ST	11.0	6.0	10.0	8.0		66.0	80.0	
EB-WP-23	-	240+98	EXIT 66A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
EB-WP-27	-	267+93	EXIT 66B	3.5	5.0	7.0	5.0			35.0	36.0
EB-BS-33	-	326+57	130TH ST - 1 MILE	13.0	8.0	12.0	8.0		104.0	96.0	
EB-BS-35	-	350+96	WEST 130TH ST - 1/4 MILE	12.5	8.0	11.0	9.5		100.0	104.5	
EB-TR-36	1S016I094R068.4-000	362+69	DOLTON AVE - 2 MILES	12.0	8.0	13.5	8.0		96.0	108.0	
EB-TR-37	1S016I094R068.4-000	362+69	130TH ST - 1/4 MILE	14.0	6.0	11.0	9.5		84.0	104.5	
EB-TR-38	1S016I094R068.4-000	362+69	WEST 130TH ST	15.5	6.0	13.5	7.5		93.0	101.3	
EB-WP-39	-	367+92	EXIT 68A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
EB-BS-41	-	373+72	EAST 130TH ST	12.0	9.0	10.5	10.5		108.0	110.3	
EB-WP-43	-	379+22	EXIT 68B	3.5	5.0	7.0	5.0	17.5		35.0	36.0
EB-BS-48	-	397+66	BEAUBIEN WOODS FOREST PRESERVE - 1/2 MILE	15.0	9.0	15.0	9.0		135.0	135.0	
EB-BS-52	-	416+74	BEAUBIEN WOODS FOREST PRESERVE - 1/4 MILE	15.0	8.5	15.0	9.5		127.5	142.5	
EB-TR-53	1S016I094R069.6-000	427+11	IL 83 - SIBLEY BLVD - 1 3/4 MILES	14.0	6.0	14.0	11.5		84.0	161.0	
EB-TR-54	1S016I094R069.6-000	427+11	DOLTON AVE - 1 MILE	14.0	9.0	13.5	8.0		126.0	108.0	
EB-TR-55	1S016I094R069.6-000	427+11	BEAUBIEN WOODS FOREST PRESERVE	22.0	6.0	22.0	8.0		132.0	176.0	
EB-LP-56	-	432+05	EXIT 69	3.5	5.0	6.0	5.0	17.5		30.0	36.0
EB-CL-58	1C016I094R069.9-000	445+54	WEST DOLTON AVE - 1/2 MILE	14.0	8.0	13.5	9.5		112.0	128.3	
EB-TR-59	1S016I094R070.4-000	470+86	IL 83 - SIBLEY BLVD - 1 MILE	14.5	9.0	14.0	11.5		130.5	161.0	
EB-TR-60	1S016I094R070.4-000	470+86	EAST DOLTON AVE - 1/4 MILE	14.0	8.0	13.5	9.5		112.0	128.3	
EB-TR-61	1S016I094R070.4-000	470+86	WEST DOLTON AVE	17.5	6.0	16.5	7.5		105.0	123.8	
EB-WP-62	-	472+85	EXIT 70A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
EB-CL-63	1C016I094R070.7-000	482+04	EAST DOLTON AVE	17.5	8.5	16.5	7.5		148.8	123.8	
EB-WP-64	-	484+20	EXIT 70B	3.5	5.0	7.0	5.0	17.5		35.0	36.0
EB-BS-75	-	263+89	115TH ST	11.5	7.0	11.0	8.0		80.5	88.0	

EASTBOUND SUBTOTAL	122.5	3,124.3	3,793.5	288.0
EASTBOUND ROUNDED SUBTOTAL	123	3,125	3,794	288

SIGN NO.	STR. NO.	STATION	LEGEND/DESCRIPTION	EXISTING		PROPOSED		REMOVE SIGN PANEL - TYPE 2 SQ FT	REMOVE SIGN PANEL - TYPE 3 SQ FT	SIGN PANEL TYPE 3 SQ FT	WOOD SIGN SUPPORT FOOT
				WIDTH (FT)	HEIGHT (FT)	WIDTH (FT)	HEIGHT (FT)				
WB-TR-04	1S016I094L063.8-000	121+87	I-57 SOUTH - MEMPHIS - EXIT ONLY	16.5	10.0	13.5	12.5		165.0	168.8	
WB-TR-05	1S016I094L063.8-000	121+87	I-94 WEST RYAN EXPY - CHICAGO LOOP	12.0	10.0	16.5	10.0		120.0	165.0	
WB-TR-08	1S016I094L064.3-000	146+00	I-57 SOUTH - MEMPHIS - LEFT LANE	17.0	9.0	12.5	12.0		153.0	150.0	
WB-TR-09	1S016I094L064.3-000	146+00	I-94 WEST - CHICAGO LOOP - RIGHT 2 LANES	12.0	9.0	16.5	10.0		108.0	165.0	
WB-BS-11	-	165+00	I-57 SOUTH - MEMPHIS - LEFT 1 MILE	13.5	12.5	12.0	12.5		168.8	150.0	
WB-WP-12	-	217+73	EXIT 65	3.5	5.0	6.0	5.0	17.5		30.0	36.0
WB-TR-15	1S016I094L065.8-000	221+60	I-94 WEST - CHICAGO LOOP	16.5	9.0	16.5	10.0		148.5	165.0	
WB-TR-16	1S016I094L065.8-000	221+60	103RD ST - STONY ISLAND AVE	21.0	9.0	20.0	10.0		189.0	200.0	
WB-TR-18	1S016I094L066.0-000	237+06	I-94 WEST - CHICAGO LOOP - LEFT 2 LANES	16.5	9.0	16.5	10.0		148.5	165.0	
WB-TR-19	1S016I094L066.0-000	237+06	103RD ST - STONY ISLAND AVE - RIGHT 2 LANES	21.0	8.0	20.0	10.5		168.0	210.0	
WB-WP-24	-	254+61	EXIT 66A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
WB-BS-25	-	258+43	111TH ST - I-94	12.5	5.0	9.0	5.0		62.5	45.0	
WB-WP-26	-	266+30	EXIT 66A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
WB-WP-28	-	280+66	EXIT 66B	3.5	5.0	7.0	5.0	17.5		35.0	36.0
WB-TR-29	1S016I094L066.6-000	281+82	103 RD ST - STONY ISLAND AVE - 1 1/4 MILES	21.0	8.0	20.0	10.5		168.0	210.0	
WB-TR-30	1S016I094L066.6-000	281+82	111TH ST - 1/4 MILE	12.0	6.0	10.0	8.0		72.0	80.0	
WB-TR-31	1S016I094L066.6-000	281+82	115TH ST	11.5	6.0	9.5	8.0		69.0	76.0	
WB-BS-32	-	305+53	115TH ST - 1/2 MILE	12.5	6.0	10.5	8.0		75.0	84.0	
WB-BS-34	-	336+66	115TH ST - 111TH ST - 1 MILE	14.0	10.0	12.0	10.0		140.0	120.0	
WB-WP-40	-	372+96	EXIT 68A	3.5	5.0	7.0	5.0	17.5		35.0	36.0
WB-BS-42	-	378+68	WEST 130TH ST	12.0	9.0	10.5	10.5		108.0	110.3	
WB-WP-44	-	383+33	EXIT 68B	3.5	5.0	7.0	5.0	17.5		35.0	36.0

CONTINUED ON NEXT SHEET



**CONTRACT 60C08  
GLARE SCREEN & CONCRETE REMOVAL**

WB I-94

LOCATION		CONCRETE GLARE SCREEN REMOVAL (FOOT)	CONCRETE REMOVAL (CY)
FROM STA	TO STA		
359+00	361+00	30	0.7
		30	0.7
		10	0.2
		10	0.2
I-94 EB			7.0
I-94 WB			7.0
X231 BRIDGE COLUMN			0.6
<b>TOTAL</b>		<b>80</b>	<b>16.5</b>

**CONTRACT 60C08  
CLASS B PATCHES, 10"**

EASTBOUND RAMP

PATCH NUMBER	LOCATION	LENGTH (FT)	WIDTH (FT)	CLASS B, 10"		SAW CUTS (FT)	PAVEMENT FABRIC (SY)	DOWEL BARS (EA)	TIE BARS (EA)
				TYPE II	TYPE IV				
R1	DOLTON AVE - RAMP D	6	14	9.3		60.0		26	
R2	DOTY AVE - RAMP A	6	12	8.0		54.0		22	
R3	STONY ISLAND AVE ENTRANCE	50	17		94.5	201.0	94.4	32	98
SUBTOTAL EASTBOUND				17.3	94.5	315.0	94.4	80	98
ROUNDED SUBTOTAL EASTBOUND				18	95	315	95	80	98

WESTBOUND MAINLINE

PATCH NUMBER	STATION	LOCATION	LENGTH (FT)	WIDTH (FT)	CLASS B, 10"		SAW CUTS (FT)	PAVEMENT FABRIC (SY)	DOWEL BARS (EA)	TIE BARS (EA)
					TYPE II	TYPE IV				
21W	163+74	OUTSIDE SHOULDER	40	15.5		68.9	166.5	68.9	29	78
ROUNDED SUBTOTAL WESTBOUND				0	69	167	69	29	78	

TOTAL		18	164	482	164	109	176
TOTAL FROM CLASS A PATCH SCHEDULE				139		44	
TOTAL ALL SCHEDULES		18	164	621	164	153	176

**CONTRACT 60C08  
CLASS A PATCHES, 10"**

EASTBOUND MAINLINE

PATCH NUMBER	STATION	LANE NUMBER	LENGTH (FT)	WIDTH (FT)	CLASS A, 10"		SAW CUTS (FT)	PATCHING REINFORCEMENT (SY)	DOWEL BARS (EA)
					TYPE II	TYPE IV			
11E	441+44	2	4	12	5.4		68.0	5.4	22
12E	485+88	1	5	12	6.7		71.0	6.7	22
TOTAL					12.1		139.0	12.1	44
ROUNDED TOTAL					13		139	13	44

TOTAL FROM CLASS B PATCH SCHEDULE		482		109
TOTAL ALL SCHEDULES		13	621	153

**CONTRACT 60C08  
CONCRETE BARRIER WALL REMOVAL AND REPLACEMENT (FULL DEPTH REPAIR)**

EASTBOUND

LOCATION		LENGTH (FOOT)
STA	STA	
218+50	218+60	10
348+40	348+48	8
SUBTOTAL		18

WESTBOUND

LOCATION		LENGTH (FOOT)
STA	STA	
133+60	133+70	10
151+70	151+85	15
158+90	159+10	20
172+15	172+20	5
186+00	186+15	15
191+50	191+98	48
SUBTOTAL		113

<b>TOTAL</b>	<b>131</b>
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**CONTRACT 60C08  
TEMPORARY PAVEMENT MARKING SCHEDULE**

STAGE	WET REFL. TEMP TAPE, TYPE III - LETTERS AND SYMBOLS (SQ FT)			WET REFL. TEMP TAPE, TYPE III 4" (FOOT)			WET REFL. TEMP TAPE, TYPE III 5" (FOOT)			WET REFL. TEMP TAPE, TYPE III 8" (FOOT)			WET REFL. TEMP TAPE, TYPE III 24" (FOOT)			TEMP PM LINE 6" (FOOT)			WORK ZONE PM REMOVAL (SQ FT)			PAVEMENT MARKING REMOVAL (SQ FT)		
	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY	EB	WB	STONY
STAGE 1				1,515	1,515	28,497									6,750	6,750		495	495		420	420		
STAGE 2	219	182		69,528	72,419		21,143	21,454	2,401	16,984	16,262	12,103	69	114	47									
SUBTOTAL	219	182		71,043	73,934	28,497	21,143	21,454	2,401	16,984	16,262	12,103	69	114	47	6,750	6,750		495	495		420	420	
TOTAL	401			173,474			44,998			45,349			230			13,500			990			840		

CONTRACT 60C08  
BARRIER AND GUARD  
RAIL SCHEDULE

MEDIAN  
  
EASTBOUND  
  
WESTBOUND  
  
STONY ISLAND  
  
STONY ISLAND LIGHT  
POLES

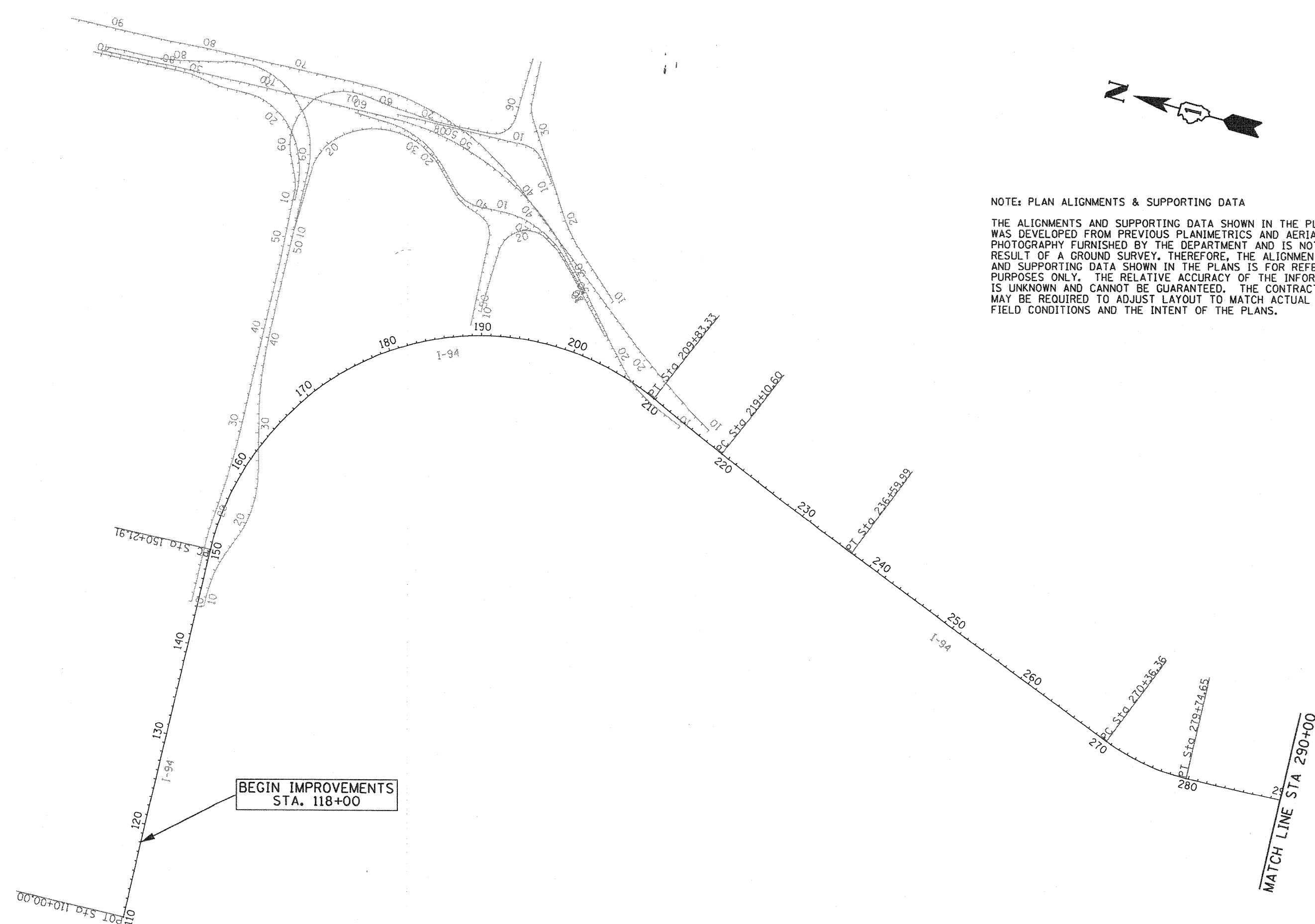
ALIGNMENT	STATION	STATION	(SQ FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(SQ YD)	(EACH)	(EACH)	(EACH)	(SQ YD)	REMARKS
LOCATION			TEMPORARY CONCRETE BARRIER REMOVAL	STEEL PLATE BEAM GUARDRAIL	TEMPORARY CONCRETE BARRIER REMOVAL	STEEL PLATE BEAM GUARDRAIL	TEMPORARY CONCRETE BARRIER REMOVAL	STEEL PLATE BEAM GUARDRAIL	TEMPORARY CONCRETE BARRIER (TO REMAIN PERM)	TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL TYPE 2	TRAFFIC BARRIER TERMINAL TYPE 6	TRAFFIC BARRIER TERMINAL TYPE 6A	TRAFFIC BARRIER TERMINAL TYPE 6B	TRAFFIC BARRIER TERMINAL TYPE 6 (SPECIAL)	CONCRETE CURB, TYPE B 6"	IMPACT ATTENUATORS BEYOND USE, NARROW, TEST LEVEL 3	CONCRETE PAD	TERMINAL MARKER - DIRECT APPLIED	MONODIRECTIONAL GUARD RAIL REFLECTORS	MONODIRECTIONAL GUARD BARRIER REFLECTOR	STABILIZED MEDIAN SURFACE	
FAI 94	118+00	364+37																					EXISTING MEDIAN BARRIER OR PARAPET
FAI 94	135+51	138+54			325.0												1	26.0					EMERGENCY CROSSOVER - ESTIMATED QUANTITY OF ALL TEMPORARY BARRIER TO BE REMOVED
FAI 94	135+60	138+63			325.0												1	26.0					WITHOUT BARRIER CURB TYPE B 6"
FAI 94	364+37	375+69	12,452.0	1,132.0										2	1					14		1,383.6	130TH ST BRIDGE
FAI 94	375+69	376+48																					RR BRIDGE
FAI 94	376+48	386+00	10,472.0	1,034.0										4								14	1,163.6
FAI 94	386+00	386+52																					RR BRIDGE
FAI 94	386+52	386+95	473.0	86.0										2									52.6
FAI 94	386+95	389+77	2,882.0	302.0																		12	320.2
FAI 94	389+77	425+55	35,578.0	3,041.0	540.0																	26	3,953.1
FAI 94	425+55	428+68	2,568.0	365.0	250.0																	12	285.4
FAI 94	428+68	433+58	1,960.0		980.0																	12	217.8
FAI 94	433+58	445+05																					WITHOUT BARRIER CURB TYPE B 6"
FAI 94	445+05	450+20			515.0																		EXISTING F SHAPE BARRIER
FAI 94	450+20	485+91																					EXISTING SINGLE FACE BARRIER
FAI 94	145+00	220+00																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	218+26	220+07																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	246+48	253+24																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	269+01	272+00		299.0		262.5																	APPROACH TO 115TH ST
FAI 94	272+00	272+82																					115TH ST BRIDGE - GUARD RAIL ATTACHED TO STRUCTURE TO REMAIN - CONNECT PR GUARD RAIL TO EX GUARD RAIL ATTACHED TO STRUCTURE
FAI 94	272+82	274+17		135.0		137.5																	DEPARTURE FROM 115TH ST
FAI 94	358+35	358+98																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	384+09	385+58																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	386+10	398+83																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	406+80	430+78																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	431+44	433+60																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	474+91	475+84																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	485+13	487+08																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	145+00	220+00																					EXISTING SINGLE FACE BARRIER
FAI 94	221+55	223+93																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	240+15	240+47																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	246+29	250+55																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	269+84	274+29																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	325+42	328+59																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	346+24	353+48																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	368+35	368+96																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	385+18	386+58		140.0		100.0																	DEPARTURE OF RR BRIDGE
FAI 94	386+94	419+58																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	431+58	437+56																					FIELD VERIFY - REFLECTORS ONLY
FAI 94	482+34	483+26																					FIELD VERIFY - REFLECTORS ONLY
NBSTNY	33+07	34+44		137.0		100.0																	LT E/P PROTECTION AROUND OVERHEAD SIGN FOUNDATION
NBSTNY	33+04	34+42		138.0		100.0																	RT E/P PROTECTION AROUND OVERHEAD SIGN FOUNDATION
NBSTNY	46+68	47+67		99.0		25.0																	LT E/P APPROACH TO BRIDGE WINGWALL
NBSTNY	47+03	47+99		96.0		25.0																	RT E/P APPROACH TO BRIDGE WINGWALL
NBSTNY	50+32	52+12		180.0		150.0																	PR RT E/P DEPARTURE FROM BRIDGE PARAPET
NBSTNY	56+51	58+26		175.0		137.5																	RT E/P PROTECTION AROUND OVERHEAD SIGN FOUNDATION
NBSTNY	58+88	69+88		1,100.0																			LIGHT POLES BETWEEN RAILS
NBSTNY	69+88	73+01		625.0		625.0																	SEE GUARD RAIL TRANSITION AT SIGN FOUNDATION DETAIL
NBSTNY	73+01	74+00		99.0		62.5																	ATTACH TO BRIDGE PIER
NBSTNY	74+67	94+84		633.0		2,025.0																	ATTACH TO BRIDGE PIER, GUARDRAIL EXTENDS NORTH, REMOVAL LIMITS 74+67 TO 81+00
SBSTNY	43+41	44+42		101.0		62.5																	RT E/P APPROACH TO BRIDGE WINGWALL
SBSTNY	43+18	44+07		89.0		12.5																	LT E/P APPROACH TO BRIDGE WINGWALL
SBSTNY	60+29	61+62		133.0		100.0																	PROTECTION AROUND OVERHEAD SIGN FOUNDATION
SBSTNY	65+00	66+04		104.0		75.0																	PROTECTION AROUND ROUND BRIDGE PIER
SBSTNY	65+41	67+21		180.0		100.0																	PR FOR PROTECTION OF BRIDGE ABUTMENT
SBSTNY	80+79	81+69		90.0		62.5																	PROTECTION AROUND SIGN FOUNDATION
RAMP A	12+47	26+59		1,412.0		1,337.5																	RT E/P APPROACH TO BRIDGE RAIL
RAMP A	24+18	25+21		103.0		25.0																	LT E/P APPROACH TO BRIDGE RAIL
RAMP A	30+86	34+01		315.0		275.0																	RT E/P PROTECTION FOR OVERHEAD SIGN FOUNDATION. INCREASED LENGTH FOR DEPARTURE FROM BRIDGE RAIL
RAMP A	29+75	33+97		422.0		387.5																	LT E/P PROTECTION FOR OVERHEAD SIGN FOUNDATION. INCREASED LENGTH FOR DEPARTURE FROM BRIDGE RAIL
RAMP A	39+81	40+82		101.0		25.0																	RT E/P APPROACH TO BRIDGE PARAPET
RAMP A	46+63	49+79		316.0		237.5																	RT E/P BETWEEN BRIDGE PARAPETS
RAMP A	63+02	65+68		266.0		187.5																	LT E/P APPROACH TO BRIDGE WINGWALL
RAMP A	64+26	65+25		99.0		25.0																	RT E/P APPROACH TO BRIDGE WINGWALL
RAMP A	69+30	74+20		490.0		462.5																	LT E/P DEPARTURE FROM BRIDGE WINGWALL
RAMP A	74+27	78+10		22.0		361.0																	RT E/P DEPARTURE FROM BRIDGE WINGWALL
RAMP B	38+26	40+21		195.0		162.5																	PR FOR DEPARTURE FROM BRIDGE PARAPET
RAMP B	46+03	48+96		293.0		212.5																	LT E/P BETWEEN BRIDGE PARAPETS
RAMP B	50+90	52+02		112.0		37.5																	LT E/P APPROACH TO BRIDGE PARAPET
RAMP B	57+93	58+92		99.0		25.0																	LT E/P DEPARTURE FROM BRIDGE PARAPET
RAMP B	57+93	58+92		99.0		25.0																	PR FOR DEPARTURE FROM BRIDGE PARAPET
RAMP B	74+18	75+60		142.0		62.5																	RT E/P APPROACH TO BRIDGE PARAPETS
RAMP B	74+17	75+72		155.0		75.0																	LT E/P APPROACH TO BRIDGE PARAPETS
RAMP B	79+90	81+70		180.0		150.0																	LT E/P PROTECTION AROUND OVERHEAD SIGN FOUNDATION
RAMP B	79+90	81+70		180.0		150.0																	PR RT E/P PROTECTION AROUND OVERHEAD SIGN FOUNDATION
RAMP C	17+27	18+62		135.0		100.0																	PROTECTION FROM BRIDGE PIER
RAMP D	10+00	31+79		2,179.0		2,137.5																	DEPARTURE FROM BRIDGE PARAPET
VARIOUS	VARIOUS	VARIOUS				337.5																	LIGHT POLE PROTECTION CONSISTS OF 1 TRAFFIC BARRIER TERMINAL TYPE 1(SPECIAL) TANGENT, ONE TRAFFIC BARRIER TERMINAL TYPE 2 AND 12.5' OF STEEL PLATE BEAM GUARD RAIL TYPE A AT EACH LOCATION

TOTAL	66,385.0	17,828.0	3,296.0	8,862.5	1,200.0	9,120.0	915.0	52	47	19	4	16	2	690.0	3	78.0	52	442	508	7,376.3
ROUNDED TOTAL	66,385	17,828	3,296	8,863	1,200	9,120	915	52	47	19	4	16	2	690	3	78	52	442	508	7,377

- NOTES:
- THE STATIONING SHOWN IN THE BARRIER AND GUARD RAIL SCHEDULE WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THE CONTRACTOR SHALL FIELD VERIFY THE ACTUAL LOCATIONS OF BRIDGE PIERS, SIGN FOUNDATIONS, ETC, AND ADJUST THE LENGTH OF GUARD RAIL AS REQUIRED TO MAINTAIN THE INTENT OF THE PLANS.
  - THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES BEFORE BEGINNING GUARD RAIL WORK.
  - THE CONTRACTOR SHALL SUBMIT A PROPOSED METHOD TO ATTACH PROPOSED TEMPORARY CONCRETE BARRIER TO EXISTING CONCRETE PARAPETS.
  - CUTTING OF EITHER EXISTING OR PROPOSED GUARD RAIL AS REQUIRED TO FACILITATE A SPLICE OF GUARD RAIL OR TERMINAL SHALL BE INCLUDED IN THE UNIT PRICE FOR GUARD RAIL OF THE TYPE BEING INSTALLED.

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USER NAME =
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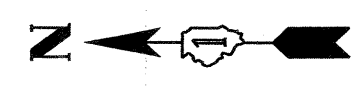
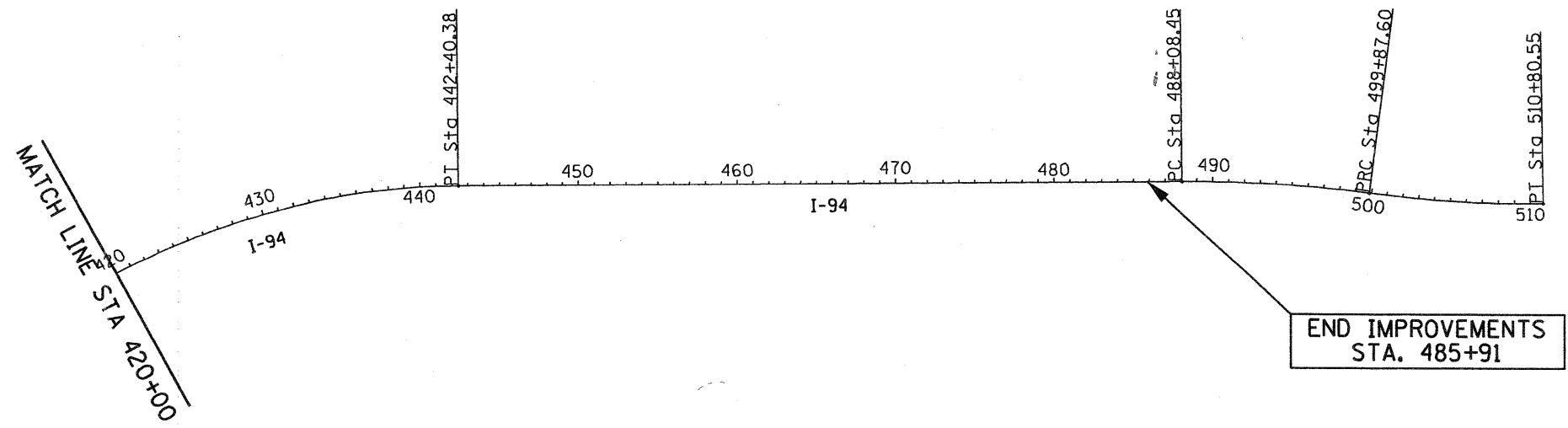
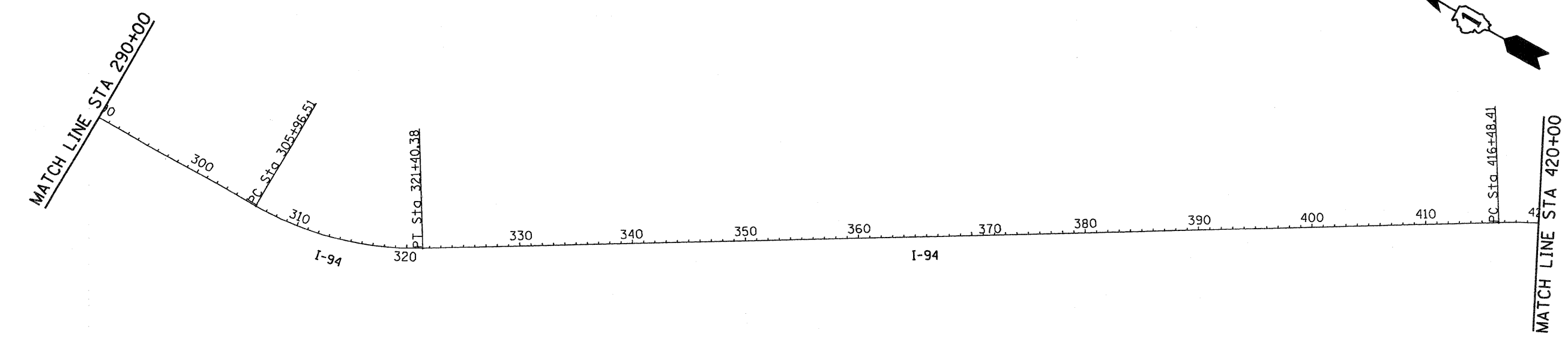
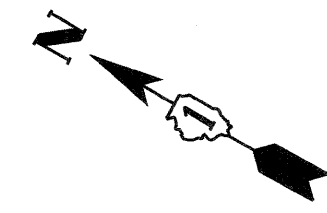


**NOTE: PLAN ALIGNMENTS & SUPPORTING DATA**

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**BEGIN IMPROVEMENTS  
STA. 118+00**

FILE NAME = #FILE#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -		94	(0312-708W, ETC. & 1315RS-4)	COOK	167	21		
	CHECKED - ES	REVISED -		CONTRACT NO. 60C08			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
	DATE - 01/29/2009	REVISED -		SCALE: N/A	SHEET NO. 1 OF 18 SHEETS	STA. 118+00 TO STA. 290+00				



NOTE: PLAN ALIGNMENTS & SUPPORTING DATA

THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.

FILE NAME * D:\60C08-822-ATB.dgn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94)</b> <b>ALIGNMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -		94	10312-708W, ETC. & 1315RS-4	COOK	167	22		
	CHECKED - ES	REVISED -		SCALE: N/A		SHEET NO. 2 OF 18 SHEETS		STA. 290+00 TO STA. 485+91		CONTRACT NO. 60C08
DATE - 01/29/2009	REVISED -					FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

I-94 (BISHOP FORD)

Point ML1 N 1,838,908.86 E 1,179,680.15 Sta 110+00.00  
 Course from ML1 to PC ML-I-94-1 N 88° 16' 27" E Dist 4,021.91

Curve Data

Curve ML-I-94-1

P. I. Station 197+03.56 N 1,839,170.98 E 1,188,379.76  
 Delta = 115° 23' 36" (RT)  
 Degree = 1° 56' 08"  
 Tangent = 4,681.64  
 Length = 5,961.41  
 Radius = 2,960.00  
 External = 2,578.90  
 Long Chord = 5,003.76  
 Mid. Ord. = 1,378.17  
 P. C. Station 150+21.91 N 1,839,029.98 E 1,183,700.24  
 P. T. Station 209+83.33 N 1,834,883.10 E 1,186,500.42  
 C. C. N 1,836,071.33 E 1,183,789.38  
 Back = N 88° 16' 27" E  
 Ahead = S 23° 40' 03" W  
 Chord Bear = S 34° 01' 45" E

Course from PT ML-I-94-1 to PC ML-I-94-2 S 23° 40' 03" W Dist 927.27

Curve Data

Curve ML-I-94-2

P. I. Station 227+85.40 N 1,833,232.60 E 1,185,777.02  
 Delta = 2° 11' 10" (LT)  
 Degree = 0° 07' 30"  
 Tangent = 874.80  
 Length = 1,749.39  
 Radius = 45,850.00  
 External = 8.34  
 Long Chord = 1,749.29  
 Mid. Ord. = 8.34  
 P. C. Station 219+10.60 N 1,834,033.82 E 1,186,128.19  
 P. T. Station 236+59.99 N 1,832,418.57 E 1,185,456.67  
 C. C. N 1,815,628.39 E 1,228,121.79  
 Back = S 23° 40' 03" W  
 Ahead = S 21° 28' 53" W  
 Chord Bear = S 22° 34' 28" W

Course from PT ML-I-94-2 to PC ML-I-94-3 S 21° 28' 53" W Dist 3,376.38

Curve Data

Curve ML-I-94-3

P. I. Station 275+12.04 N 1,828,834.09 E 1,184,046.05  
 Delta = 23° 13' 21" (LT)  
 Degree = 2° 28' 30"  
 Tangent = 475.67  
 Length = 938.29  
 Radius = 2,315.00  
 External = 48.36  
 Long Chord = 931.88  
 Mid. Ord. = 47.37  
 P. C. Station 270+36.36 N 1,829,276.72 E 1,184,220.24  
 P. T. Station 279+74.65 N 1,828,358.64 E 1,184,060.51  
 C. C. N 1,828,428.97 E 1,186,374.44  
 Back = S 21° 28' 53" W  
 Ahead = S 1° 44' 28" E  
 Chord Bear = S 9° 52' 12" W

Course from PT ML-I-94-3 to PC ML-I-94-4 S 1° 44' 28" E Dist 2,621.85

Curve Data

Curve ML-I-94-4

P. I. Station 313+88.62 N 1,824,946.25 E 1,184,164.23  
 Delta = 31° 35' 31" (LT)  
 Degree = 2° 02' 47"  
 Tangent = 792.11  
 Length = 1,543.88  
 Radius = 2,800.00  
 External = 109.89  
 Long Chord = 1,524.39  
 Mid. Ord. = 105.74  
 P. C. Station 305+96.51 N 1,825,737.99 E 1,184,140.17  
 P. T. Station 321+40.38 N 1,824,284.45 E 1,184,599.50  
 C. C. N 1,825,823.07 E 1,186,938.87  
 Back = S 1° 44' 28" E  
 Ahead = S 33° 19' 59" E  
 Chord Bear = S 17° 32' 14" E

Course from PT ML-I-94-4 to PC ML-I-94-5 S 33° 19' 59" E Dist 9,508.03

Curve Data

Curve ML-I-94-5

P. I. Station 429+80.78 N 1,815,227.41 E 1,190,556.37  
 Delta = 32° 42' 40" (RT)  
 Degree = 1° 15' 43"  
 Tangent = 1,332.37  
 Length = 2,591.96  
 Radius = 4,540.00  
 External = 191.47  
 Long Chord = 2,556.91  
 Mid. Ord. = 183.72  
 P. C. Station 416+48.41 N 1,816,340.59 E 1,189,824.23  
 P. T. Station 442+40.38 N 1,813,895.12 E 1,190,570.83  
 C. C. N 1,813,845.83 E 1,186,031.10  
 Back = S 33° 19' 59" E  
 Ahead = S 0° 37' 19" E  
 Chord Bear = S 16° 58' 39" E

Course from PT ML-I-94-5 to PC ML-I-94-6 S 0° 37' 19" E Dist 4,568.07

Curve Data

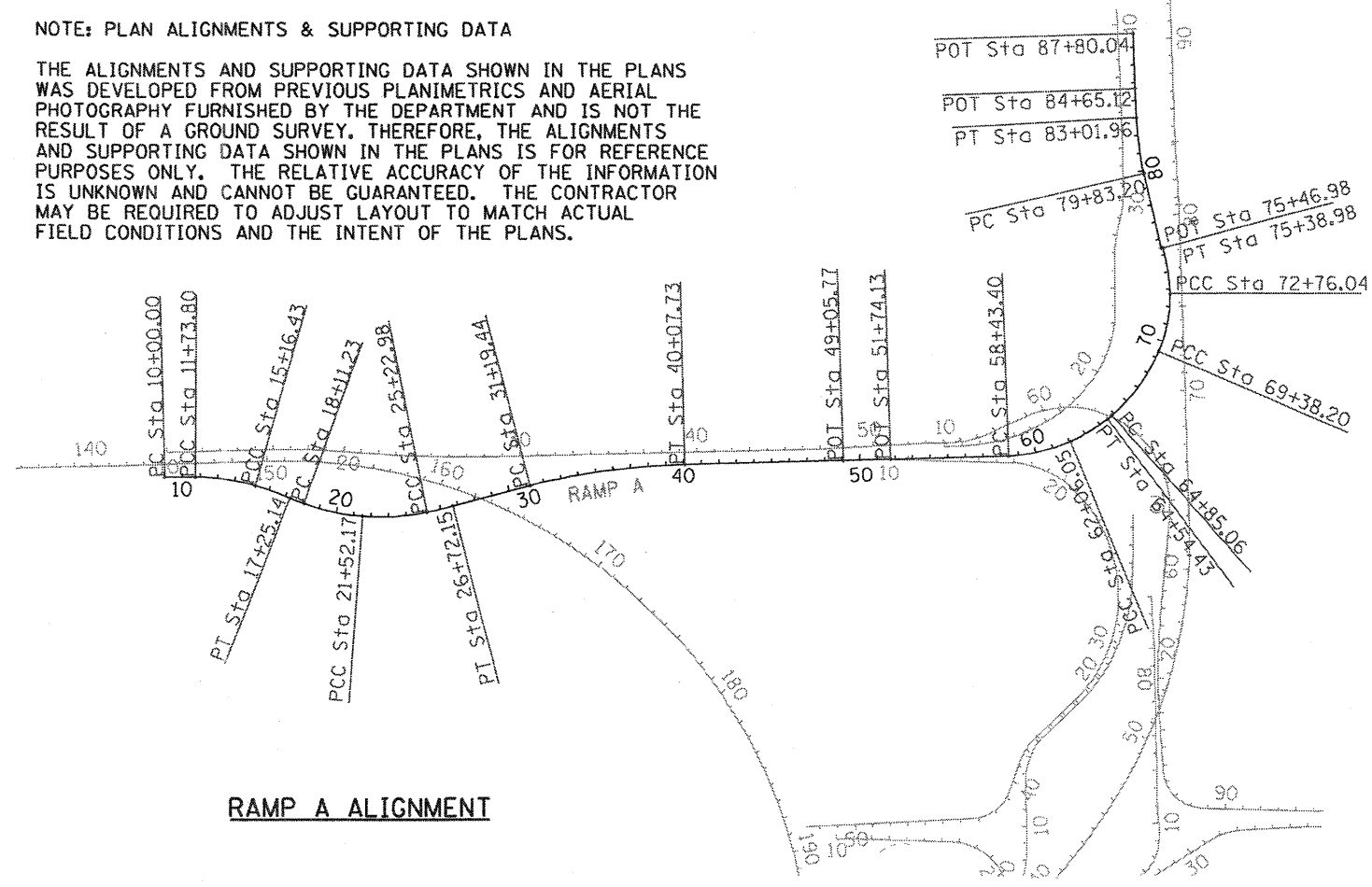
Curve ML-I-94-6

P. I. Station 493+98.98 N 1,808,736.81 E 1,190,626.83  
 Delta = 8° 00' 00" (RT)  
 Degree = 0° 40' 42"  
 Tangent = 590.54  
 Length = 1,179.15  
 Radius = 8,445.00  
 External = 20.62  
 Long Chord = 1,178.20  
 Mid. Ord. = 20.57  
 P. C. Station 488+08.45 N 1,809,327.32 E 1,190,620.42  
 P. T. Station 499+87.60 N 1,808,151.17 E 1,190,551.00  
 C. C. N 1,809,235.64 E 1,182,175.92  
 Back = S 0° 37' 19" E  
 Ahead = S 7° 22' 41" W  
 Chord Bear = S 3° 22' 41" W

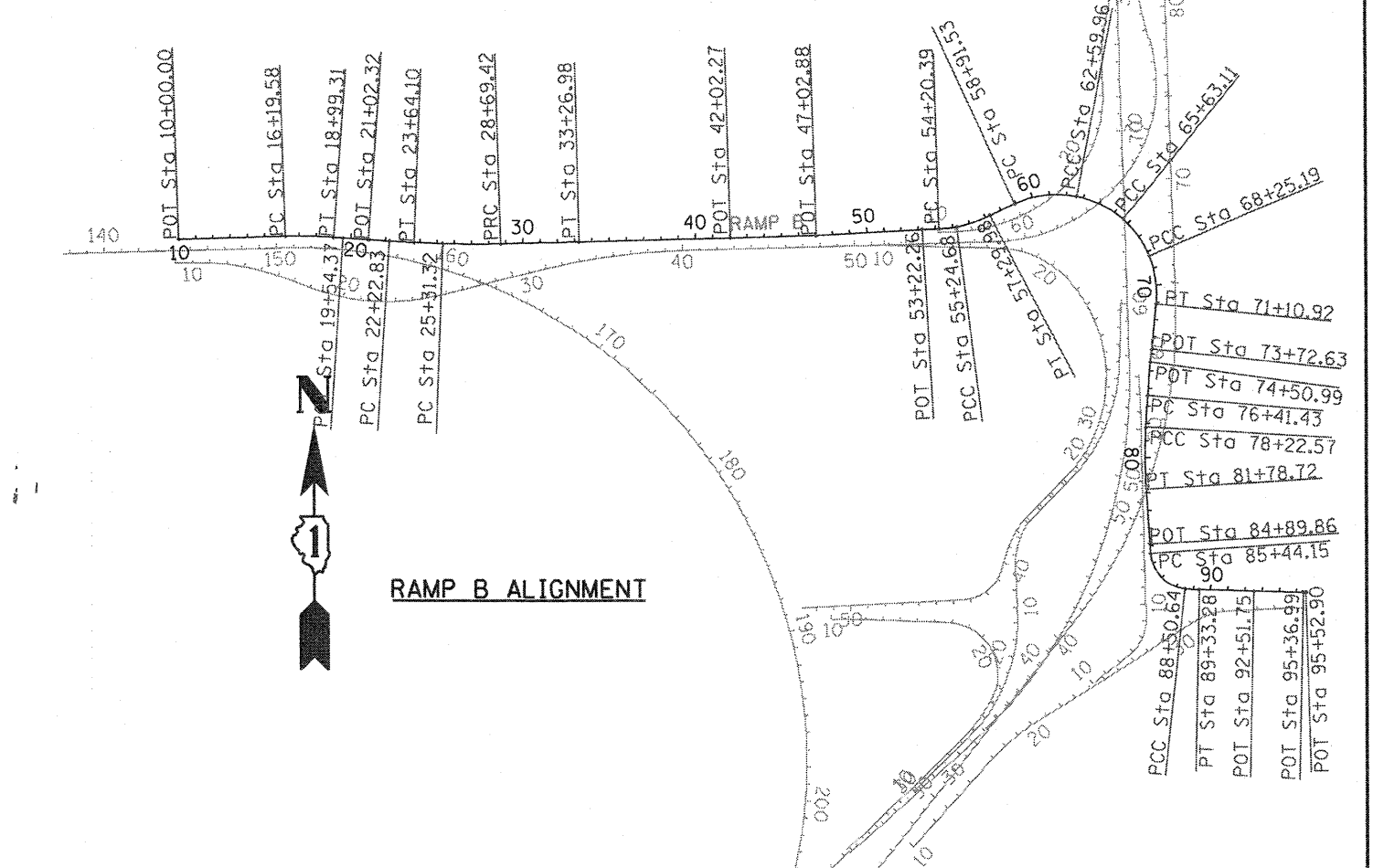
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	DRAWN - DW/ZR	REVISED -		ALIGNMENTS		94	0312-708W, ETC. & 1315RS-4	COOK	167	23
	CHECKED - ES	REVISED -		SCALE: N/A	SHEET NO. 3 OF 18 SHEETS	STA.	TO STA.	CONTRACT NO. 60C08		
	DATE - 01/29/2009	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

**NOTE: PLAN ALIGNMENTS & SUPPORTING DATA**

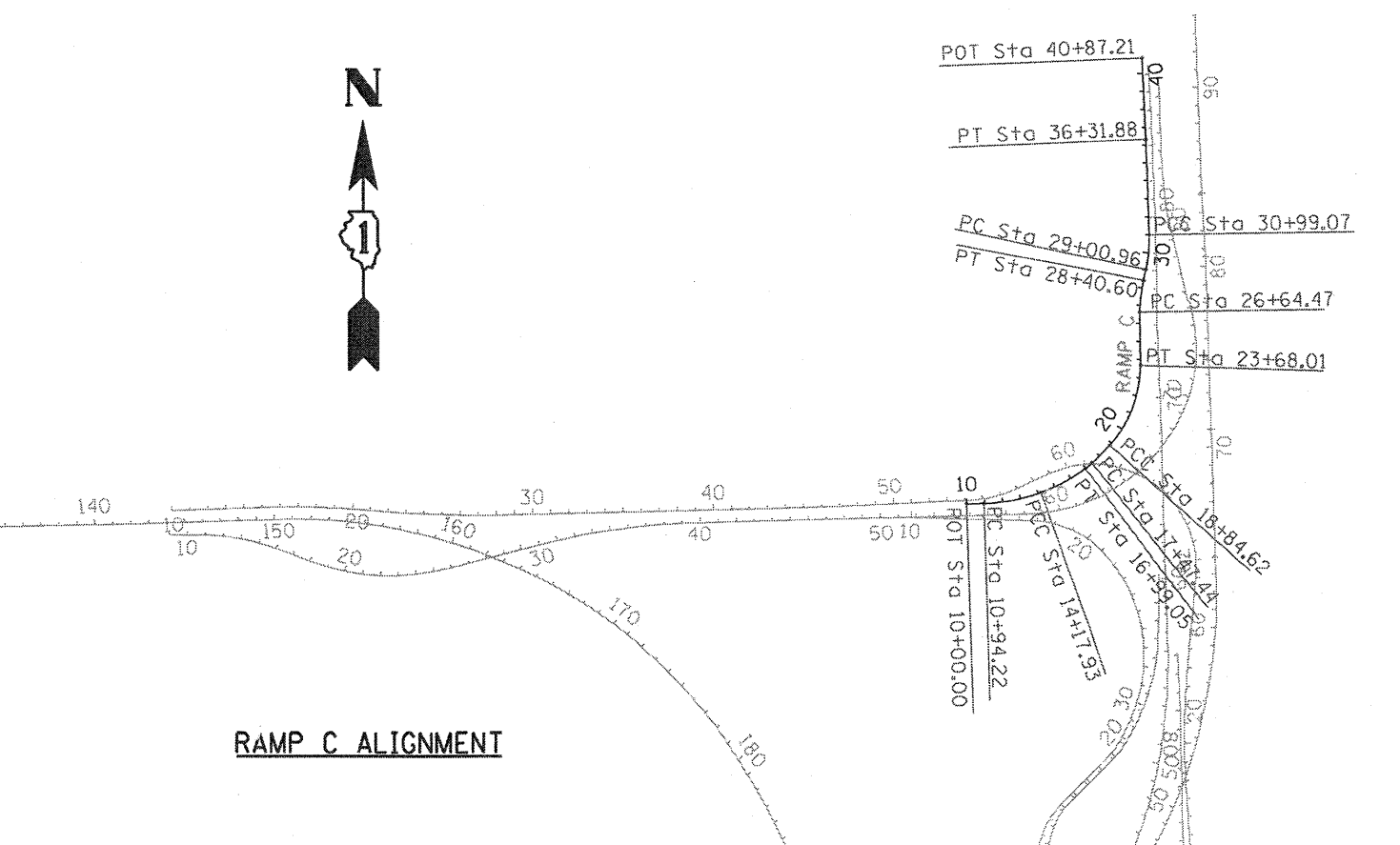
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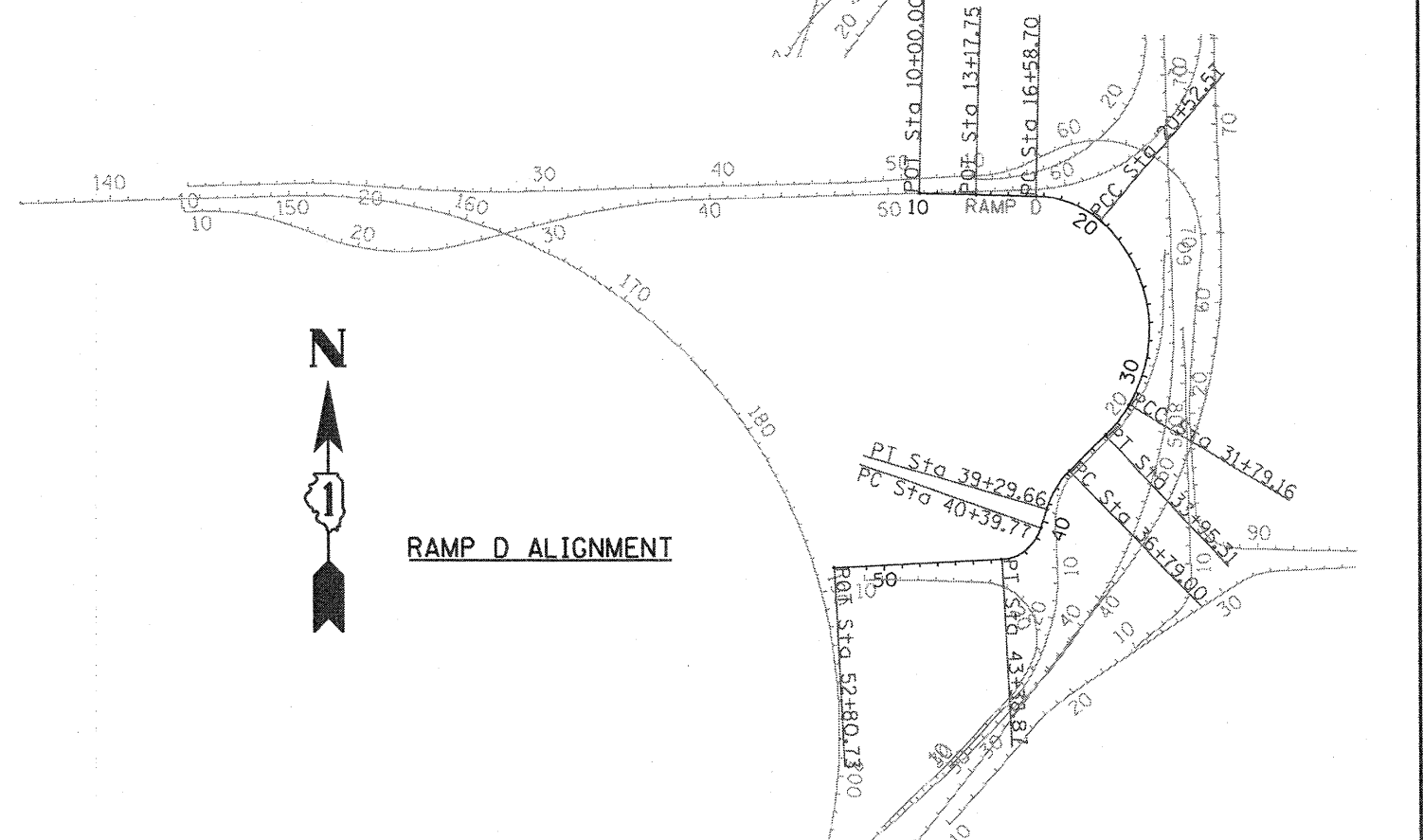
**RAMP A ALIGNMENT**



**RAMP B ALIGNMENT**



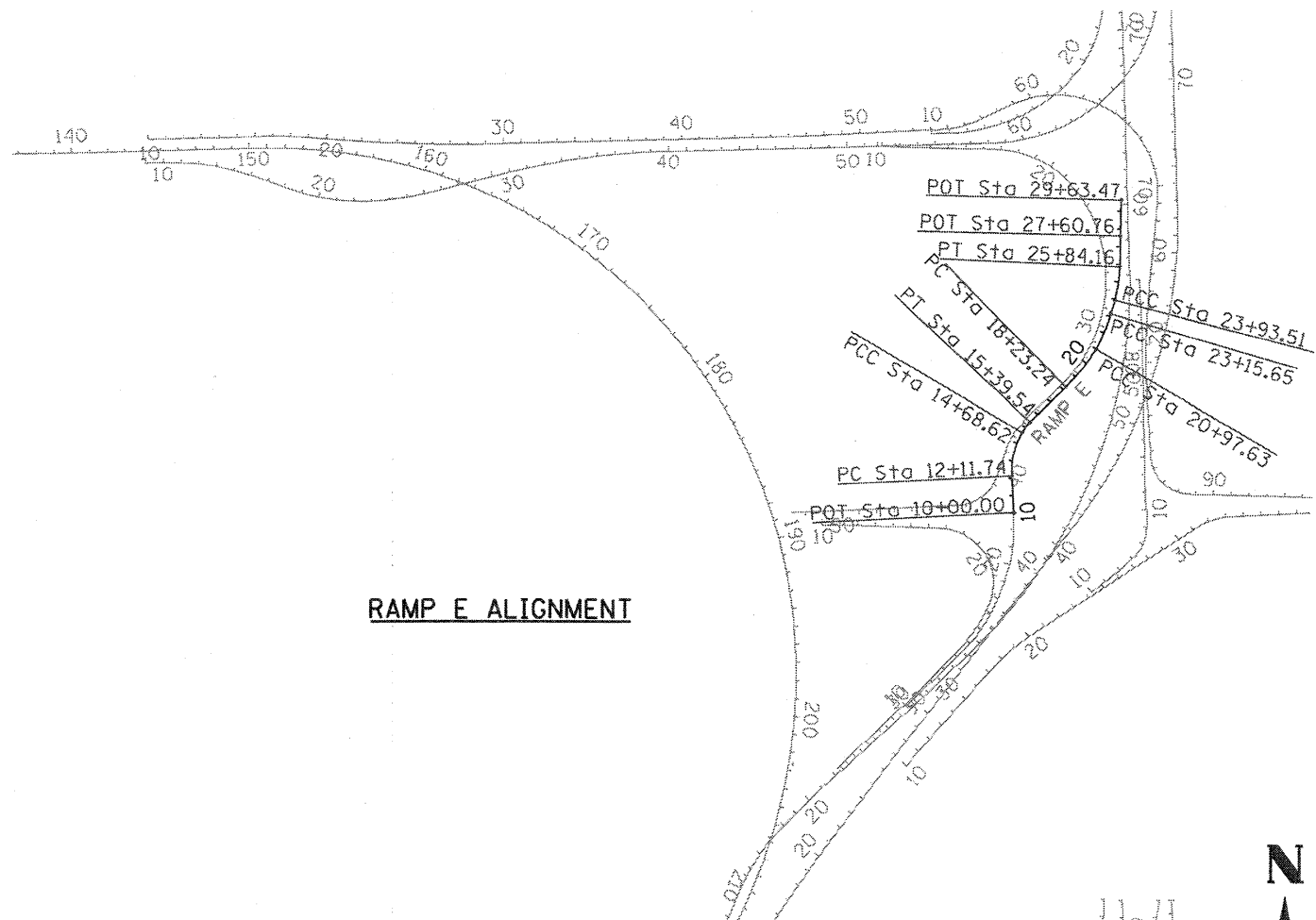
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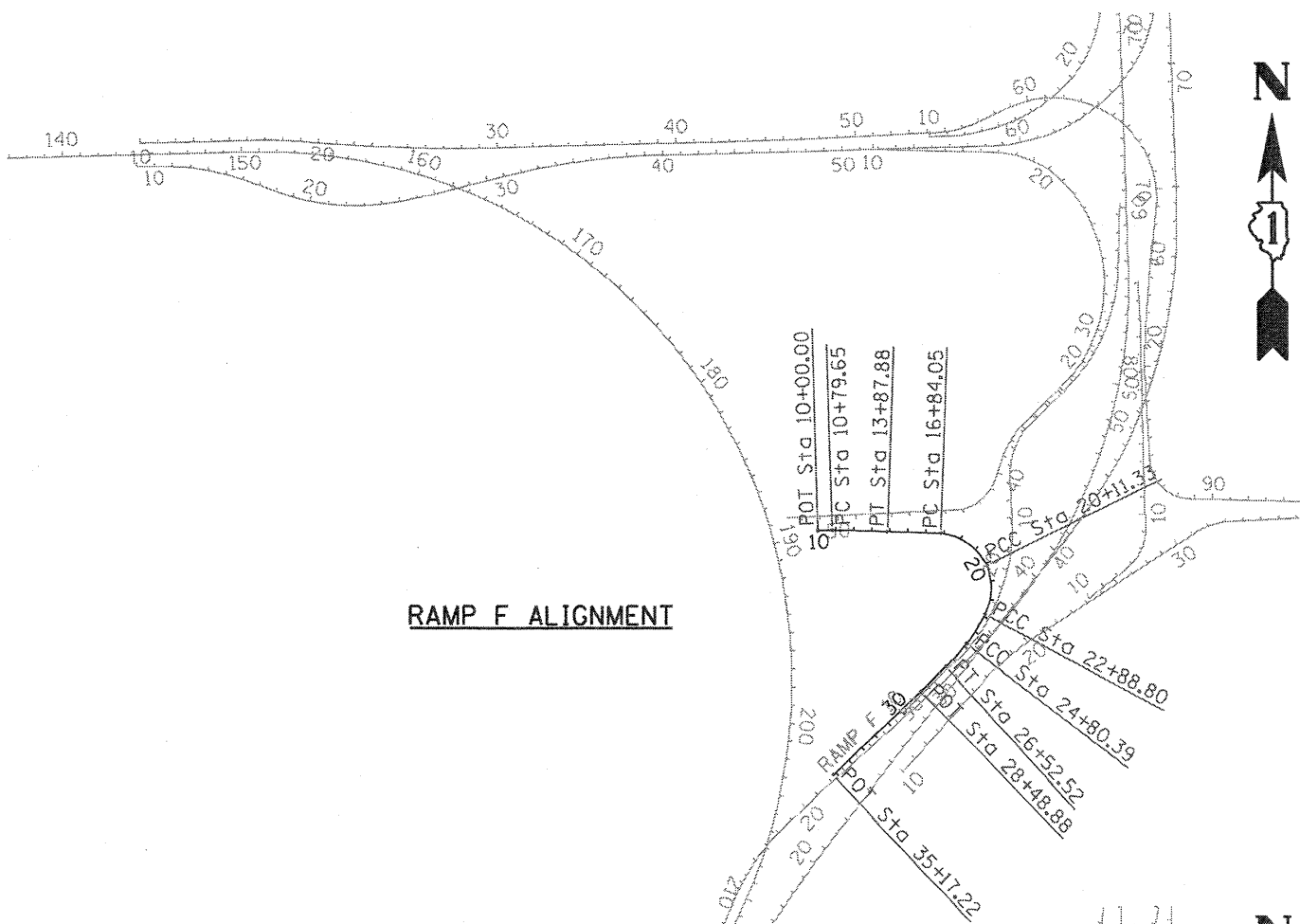
**RAMP D ALIGNMENT**

FILE NAME #FILE#	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -		94	(0312-708W, ETC. & 1315RS-4	COOK	167	24		
	CHECKED - ES	REVISED -		SCALE: N/A			SHEET NO. 4 OF 18 SHEETS		CONTRACT NO. 60C08	
	DATE - 01/29/2009	REVISED -		STA. TO STA.		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

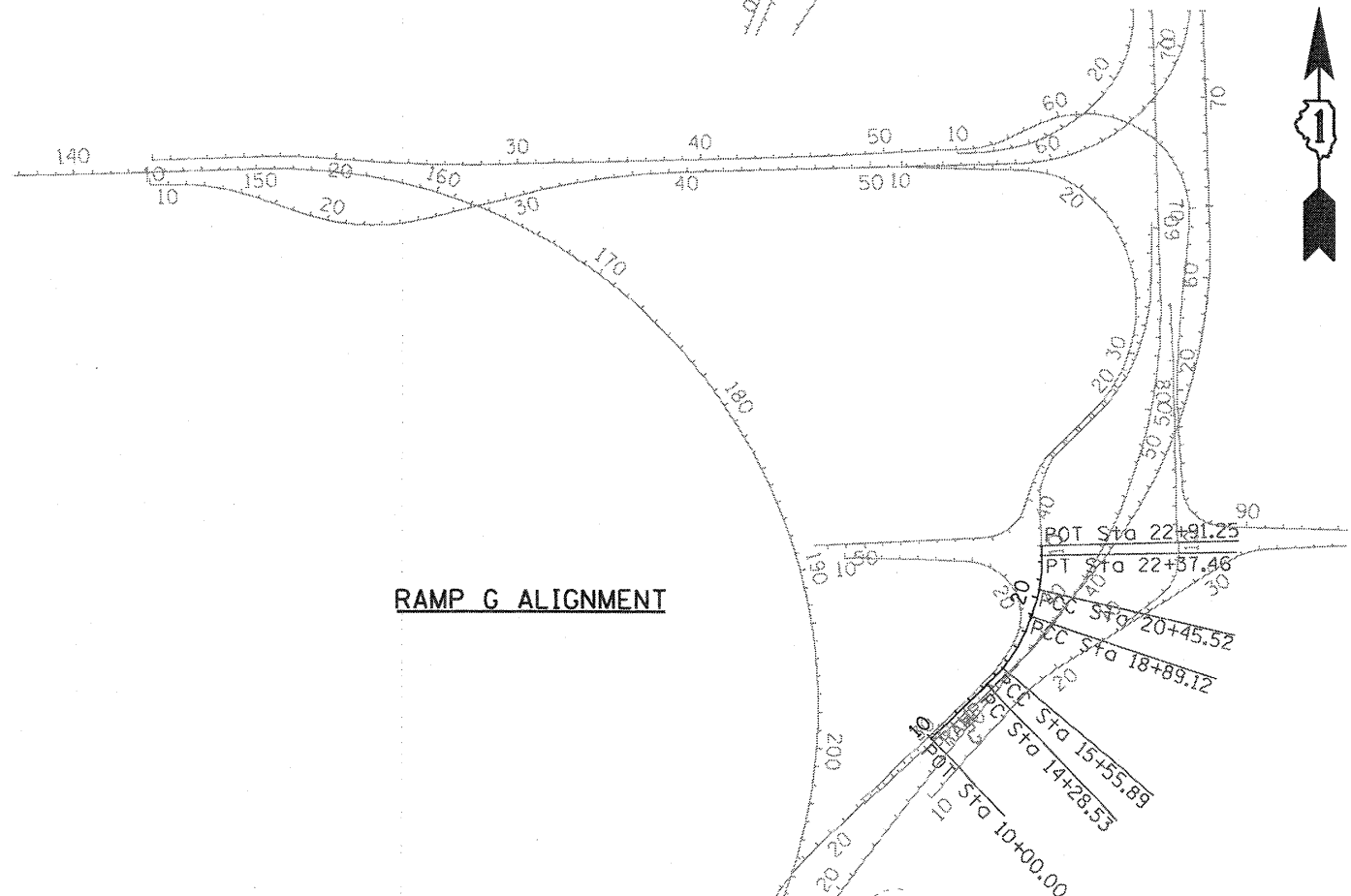




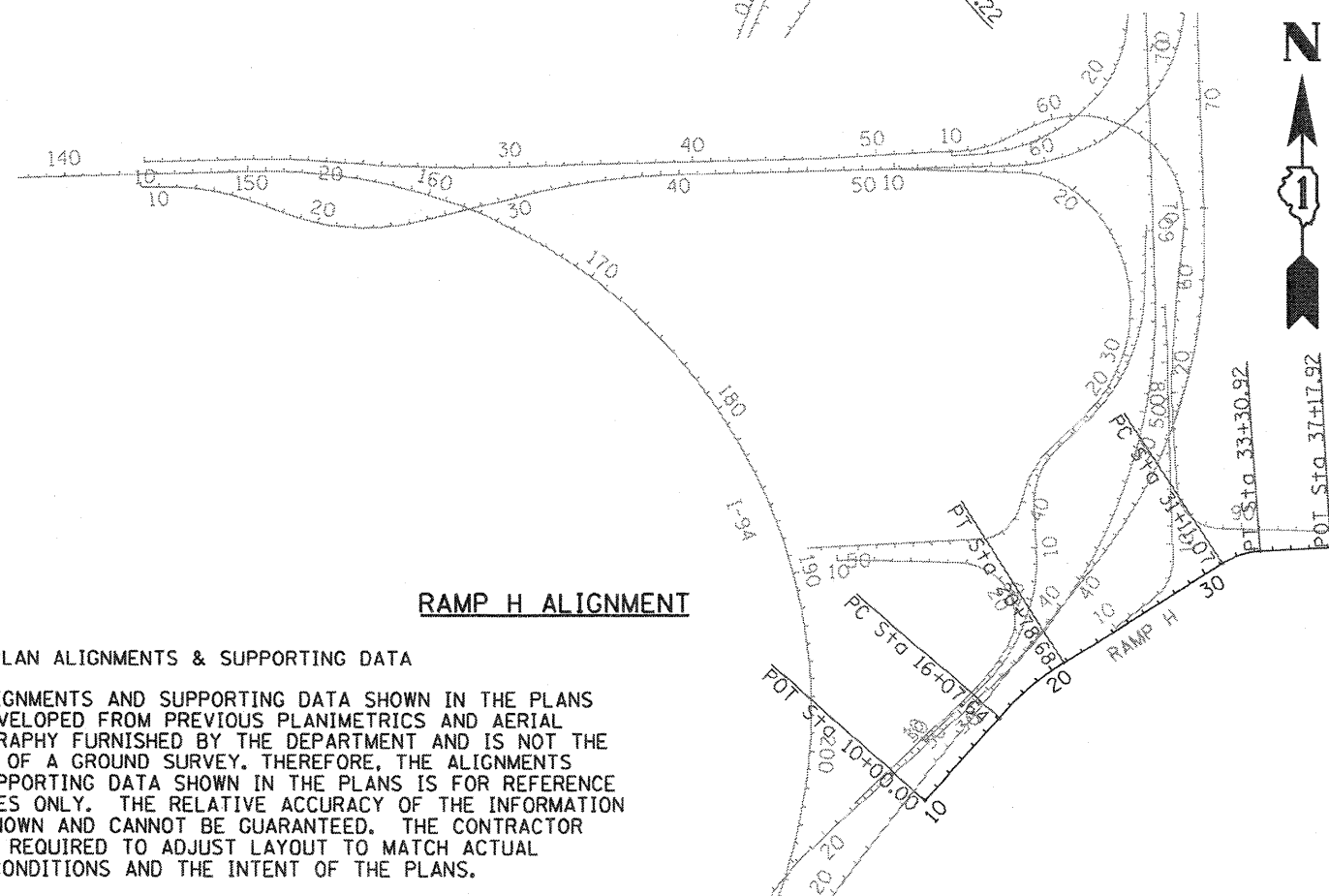
**RAMP E ALIGNMENT**



**RAMP F ALIGNMENT**



**RAMP G ALIGNMENT**

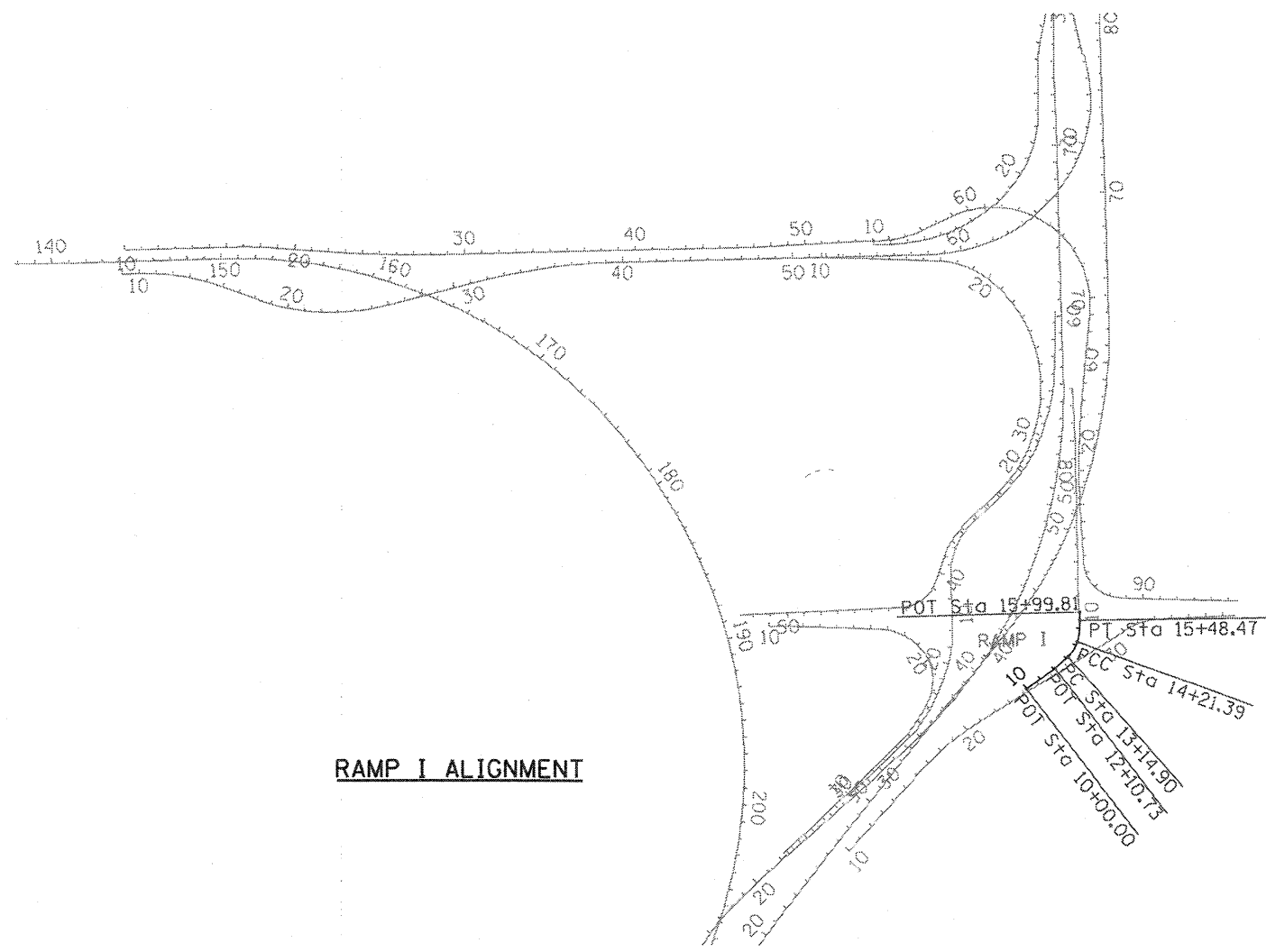


**RAMP H ALIGNMENT**

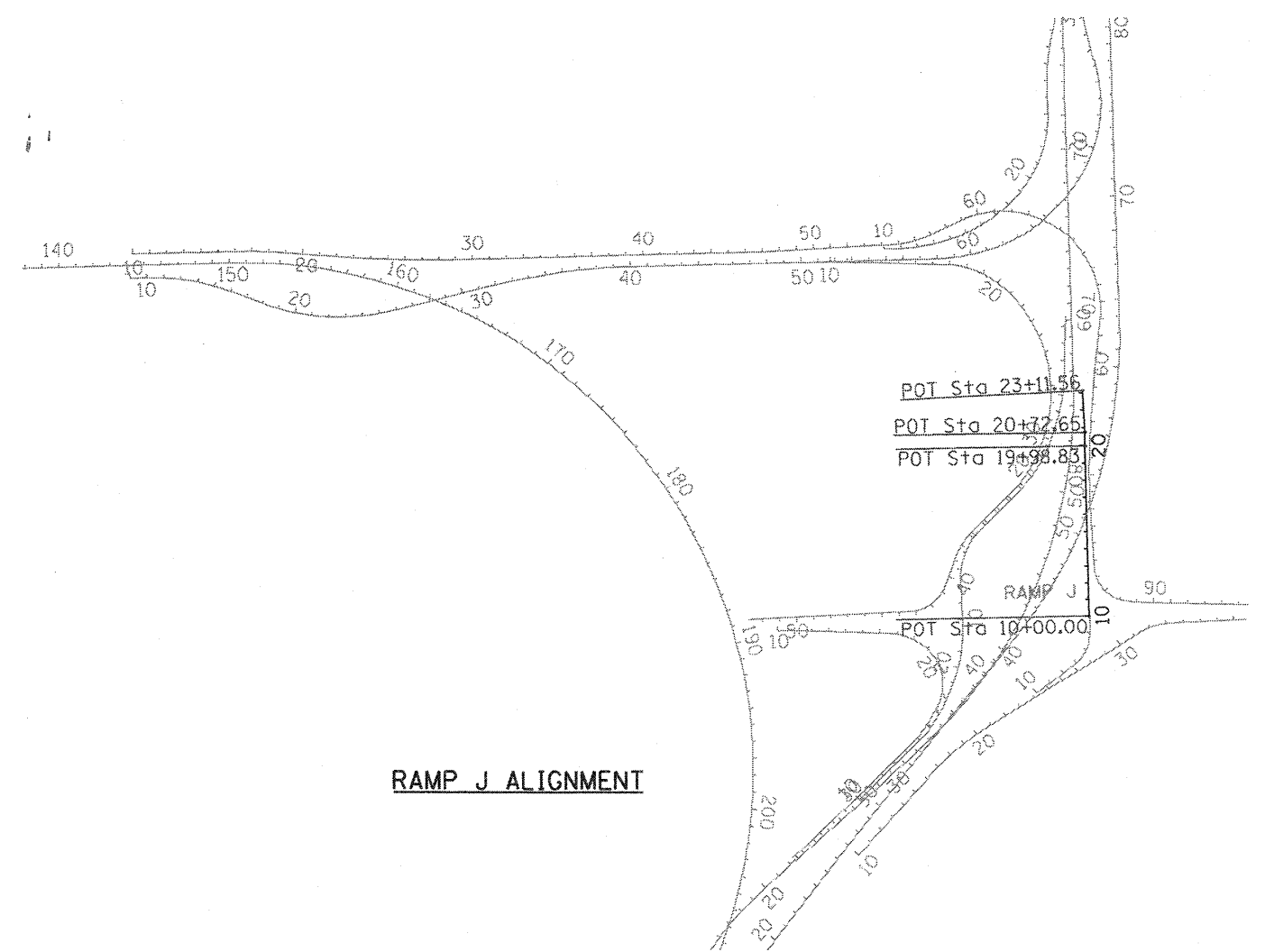
NOTE: PLAN ALIGNMENTS & SUPPORTING DATA

THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.

FILE NAME =	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	DRAWN - DW/ZR	REVISED -		94	10312-T08W, ETC. & 1315R15-4	COOK	167	25		
	CHECKED - ES	REVISED -		SCALE: N/A SHEET NO. 5 OF 18 SHEETS STA. TO STA.		CONTRACT NO. 60C08				
	DATE - 01/29/2009	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



**RAMP I ALIGNMENT**



**RAMP J ALIGNMENT**

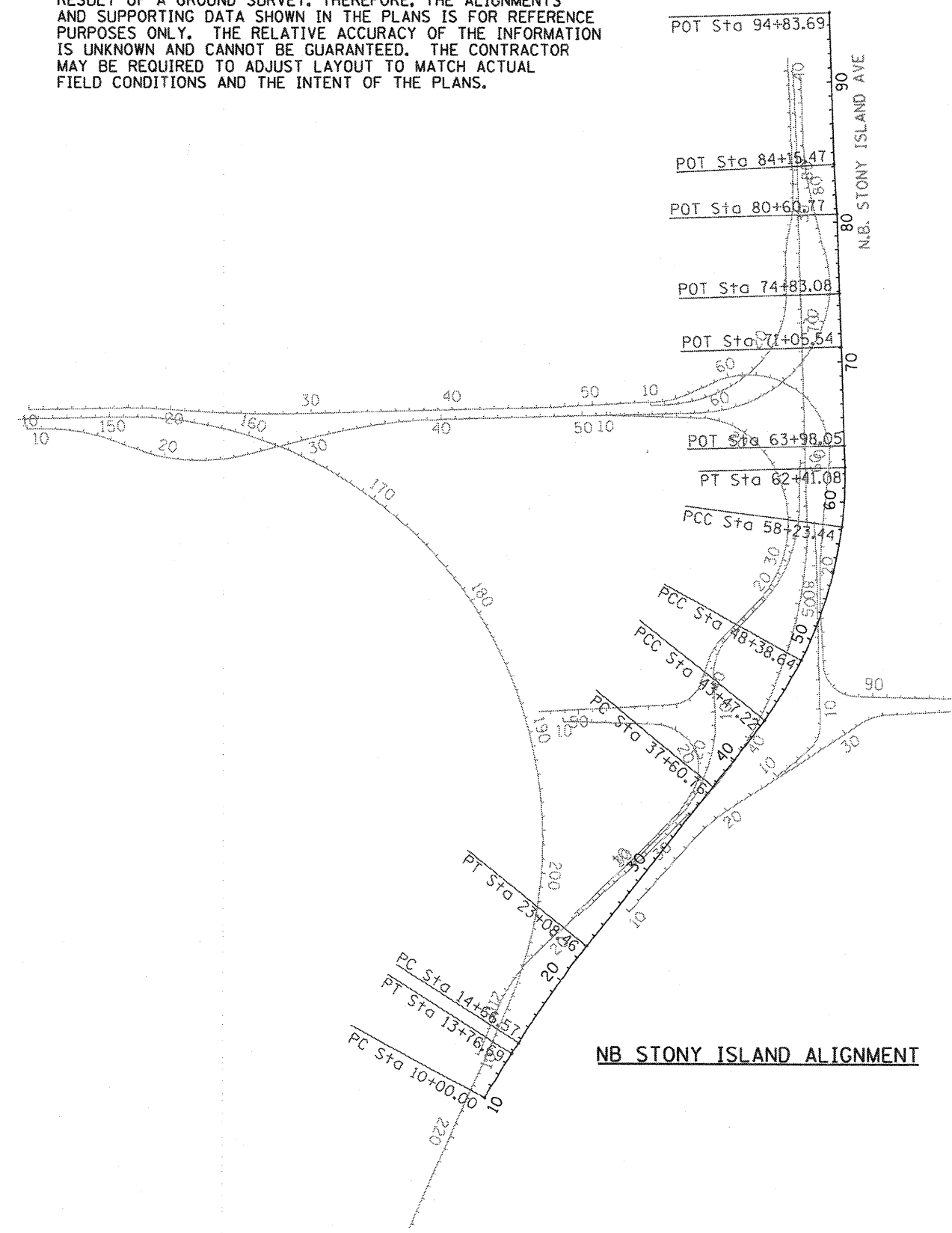
**NOTE: PLAN ALIGNMENTS & SUPPORTING DATA**

THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.

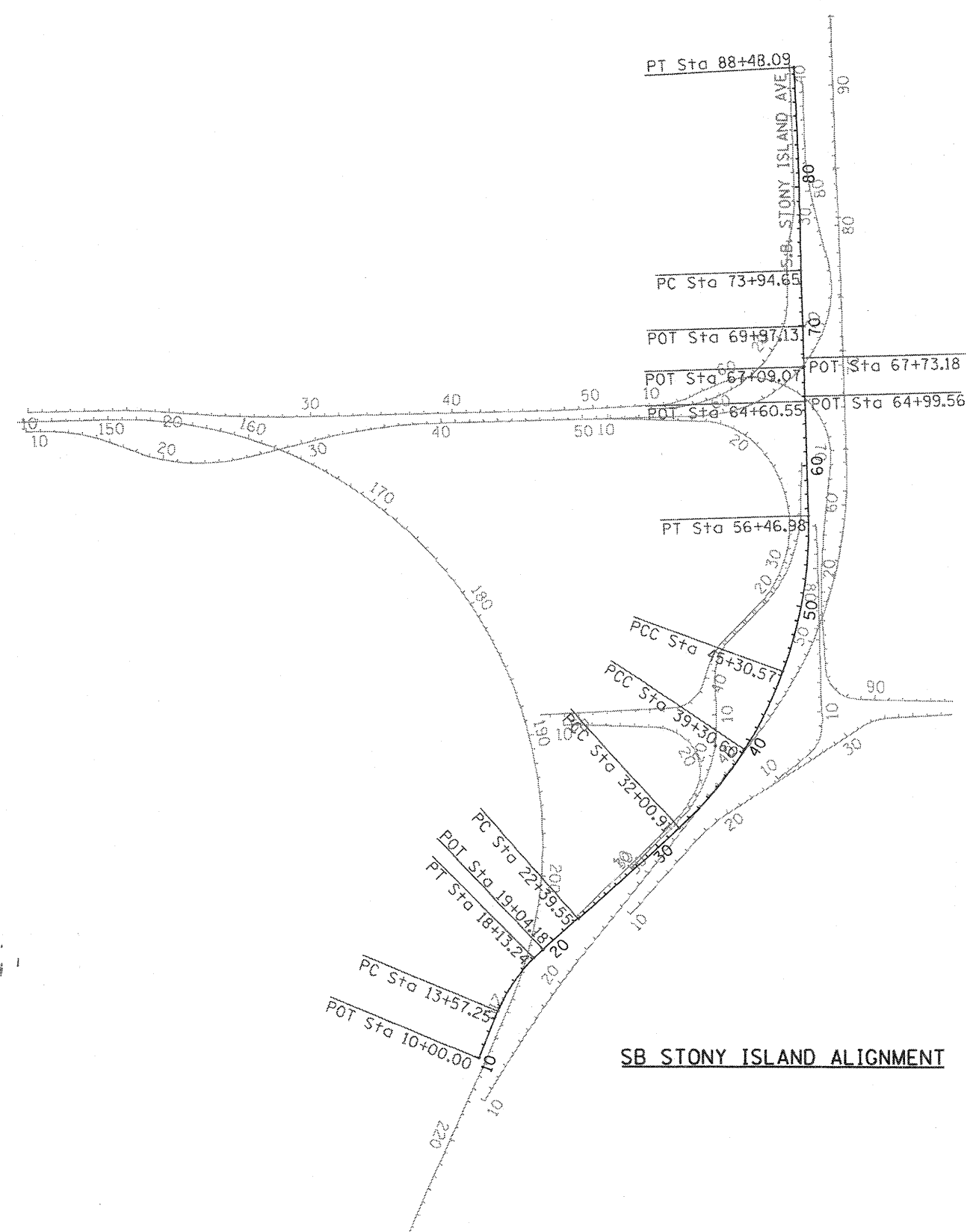
FILE NAME: D160C08-023-ATB.dgn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENTS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -		94	10312-708W, ETC. & 1315RS-4	COOK	167	26		
	CHECKED - ES	REVISED -		SCALE: N/A    SHEET NO. 6 OF 18 SHEETS    STA.    TO STA.			CONTRACT NO. 60C08			
	DATE - 01/29/2009	REVISED -					FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT			

NOTE: PLAN ALIGNMENTS & SUPPORTING DATA

THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS WAS DEVELOPED FROM PREVIOUS PLANIMETRICS AND AERIAL PHOTOGRAPHY FURNISHED BY THE DEPARTMENT AND IS NOT THE RESULT OF A GROUND SURVEY. THEREFORE, THE ALIGNMENTS AND SUPPORTING DATA SHOWN IN THE PLANS IS FOR REFERENCE PURPOSES ONLY. THE RELATIVE ACCURACY OF THE INFORMATION IS UNKNOWN AND CANNOT BE GUARANTEED. THE CONTRACTOR MAY BE REQUIRED TO ADJUST LAYOUT TO MATCH ACTUAL FIELD CONDITIONS AND THE INTENT OF THE PLANS.



**NB STONY ISLAND ALIGNMENT**



**SB STONY ISLAND ALIGNMENT**

FILE NAME = D168C08-824-ATB.dgn
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DESIGNED -	REVISED -
DRAWN - DW/ZR	REVISED -
CHECKED - ES	REVISED -
DATE - 01/29/2009	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
ALIGNMENTS**

SCALE: N/A    SHEET NO. 7 OF 18 SHEETS    STA.    TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315)RS-4	COOK	167	27
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60C08	

RAMP A

Curve Data

Curve RAMPA-8  
 P.I. Station = 60+26.44 N 1,839,088.48 E 1,188,052.45  
 Delta = 19° 11' 43" (LT)  
 Degree = 5° 17' 35"  
 Tangent = 183.04  
 Length = 362.65  
 Radius = 1,082.46  
 External = 15.37  
 Long Chord = 360.95  
 Mid. Ord. = 15.15  
 P.C. Station = 58+43.40 N 1,839,076.76 E 1,187,869.79  
 P.T. Station = 62+06.05 N 1,839,159.60 E 1,188,221.10  
 C.C. = N 1,840,157.00 E 1,187,800.51  
 Back = N 86° 19' 50" E  
 Ahead = N 67° 08' 07" E  
 Chord Bear = N 76° 43' 58" E

Curve Data

Curve RAMPA-9  
 P.I. Station = 63+30.76 N 1,839,211.46 E 1,188,334.52  
 Delta = 12° 49' 04" (LT)  
 Degree = 5° 09' 38"  
 Tangent = 124.71  
 Length = 248.39  
 Radius = 1,110.29  
 External = 6.98  
 Long Chord = 247.87  
 Mid. Ord. = 6.94  
 P.C. Station = 62+06.05 N 1,839,159.60 E 1,188,221.10  
 P.T. Station = 64+54.43 N 1,839,287.19 E 1,188,433.61  
 C.C. = N 1,840,169.34 E 1,187,759.42  
 Back = N 65° 25' 43" E  
 Ahead = N 52° 36' 39" E  
 Chord Bear = N 59° 01' 11" E

Course from PT RAMPA-9 to PC RAMPA-10 N 47° 53' 52" E Dist 30.63

Curve Data

Curve RAMPA-10  
 P.I. Station = 67+16.00 N 1,839,455.75 E 1,188,633.59  
 Delta = 27° 14' 13" (LT)  
 Degree = 6° 00' 39"  
 Tangent = 230.93  
 Length = 453.13  
 Radius = 953.21  
 External = 27.57  
 Long Chord = 448.88  
 Mid. Ord. = 26.80  
 P.C. Station = 64+85.06 N 1,839,307.72 E 1,188,456.34  
 P.T. Station = 69+38.20 N 1,839,668.49 E 1,188,723.43  
 C.C. = N 1,840,039.34 E 1,187,845.32  
 Back = N 50° 07' 58" E  
 Ahead = N 22° 53' 45" E  
 Chord Bear = N 36° 30' 52" E

Curve Data

Curve RAMPA-11  
 P.I. Station = 71+09.40 N 1,839,826.51 E 1,188,789.33  
 Delta = 22° 54' 04" (LT)  
 Degree = 6° 46' 43"  
 Tangent = 171.21  
 Length = 337.85  
 Radius = 845.25  
 External = 17.17  
 Long Chord = 335.60  
 Mid. Ord. = 16.82  
 P.C. Station = 69+38.20 N 1,839,668.49 E 1,188,723.43  
 P.T. Station = 72+76.04 N 1,839,997.72 E 1,188,788.54  
 C.C. = N 1,839,993.81 E 1,187,943.30  
 Back = N 22° 38' 11" E  
 Ahead = N 0° 15' 53" W  
 Chord Bear = N 11° 11' 09" E

Curve Data

Curve RAMPA-12  
 P.I. Station = 74+08.02 N 1,840,129.53 E 1,188,781.90  
 Delta = 12° 21' 30" (LT)  
 Degree = 4° 42' 00"  
 Tangent = 131.98  
 Length = 262.94  
 Radius = 1,219.03  
 External = 7.12  
 Long Chord = 262.43  
 Mid. Ord. = 7.08  
 P.C. Station = 72+76.04 N 1,839,997.72 E 1,188,788.54  
 P.T. Station = 75+38.98 N 1,840,256.87 E 1,188,747.21  
 C.C. = N 1,839,936.45 E 1,187,571.05  
 Back = N 2° 52' 50" W  
 Ahead = N 15° 14' 20" W  
 Chord Bear = N 9° 03' 35" W

Course from PT RAMPA-12 to RA4 S 74° 45' 40" W Dist 8.00

Point RA4 N 1,840,254.76 E 1,188,739.50 Sta 75+46.98

Course from RA4 to PC RAMPA-13 N 13° 05' 34" W Dist 436.22

Curve Data

Curve RAMPA-13  
 P.I. Station = 81+42.90 N 1,840,835.73 E 1,188,606.89  
 Delta = 8° 52' 20" (RT)  
 Degree = 2° 47' 00"  
 Tangent = 159.70  
 Length = 318.76  
 Radius = 2,058.49  
 External = 6.19  
 Long Chord = 318.44  
 Mid. Ord. = 6.17  
 P.C. Station = 79+83.20 N 1,840,679.65 E 1,188,640.68  
 P.T. Station = 83+01.96 N 1,840,995.16 E 1,188,597.57  
 C.C. = N 1,841,115.20 E 1,190,652.56  
 Back = N 12° 12' 56" W  
 Ahead = N 3° 20' 36" W  
 Chord Bear = N 7° 46' 46" W

Course from PT RAMPA-13 to RA5 N 2° 07' 25" W Dist 163.16

Point RA5 N 1,841,158.20 E 1,188,591.53 Sta 84+65.12

Course from RA5 to RA6 N 2° 07' 25" W Dist 314.92

Point RA6 N 1,841,472.91 E 1,188,579.86 Sta 87+80.04

RAMP B

Point RB1 N 1,839,079.51 E 1,183,110.97 Sta 10+00.00

Course from RB1 to PC RAMPB-1 N 88° 18' 45" E Dist 619.58

Curve Data

Curve RAMPB-1  
 P.I. Station = 17+59.56 N 1,839,101.59 E 1,183,870.21  
 Delta = 5° 44' 57" (RT)  
 Degree = 2° 03' 19"  
 Tangent = 139.98  
 Length = 279.73  
 Radius = 2,787.76  
 External = 3.51  
 Long Chord = 279.61  
 Mid. Ord. = 3.51  
 P.C. Station = 16+19.58 N 1,839,097.75 E 1,183,730.28  
 P.T. Station = 18+99.31 N 1,839,091.38 E 1,184,009.82  
 C.C. = N 1,836,311.04 E 1,183,806.59  
 Back = N 88° 25' 53" E  
 Ahead = S 85° 49' 10" E  
 Chord Bear = S 88° 41' 38" E

Course from PT RAMPB-1 to RB2 S 86° 17' 39" E Dist 55.06

Point RB2 N 1,839,087.82 E 1,184,064.77 Sta 19+54.37

Course from RB2 to RB3 S 85° 58' 29" E Dist 147.95

Point RB3 N 1,839,077.44 E 1,184,212.35 Sta 21+02.32

Course from RB3 to PC RAMPB-2 S 86° 13' 45" E Dist 120.51

FILE NAME = D:\BCC08-028-ATB.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - DW/ZR	REVISED -		ALIGNMENTS		94	(0312-708W, ETC. & 1315RS-4)	COOK	167	28	
	CHECKED - ES	REVISED -		SCALE: N/A	SHEET NO. 9 OF 18 SHEETS	STA.	TO STA.	CONTRACT NO. 60C08			
	DATE - 01/29/2009	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

RAMP A

Curve Data

Curve RAMPA-1  
 P.I. Station = 10+86.91 N  
 Delta = 1° 50' 10" (RT)  
 Degree = 1° 03' 23"  
 Tangent = 86.91  
 Length = 173.80  
 Radius = 5,423.64  
 External = 0.70  
 Long Chord = 173.79  
 Mid. Ord. = 0.70  
 P.C. Station = 10+00.00 N  
 P.T. Station = 11+73.80 N  
 C.C. = N  
 Back = N 88° 09' 11" E  
 Ahead = N 89° 59' 21" E  
 Chord Bear = N 89° 04' 16" E

Curve Data

Curve RAMPA-2  
 P.I. Station = 13+46.20 N  
 Delta = 15° 42' 43" (RT)  
 Degree = 4° 35' 08"  
 Tangent = 172.40  
 Length = 342.63  
 Radius = 1,249.47  
 External = 11.84  
 Long Chord = 341.56  
 Mid. Ord. = 11.73  
 P.C. Station = 11+73.80 N  
 P.T. Station = 15+16.43 N  
 C.C. = N  
 Back = S 89° 00' 04" E  
 Ahead = S 73° 17' 21" E  
 Chord Bear = S 81° 08' 43" E

Curve Data

Curve RAMPA-3  
 P.I. Station = 16+20.87 N  
 Delta = 5° 33' 47" (RT)  
 Degree = 2° 39' 56"  
 Tangent = 104.43  
 Length = 208.70  
 Radius = 2,149.47  
 External = 2.54  
 Long Chord = 208.62  
 Mid. Ord. = 2.53  
 P.C. Station = 15+16.43 N  
 P.T. Station = 17+25.14 N  
 C.C. = N  
 Back = S 73° 57' 04" E  
 Ahead = S 68° 23' 16" E  
 Chord Bear = S 71° 10' 10" E

Course from PT RAMPA-3 to PC RAMPA-4 S 69° 51' 45" E Dist 86.09

Curve Data

Curve RAMPA-4  
 P.I. Station = 19+82.83 N  
 Delta = 16° 05' 46" (LT)  
 Degree = 4° 43' 16"  
 Tangent = 171.60  
 Length = 340.94  
 Radius = 1,213.61  
 External = 12.07  
 Long Chord = 339.82  
 Mid. Ord. = 11.95  
 P.C. Station = 18+11.23 N  
 P.T. Station = 21+52.17 N  
 C.C. = N  
 Back = S 69° 41' 02" E  
 Ahead = S 85° 46' 48" E  
 Chord Bear = S 77° 43' 55" E

Curve Data

Curve RAMPA-5  
 P.I. Station = 23+38.73 N  
 Delta = 15° 37' 28" (LT)  
 Degree = 4° 12' 49"  
 Tangent = 186.56  
 Length = 370.81  
 Radius = 1,359.80  
 External = 12.74  
 Long Chord = 369.67  
 Mid. Ord. = 12.62  
 P.C. Station = 21+52.17 N  
 P.T. Station = 25+22.98 N  
 C.C. = N  
 Back = S 86° 04' 06" E  
 Ahead = N 78° 18' 25" E  
 Chord Bear = N 86° 07' 10" E

Curve Data

Curve RAMPA-6  
 P.I. Station = 25+97.58 N  
 Delta = 2° 37' 45" (LT)  
 Degree = 1° 45' 45"  
 Tangent = 74.60  
 Length = 149.17  
 Radius = 3,250.84  
 External = 0.86  
 Long Chord = 149.16  
 Mid. Ord. = 0.86  
 P.C. Station = 25+22.98 N  
 P.T. Station = 26+72.15 N  
 C.C. = N  
 Back = N 78° 06' 13" E  
 Ahead = N 75° 28' 28" E  
 Chord Bear = N 76° 47' 20" E

Course from PT RAMPA-6 to PC RAMPA-7 N 75° 28' 28" E Dist 447.28

Curve Data

Curve RAMPA-7  
 P.I. Station = 35+65.51 N  
 Delta = 13° 03' 10" (RT)  
 Degree = 1° 28' 10"  
 Tangent = 446.08  
 Length = 888.29  
 Radius = 3,899.23  
 External = 25.43  
 Long Chord = 886.38  
 Mid. Ord. = 25.27  
 P.C. Station = 31+19.44 N  
 P.T. Station = 40+07.73 N  
 C.C. = N  
 Back = N 75° 28' 28" E  
 Ahead = N 88° 31' 38" E  
 Chord Bear = N 82° 00' 03" E

Course from PT RAMPA-7 to RA2 N 88° 10' 27" E Dist 898.04

Point RA2 N 1,839,047.11 E 1,186,932.62 Sta 49+05.77

Course from RA2 to RA3 N 88° 17' 14" E Dist 268.37

Point RA3 N 1,839,055.13 E 1,187,200.87 Sta 51+74.13

Course from RA3 to PC RAMPA-8 N 88° 08' 54" E Dist 669.27

RAMP B

Curve Data

Curve RAMPB-2

P.I. Station = 22+93.47 N 1,839,064.20 E 1,184,403.04  
 Delta = 1° 58' 33" (LT)  
 Degree = 1° 23' 55"  
 Tangent = 70.64  
 Length = 141.27  
 Radius = 4,096.61  
 External = 0.61  
 Long Chord = 141.26  
 Mid. Ord. = 0.61  
 P.C. Station = 22+22.83 N 1,839,069.51 E 1,184,332.60  
 P.T. Station = 23+64.10 N 1,839,061.31 E 1,184,473.62  
 C.C. = N 1,843,154.51 E 1,184,640.85  
 Back = S 85° 41' 05" E  
 Ahead = S 87° 39' 38" E  
 Chord Bear = S 86° 40' 21" E

Course from PT RAMPB-2 to PC RAMPB-3 S 88° 13' 32" E Dist 167.22

Curve Data

Curve RAMPB-3

P.I. Station = 27+00.42 N 1,839,050.47 E 1,184,809.77  
 Delta = 3° 31' 20" (LT)  
 Degree = 1° 02' 30"  
 Tangent = 169.10  
 Length = 338.10  
 Radius = 5,499.75  
 External = 2.60  
 Long Chord = 338.04  
 Mid. Ord. = 2.60  
 P.C. Station = 25+31.32 N 1,839,056.13 E 1,184,640.76  
 P.T. Station = 28+69.42 N 1,839,055.20 E 1,184,978.80  
 C.C. = N 1,844,552.80 E 1,184,824.96  
 Back = S 88° 04' 50" E  
 Ahead = N 88° 23' 49" E  
 Chord Bear = S 89° 50' 30" E

Curve Data

Curve RAMPB-4

P.I. Station = 30+98.20 N 1,839,061.60 E 1,185,207.50  
 Delta = 0° 04' 53" (RT)  
 Degree = 0° 01' 04"  
 Tangent = 228.78  
 Length = 457.56  
 Radius = 322,053.26  
 External = 0.08  
 Long Chord = 457.56  
 Mid. Ord. = 0.08  
 P.C. Station = 28+69.42 N 1,839,055.20 E 1,184,978.80  
 P.T. Station = 33+26.98 N 1,839,067.68 E 1,185,436.20  
 C.C. = N 1,517,127.96 E 1,193,987.50  
 Back = N 88° 23' 49" E  
 Ahead = N 88° 28' 43" E  
 Chord Bear = N 88° 26' 16" E

Course from PT RAMPB-4 to RB4 N 88° 20' 55" E Dist 875.29

Point RB4 N 1,839,092.90 E 1,186,311.13 Sta 42+02.27

Course from RB4 to RB5 N 88° 10' 27" E Dist 500.60

Point RB5 N 1,839,108.85 E 1,186,811.47 Sta 47+02.88

Course from RB5 to RB6 N 86° 38' 08" E Dist 619.39

Point RB6 N 1,839,145.20 E 1,187,429.79 Sta 53+22.26

Course from RB6 to PC RAMPB-5 N 88° 18' 03" E Dist 98.12

Curve Data

Curve RAMPB-5

P.I. Station = 54+72.55 N 1,839,151.62 E 1,187,579.92  
 Delta = 3° 37' 08" (LT)  
 Degree = 3° 28' 12"  
 Tangent = 52.16  
 Length = 104.29  
 Radius = 1,651.19  
 External = 0.82  
 Long Chord = 104.27  
 Mid. Ord. = 0.82  
 P.C. Station = 54+20.39 N 1,839,148.11 E 1,187,527.87  
 P.T. Station = 55+24.68 N 1,839,158.41 E 1,187,631.64  
 C.C. = N 1,840,795.55 E 1,187,416.70  
 Back = N 86° 08' 22" E  
 Ahead = N 82° 31' 14" E  
 Chord Bear = N 84° 19' 48" E

Curve Data

Curve RAMPB-6

P.I. Station = 56+28.12 N 1,839,177.55 E 1,187,733.29  
 Delta = 17° 20' 37" (LT)  
 Degree = 8° 26' 53"  
 Tangent = 103.44  
 Length = 205.30  
 Radius = 678.21  
 External = 7.84  
 Long Chord = 204.51  
 Mid. Ord. = 7.75  
 P.C. Station = 55+24.68 N 1,839,158.41 E 1,187,631.64  
 P.T. Station = 57+29.98 N 1,839,226.12 E 1,187,824.62  
 C.C. = N 1,839,824.92 E 1,187,506.15  
 Back = N 79° 20' 13" E  
 Ahead = N 61° 59' 36" E  
 Chord Bear = N 70° 39' 55" E

Course from PT RAMPB-6 to PC RAMPB-7 N 64° 55' 36" E Dist 161.56

Curve Data

Curve RAMPB-7

P.I. Station = 60+82.09 N 1,839,375.85 E 1,188,143.31  
 Delta = 36° 04' 50" (RT)  
 Degree = 9° 47' 35"  
 Tangent = 190.55  
 Length = 368.43  
 Radius = 585.06  
 External = 30.25  
 Long Chord = 362.37  
 Mid. Ord. = 28.76  
 P.C. Station = 58+91.53 N 1,839,294.59 E 1,187,970.95  
 P.T. Station = 62+59.96 N 1,839,340.02 E 1,188,330.47  
 C.C. = N 1,838,765.39 E 1,188,220.45  
 Back = N 64° 45' 27" E  
 Ahead = S 79° 09' 43" E  
 Chord Bear = N 82° 47' 52" E

Curve Data

Curve RAMPB-8

P.I. Station = 64+14.35 N 1,839,307.38 E 1,188,481.36  
 Delta = 26° 44' 40" (RT)  
 Degree = 8° 49' 20"  
 Tangent = 154.39  
 Length = 303.15  
 Radius = 649.44  
 External = 18.10  
 Long Chord = 300.40  
 Mid. Ord. = 17.61  
 P.C. Station = 62+59.96 N 1,839,340.02 E 1,188,330.47  
 P.T. Station = 65+63.11 N 1,839,210.32 E 1,188,601.43  
 C.C. = N 1,838,705.26 E 1,188,193.16  
 Back = S 77° 47' 39" E  
 Ahead = S 51° 03' 00" E  
 Chord Bear = S 64° 25' 19" E

RAMP B

Curve Data

Curve RAMPB-9

P. I. Station = 66+96.04 N 1,839,119.68 E 1,188,698.67  
 Delta = 23° 39' 26" (RT)  
 Degree = 9° 01' 36"  
 Tangent = 132.93  
 Length = 262.08  
 Radius = 634.74  
 External = 13.77  
 Long Chord = 260.22  
 Mid. Ord. = 13.48  
 P. C. Station = 65+63.11 N 1,839,210.32 E 1,188,601.43  
 P. T. Station = 68+25.19 N 1,838,997.64 E 1,188,751.36  
 C. C. = N 1,838,746.03 E 1,188,168.62  
 Back = S 47° 00' 38" E  
 Ahead = S 23° 21' 12" E  
 Chord Bear = S 35° 10' 55" E

Curve Data

Curve RAMPB-10

P. I. Station = 69+70.68 N 1,838,862.14 E 1,188,804.35  
 Delta = 26° 37' 02" (RT)  
 Degree = 9° 18' 56"  
 Tangent = 145.49  
 Length = 285.73  
 Radius = 615.06  
 External = 16.97  
 Long Chord = 283.17  
 Mid. Ord. = 16.52  
 P. C. Station = 68+25.19 N 1,838,997.64 E 1,188,751.36  
 P. T. Station = 71+10.92 N 1,838,717.26 E 1,188,791.01  
 C. C. = N 1,838,773.64 E 1,188,178.54  
 Back = S 21° 21' 28" E  
 Ahead = S 5° 15' 34" W  
 Chord Bear = S 8° 02' 57" E

Course from PT RAMPB-10 to RB7 S 5° 41' 23" W Dist 261.71

Point RB7 N 1,838,456.84 E 1,188,765.06 Sta 73+72.63

Course from RB7 to RB8 S 7° 17' 30" W Dist 78.36

Point RB8 N 1,838,379.11 E 1,188,755.12 Sta 74+50.99

Course from RB8 to PC RAMPB-11 S 4° 28' 44" W Dist 190.45

Curve Data

Curve RAMPB-11

P. I. Station = 77+32.00 N 1,838,098.89 E 1,188,734.06  
 Delta = 1° 01' 55" (LT)  
 Degree = 0° 34' 11"  
 Tangent = 90.57  
 Length = 181.14  
 Radius = 10,057.73  
 External = 0.41  
 Long Chord = 181.14  
 Mid. Ord. = 0.41  
 P. C. Station = 76+41.43 N 1,838,189.25 E 1,188,740.25  
 P. T. Station = 78+22.57 N 1,838,008.43 E 1,188,729.50  
 C. C. = N 1,837,501.97 E 1,198,774.47  
 Back = S 3° 55' 06" W  
 Ahead = S 2° 53' 11" W  
 Chord Bear = S 3° 24' 08" W

Curve Data

Curve RAMPB-12

P. I. Station = 80+00.83 N 1,837,830.36 E 1,188,721.37  
 Delta = 6° 20' 01" (LT)  
 Degree = 1° 46' 42"  
 Tangent = 178.26  
 Length = 356.15  
 Radius = 3,221.81  
 External = 4.93  
 Long Chord = 355.97  
 Mid. Ord. = 4.92  
 P. C. Station = 78+22.57 N 1,838,008.43 E 1,188,729.50  
 P. T. Station = 81+78.72 N 1,837,652.48 E 1,188,732.94  
 C. C. = N 1,837,861.57 E 1,191,947.96  
 Back = S 2° 36' 46" W  
 Ahead = S 3° 43' 15" E  
 Chord Bear = S 0° 33' 15" E

Course from PT RAMPB-12 to RB9 S 3° 30' 13" E Dist 311.14

Point RB9 N 1,837,341.92 E 1,188,751.95 Sta 84+89.86

Course from RB9 to PC RAMPB-13 S 4° 07' 25" E Dist 54.29

Curve Data

Curve RAMPB-13

P. I. Station = 87+26.59 N 1,837,106.34 E 1,188,774.95  
 Delta = 78° 08' 26" (LT)  
 Degree = 25° 29' 44"  
 Tangent = 182.44  
 Length = 306.49  
 Radius = 224.73  
 External = 64.73  
 Long Chord = 283.28  
 Mid. Ord. = 50.26  
 P. C. Station = 85+44.15 N 1,837,287.78 E 1,188,755.86  
 P. T. Station = 88+50.64 N 1,837,087.73 E 1,188,956.44  
 C. C. = N 1,837,311.29 E 1,188,979.35  
 Back = S 6° 00' 24" E  
 Ahead = S 84° 08' 50" E  
 Chord Bear = S 45° 04' 37" E

Curve Data

Curve RAMPB-14

P. I. Station = 88+91.99 N 1,837,083.30 E 1,188,997.55  
 Delta = 5° 05' 25" (LT)  
 Degree = 6° 09' 33"  
 Tangent = 41.35  
 Length = 82.65  
 Radius = 930.23  
 External = 0.92  
 Long Chord = 82.62  
 Mid. Ord. = 0.92  
 P. C. Station = 88+50.64 N 1,837,087.73 E 1,188,956.44  
 P. T. Station = 89+33.28 N 1,837,082.53 E 1,189,038.89  
 C. C. = N 1,838,012.60 E 1,189,056.22  
 Back = S 83° 50' 32" E  
 Ahead = S 88° 55' 57" E  
 Chord Bear = S 86° 23' 14" E

Course from PT RAMPB-14 to RB10 S 88° 55' 57" E Dist 318.47

Point RB10 N 1,837,076.59 E 1,189,357.31 Sta 92+51.75

Course from RB10 to RB11 S 88° 56' 22" E Dist 285.23

Point RB11 N 1,837,071.32 E 1,189,642.49 Sta 95+36.99

Course from RB11 to RB12 N 88° 23' 29" E Dist 15.92

Point RB12 N 1,837,071.76 E 1,189,658.40 Sta 95+52.90

RAMP C

Point RC1 N 1,839,129.64 E 1,187,512.19 Sta 10+00.00

Course from RC1 to PC RAMPC-1 N 88° 18' 06" E Dist 94.22

Curve Data

Curve RAMPC-1

P. I. Station = 12+57.28 N 1,839,139.56 E 1,187,769.27  
 Delta = 17° 03' 32" (LT)  
 Degree = 5° 16' 11"  
 Tangent = 163.06  
 Length = 323.72  
 Radius = 1,087.26  
 External = 12.16  
 Long Chord = 322.52  
 Mid. Ord. = 12.03  
 P. C. Station = 10+94.22 N 1,839,132.43 E 1,187,606.36  
 P. T. Station = 14+17.93 N 1,839,194.17 E 1,187,922.92  
 C. C. = N 1,840,218.65 E 1,187,558.80  
 Back = N 87° 29' 35" E  
 Ahead = N 70° 26' 02" E  
 Chord Bear = N 78° 57' 48" E

FILE NAME = D:\B008-831-ATB.dgn

DESIGNED -	REVISED -
DRAWN - DW/ZR	REVISED -
CHECKED - ES	REVISED -
DATE - 01/29/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
ALIGNMENTS

SCALE: N/A SHEET NO. 11 OF 18 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315RS-4)	COOK	167	31
CONTRACT NO. 60C08				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

RAMP C

Curve Data

Curve RAMPC-2  
 P. I. Station = 15+59.57 N 1,839,242.44 E 1,188,056.07  
 Delta = 17° 15' 51" (LT)  
 Degree = 6° 08' 28"  
 Tangent = 141.63  
 Length = 281.12  
 Radius = 932.97  
 External = 10.69  
 Long Chord = 280.06  
 Mid. Ord. = 10.57  
 P. C. Station = 14+17.93 N 1,839,194.17 E 1,187,922.92  
 P. T. Station = 16+99.05 N 1,839,328.06 E 1,188,168.90  
 C. C. = N 1,840,071.28 E 1,187,604.94  
 Back = N 70° 04' 21" E  
 Ahead = N 52° 48' 30" E  
 Chord Bear = N 61° 26' 25" E

Course from PT RAMPC-2 to PC RAMPC-3 N 51° 19' 39" E Dist 48.39

Curve Data

Curve RAMPC-3  
 P. I. Station = 18+16.15 N 1,839,402.61 E 1,188,259.19  
 Delta = 8° 25' 10" (LT)  
 Degree = 6° 08' 17"  
 Tangent = 68.71  
 Length = 137.17  
 Radius = 933.47  
 External = 2.53  
 Long Chord = 137.05  
 Mid. Ord. = 2.52  
 P. C. Station = 17+47.44 N 1,839,358.30 E 1,188,206.68  
 P. T. Station = 18+84.62 N 1,839,454.13 E 1,188,304.65  
 C. C. = N 1,840,071.72 E 1,187,604.70  
 Back = N 49° 50' 33" E  
 Ahead = N 41° 25' 22" E  
 Chord Bear = N 45° 37' 58" E

Curve Data

Curve RAMPC-4  
 P. I. Station = 21+36.54 N 1,839,643.67 E 1,188,470.60  
 Delta = 39° 49' 33" (LT)  
 Degree = 8° 14' 20"  
 Tangent = 251.92  
 Length = 483.39  
 Radius = 695.44  
 External = 44.22  
 Long Chord = 473.72  
 Mid. Ord. = 41.58  
 P. C. Station = 18+84.62 N 1,839,454.13 E 1,188,304.65  
 P. T. Station = 23+68.01 N 1,839,895.51 E 1,188,476.66  
 C. C. = N 1,839,912.24 E 1,187,781.43  
 Back = N 41° 12' 14" E  
 Ahead = N 1° 22' 41" E  
 Chord Bear = N 21° 17' 28" E

Course from PT RAMPC-4 to PC RAMPC-5 N 1° 05' 17" W Dist 296.47

Curve Data

Curve RAMPC-5  
 P. I. Station = 27+52.65 N 1,840,279.91 E 1,188,476.87  
 Delta = 7° 01' 44" (RT)  
 Degree = 3° 59' 27"  
 Tangent = 88.17  
 Length = 176.12  
 Radius = 1,435.69  
 External = 2.71  
 Long Chord = 176.01  
 Mid. Ord. = 2.70  
 P. C. Station = 26+64.47 N 1,840,191.93 E 1,188,471.03  
 P. T. Station = 28+40.60 N 1,840,366.51 E 1,188,493.43  
 C. C. = N 1,840,096.88 E 1,189,903.57  
 Back = N 3° 47' 46" E  
 Ahead = N 10° 49' 30" E  
 Chord Bear = N 7° 18' 38" E

Course from PT RAMPC-5 to PC RAMPC-6 N 11° 54' 55" E Dist 60.36

Curve Data

Curve RAMPC-6  
 P. I. Station = 30+00.44 N 1,840,522.91 E 1,188,526.43  
 Delta = 12° 57' 19" (LT)  
 Degree = 6° 32' 21"  
 Tangent = 99.48  
 Length = 198.11  
 Radius = 876.18  
 External = 5.63  
 Long Chord = 197.69  
 Mid. Ord. = 5.59  
 P. C. Station = 29+00.96 N 1,840,425.57 E 1,188,505.89  
 P. T. Station = 30+99.07 N 1,840,622.37 E 1,188,524.63  
 C. C. = N 1,840,606.47 E 1,187,648.59  
 Back = N 11° 54' 55" E  
 Ahead = N 1° 02' 24" W  
 Chord Bear = N 5° 26' 15" E

Curve Data

Curve RAMPC-7  
 P. I. Station = 33+65.48 N 1,840,888.68 E 1,188,517.32  
 Delta = 0° 55' 34" (LT)  
 Degree = 0° 10' 26"  
 Tangent = 266.41  
 Length = 532.81  
 Radius = 32,960.62  
 External = 1.08  
 Long Chord = 532.80  
 Mid. Ord. = 1.08  
 P. C. Station = 30+99.07 N 1,840,622.37 E 1,188,524.63  
 P. T. Station = 36+31.88 N 1,841,154.84 E 1,188,505.71  
 C. C. = N 1,839,718.73 E 1,155,576.39  
 Back = N 1° 34' 16" W  
 Ahead = N 2° 29' 50" W  
 Chord Bear = N 2° 02' 03" W

Course from PT RAMPC-7 to RC2 N 2° 21' 13" W Dist 455.33

Point RC2 N 1,841,609.78 E 1,188,487.02 Sta 40+87.21

RAMP D

Point RD1 N 1,839,055.13 E 1,187,200.87 Sta 10+00.00

Course from RD1 to RD2 S 88° 28' 41" E Dist 317.75

Point RD2 N 1,839,046.70 E 1,187,518.51 Sta 13+17.75

Course from RD2 to PC RAMPD-1 S 88° 52' 20" E Dist 340.94

Curve Data

Curve RAMPD-1  
 P. I. Station = 18+63.97 N 1,839,039.33 E 1,188,064.66  
 Delta = 39° 49' 37" (RT)  
 Degree = 10° 06' 42"  
 Tangent = 205.27  
 Length = 393.88  
 Radius = 566.64  
 External = 36.03  
 Long Chord = 385.99  
 Mid. Ord. = 33.88  
 P. C. Station = 16+58.70 N 1,839,039.98 E 1,187,859.39  
 P. T. Station = 20+52.57 N 1,838,907.36 E 1,188,221.88  
 C. C. = N 1,838,473.35 E 1,187,857.58  
 Back = S 89° 49' 01" E  
 Ahead = S 49° 59' 24" E  
 Chord Bear = S 69° 54' 12" E

FILE NAME = D16RC08-832-ATB.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94)		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -		ALIGNMENT AND TIES		94	10312-708W, ETC. & 1315RS-4	COOK	167	32
	CHECKED - ES	REVISED -		SCALE: N/A	SHEET NO. 12 OF 18 SHEETS	STA.	TO STA.	CONTRACT NO. 60C08		
	DATE - 01/29/2009	REVISED -		FED. ROAD DIST. NO.   ILLINOIS FED. AID PROJECT						



RAMP D

Curve Data

Curve RAMPD-2

P. I. Station = 27+24.15 N 1,838,457.90 E 1,188,720.88  
 Delta = 78° 25' 34" (RT)  
 Degree = 6° 57' 41"  
 Tangent = 671.57  
 Length = 1,126.58  
 Radius = 823.05  
 External = 239.22  
 Long Chord = 1,040.67  
 Mid. Ord. = 185.35  
 P. C. Station = 20+52.57 N 1,838,907.36 E 1,188,221.88  
 P. T. Station = 31+79.16 N 1,837,878.87 E 1,188,380.68  
 C. C. = N 1,838,295.80 E 1,187,671.05  
 Back = S 47° 59' 25" E  
 Ahead = S 30° 26' 09" W  
 Chord Bear = S 8° 46' 38" E

Curve Data

Curve RAMPD-3

P. I. Station = 32+87.97 N 1,837,784.72 E 1,188,326.14  
 Delta = 16° 18' 07" (RT)  
 Degree = 7° 32' 31"  
 Tangent = 108.81  
 Length = 216.15  
 Radius = 759.70  
 External = 7.75  
 Long Chord = 215.42  
 Mid. Ord. = 7.67  
 P. C. Station = 31+79.16 N 1,837,878.87 E 1,188,380.68  
 P. T. Station = 33+95.31 N 1,837,709.66 E 1,188,247.36  
 C. C. = N 1,838,259.66 E 1,187,723.31  
 Back = S 30° 04' 55" W  
 Ahead = S 46° 23' 03" W  
 Chord Bear = S 38° 13' 59" W

Course from PT RAMPD-3 to PC RAMPD-4 S 45° 28' 41" W Dist 283.69

Curve Data

Curve RAMPD-4

P. I. Station = 38+07.32 N 1,837,421.88 E 1,187,952.51  
 Delta = 30° 13' 51" (LT)  
 Degree = 12° 03' 38"  
 Tangent = 128.32  
 Length = 250.66  
 Radius = 475.07  
 External = 17.03  
 Long Chord = 247.76  
 Mid. Ord. = 16.44  
 P. C. Station = 36+79.00 N 1,837,510.73 E 1,188,045.09  
 P. T. Station = 39+29.66 N 1,837,298.50 E 1,187,917.25  
 C. C. = N 1,837,167.96 E 1,188,374.04  
 Back = S 46° 10' 46" W  
 Ahead = S 15° 56' 55" W  
 Chord Bear = S 31° 03' 50" W

Course from PT RAMPD-4 to PC RAMPD-5 S 19° 01' 01" W Dist 110.10

Curve Data

Curve RAMPD-5

P. I. Station = 42+11.61 N 1,837,029.45 E 1,187,833.21  
 Delta = 70° 34' 32" (RT)  
 Degree = 23° 35' 46"  
 Tangent = 171.85  
 Length = 299.10  
 Radius = 242.82  
 External = 54.66  
 Long Chord = 280.54  
 Mid. Ord. = 44.62  
 P. C. Station = 40+39.77 N 1,837,194.41 E 1,187,881.37  
 P. T. Station = 43+38.87 N 1,837,020.01 E 1,187,661.62  
 C. C. = N 1,837,262.46 E 1,187,648.28  
 Back = S 16° 16' 31" W  
 Ahead = S 86° 51' 03" W  
 Chord Bear = S 51° 33' 47" W

Course from PT RAMPD-5 to RD3 S 86° 59' 44" W Dist 941.87

Point RD3 N 1,836,970.64 E 1,186,721.05 Sta 52+80.73

RAMP E

Point RE1 N 1,836,976.33 E 1,187,975.57 Sta 10+00.00

Course from RE1 to PC RAMPE-1 N 3° 00' 16" W Dist 211.74

Curve Data

Curve RAMPE-1

P. I. Station = 13+44.06 N 1,837,319.81 E 1,187,955.68  
 Delta = 33° 54' 15" (RT)  
 Degree = 13° 11' 54"  
 Tangent = 132.33  
 Length = 256.88  
 Radius = 434.12  
 External = 19.72  
 Long Chord = 253.15  
 Mid. Ord. = 18.86  
 P. C. Station = 12+11.74 N 1,837,187.77 E 1,187,964.47  
 P. T. Station = 14+68.62 N 1,837,434.29 E 1,188,022.03  
 C. C. = N 1,837,216.62 E 1,188,397.63  
 Back = N 3° 48' 37" W  
 Ahead = N 30° 05' 38" E  
 Chord Bear = N 13° 08' 31" E

Curve Data

Curve RAMPE-2

P. I. Station = 15+04.21 N 1,837,464.73 E 1,188,040.48  
 Delta = 11° 43' 30" (RT)  
 Degree = 16° 31' 54"  
 Tangent = 35.59  
 Length = 70.92  
 Radius = 346.58  
 External = 1.82  
 Long Chord = 70.80  
 Mid. Ord. = 1.81  
 P. C. Station = 14+68.62 N 1,837,434.29 E 1,188,022.03  
 P. T. Station = 15+39.54 N 1,837,490.77 E 1,188,064.73  
 C. C. = N 1,837,254.63 E 1,188,318.41  
 Back = N 31° 13' 27" E  
 Ahead = N 42° 56' 57" E  
 Chord Bear = N 37° 05' 12" E

Course from PT RAMPE-2 to PC RAMPE-3 N 45° 28' 46" E Dist 283.69

Curve Data

Curve RAMPE-3

P. I. Station = 19+61.36 N 1,837,785.20 E 1,188,366.78  
 Delta = 16° 14' 26" (LT)  
 Degree = 5° 55' 08"  
 Tangent = 138.12  
 Length = 274.39  
 Radius = 968.03  
 External = 9.80  
 Long Chord = 273.47  
 Mid. Ord. = 9.71  
 P. C. Station = 18+23.24 N 1,837,689.69 E 1,188,267.00  
 P. T. Station = 20+97.63 N 1,837,904.80 E 1,188,435.86  
 C. C. = N 1,838,389.00 E 1,187,597.63  
 Back = N 46° 15' 12" E  
 Ahead = N 30° 00' 46" E  
 Chord Bear = N 38° 07' 59" E

Curve Data

Curve RAMPE-4

P. I. Station = 22+07.17 N 1,837,999.65 E 1,188,490.65  
 Delta = 13° 48' 41" (LT)  
 Degree = 6° 20' 06"  
 Tangent = 109.54  
 Length = 218.02  
 Radius = 904.45  
 External = 6.61  
 Long Chord = 217.49  
 Mid. Ord. = 6.56  
 P. C. Station = 20+97.63 N 1,837,904.80 E 1,188,435.86  
 P. T. Station = 23+15.65 N 1,838,104.84 E 1,188,521.22  
 C. C. = N 1,838,357.19 E 1,187,652.69  
 Back = N 30° 00' 46" E  
 Ahead = N 16° 12' 04" E  
 Chord Bear = N 23° 06' 25" E

**RAMP E**

**Curve Data**

**Curve RAMPE-5**

P.I. Station = 23+54.60 N  
 Delta = 4° 55' 11" (LT)  
 Degree = 6° 19' 07"  
 Tangent = 38.95  
 Length = 77.86  
 Radius = 906.77  
 External = 0.84  
 Long Chord = 77.84  
 Mid. Ord. = 0.84  
 P.C. Station = 23+15.65 N  
 P.T. Station = 23+93.51 N  
 C.C. = N  
 Back = N 19° 12' 43" E  
 Ahead = N 14° 17' 32" E  
 Chord Bear = N 16° 45' 08" E

1,838,141.63 E  
 1,188,534.04  
 1,838,104.84 E  
 1,838,179.38 E  
 1,838,403.23 E  
 1,188,521.22  
 1,188,543.65  
 1,187,664.95

**Curve Data**

**Curve RAMPE-6**

P.I. Station = 24+89.17 N  
 Delta = 11° 47' 29" (LT)  
 Degree = 6° 11' 05"  
 Tangent = 95.66  
 Length = 190.65  
 Radius = 926.40  
 External = 4.93  
 Long Chord = 190.32  
 Mid. Ord. = 4.90  
 P.C. Station = 23+93.51 N  
 P.T. Station = 25+84.16 N  
 C.C. = N  
 Back = N 14° 17' 32" E  
 Ahead = N 2° 30' 03" E  
 Chord Bear = N 8° 23' 47" E

1,838,272.08 E  
 1,188,567.27  
 1,838,179.38 E  
 1,838,367.65 E  
 1,838,408.07 E  
 1,188,543.65  
 1,188,571.44  
 1,187,645.93

Course from PT RAMPE-6 to RE2 N 1° 10' 28" E Dist 176.60

Point RE2 N 1,838,544.21 E 1,188,575.06 Sta 27+60.76

Course from RE2 to RE3 N 1° 10' 09" E Dist 202.71

Point RE3 N 1,838,746.88 E 1,188,579.20 Sta 29+63.47

**RAMP F**

Point RF1 N 1,836,900.58 E 1,186,892.96 Sta 10+00.00

Course from RF1 to PC RAMPF-1 N 88° 19' 14" E Dist 79.65

**Curve Data**

**Curve RAMPF-1**

P.I. Station = 12+33.77 N  
 Delta = 1° 17' 43" (RT)  
 Degree = 0° 25' 13"  
 Tangent = 154.12  
 Length = 308.23  
 Radius = 13,633.41  
 External = 0.87  
 Long Chord = 308.22  
 Mid. Ord. = 0.87  
 P.C. Station = 10+79.65 N  
 P.T. Station = 13+87.88 N  
 C.C. = N  
 Back = S 89° 24' 58" E  
 Ahead = S 88° 07' 15" E  
 Chord Bear = S 88° 46' 07" E

1,836,901.34 E  
 1,187,126.69  
 1,836,902.91 E  
 1,836,896.29 E  
 1,823,270.21 E  
 1,186,972.58  
 1,187,280.72  
 1,186,833.66

Course from PT RAMPF-1 to PC RAMPF-2 S 88° 07' 15" E Dist 296.17

**Curve Data**

**Curve RAMPF-2**

P.I. Station = 18+63.27 N  
 Delta = 58° 00' 37" (RT)  
 Degree = 17° 43' 29"  
 Tangent = 179.22  
 Length = 327.28  
 Radius = 323.25  
 External = 46.36  
 Long Chord = 313.48  
 Mid. Ord. = 40.54  
 P.C. Station = 16+84.05 N  
 P.T. Station = 20+11.33 N  
 C.C. = N  
 Back = S 84° 31' 02" E  
 Ahead = S 26° 30' 25" E  
 Chord Bear = S 55° 30' 44" E

1,836,869.45 E  
 1,187,755.14  
 1,836,886.58 E  
 1,836,709.07 E  
 1,836,564.80 E  
 1,187,576.74  
 1,187,835.12  
 1,187,545.85

**Curve Data**

**Curve RAMPF-3**

P.I. Station = 21+59.73 N  
 Delta = 50° 19' 40" (RT)  
 Degree = 18° 08' 18"  
 Tangent = 148.40  
 Length = 277.47  
 Radius = 315.88  
 External = 33.12  
 Long Chord = 268.63  
 Mid. Ord. = 29.98  
 P.C. Station = 20+11.33 N  
 P.T. Station = 22+88.80 N  
 C.C. = N  
 Back = S 22° 47' 08" E  
 Ahead = S 27° 32' 33" W  
 Chord Bear = S 2° 22' 43" W

1,836,572.25 E  
 1,187,892.60  
 1,836,709.07 E  
 1,836,440.67 E  
 1,836,586.74 E  
 1,187,835.12  
 1,187,823.98  
 1,187,543.89

**Curve Data**

**Curve RAMPF-4**

P.I. Station = 23+84.82 N  
 Delta = 9° 34' 12" (RT)  
 Degree = 4° 59' 43"  
 Tangent = 96.02  
 Length = 191.58  
 Radius = 1,147.01  
 External = 4.01  
 Long Chord = 191.36  
 Mid. Ord. = 4.00  
 P.C. Station = 22+88.80 N  
 P.T. Station = 24+80.39 N  
 C.C. = N  
 Back = S 27° 25' 34" W  
 Ahead = S 36° 59' 46" W  
 Chord Bear = S 32° 12' 40" W

1,836,355.45 E  
 1,187,779.75  
 1,836,440.67 E  
 1,836,278.76 E  
 1,836,968.99 E  
 1,187,823.98  
 1,187,721.97  
 1,186,805.88

**Curve Data**

**Curve RAMPF-5**

P.I. Station = 25+66.62 N  
 Delta = 8° 42' 28" (RT)  
 Degree = 5° 03' 32"  
 Tangent = 86.23  
 Length = 172.13  
 Radius = 1,132.60  
 External = 3.28  
 Long Chord = 171.97  
 Mid. Ord. = 3.27  
 P.C. Station = 24+80.39 N  
 P.T. Station = 26+52.52 N  
 C.C. = N  
 Back = S 38° 32' 17" W  
 Ahead = S 47° 14' 45" W  
 Chord Bear = S 42° 53' 31" W

1,836,211.31 E  
 1,187,668.25  
 1,836,278.76 E  
 1,836,152.77 E  
 1,836,984.41 E  
 1,187,721.97  
 1,187,604.93  
 1,186,836.06

Course from PT RAMPF-5 to RF2 S 45° 04' 37" W Dist 196.36

Point RF2 N 1,836,014.11 E 1,187,465.89 Sta 28+48.88

Course from RF2 to RF3 S 46° 29' 43" W Dist 668.34

Point RF3 N 1,835,554.02 E 1,186,981.14 Sta 35+17.22

FILE NAME = 0160C08-034-ATB.dgn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENT AND TIES</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -				94	(0312-708W, ETC. & 1315RS-4)	COOK	167	34
	CHECKED - ES	REVISED -				CONTRACT NO. 60C08				
	DATE - 01/29/2009	REVISED -				SCALE: N/A	SHEET NO. 14 OF 18 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

**RAMP G**

Point RG1 N 1,835,897.99 E 1,187,366.59 Sta 10+00.00

Course from RG1 to PC RAMPG-1 N 45° 59' 39" E Dist 428.53

**Curve Data**

**Curve RAMPG-1**

P. I. Station = 14+92.27 N 1,836,239.69 E 1,187,720.95  
 Delta = 6° 11' 39" (LT)  
 Degree = 4° 51' 49"  
 Tangent = 63.74  
 Length = 127.36  
 Radius = 1,178.07  
 External = 1.72  
 Long Chord = 127.30  
 Mid. Ord. = 1.72  
 P. C. Station = 14+28.53 N 1,836,195.71 E 1,187,674.82  
 P. T. Station = 15+55.89 N 1,836,288.40 E 1,187,762.07  
 C. C. = N 1,837,048.37 E 1,186,861.91  
 Back = N 46° 22' 03" E  
 Ahead = N 40° 10' 24" E  
 Chord Bear = N 43° 16' 13" E

**Curve Data**

**Curve RAMPG-2**

P. I. Station = 17+23.91 N 1,836,422.54 E 1,187,863.25  
 Delta = 18° 07' 49" (LT)  
 Degree = 5° 26' 27"  
 Tangent = 168.02  
 Length = 333.23  
 Radius = 1,053.09  
 External = 13.32  
 Long Chord = 331.84  
 Mid. Ord. = 13.15  
 P. C. Station = 15+55.89 N 1,836,288.40 E 1,187,762.07  
 P. T. Station = 18+89.12 N 1,836,581.50 E 1,187,917.67  
 C. C. = N 1,836,922.56 E 1,186,921.34  
 Back = N 37° 01' 38" E  
 Ahead = N 18° 53' 49" E  
 Chord Bear = N 27° 57' 44" E

**Curve Data**

**Curve RAMPG-3**

P. I. Station = 19+67.42 N 1,836,655.07 E 1,187,944.46  
 Delta = 7° 05' 28" (LT)  
 Degree = 4° 32' 02"  
 Tangent = 78.30  
 Length = 156.40  
 Radius = 1,263.69  
 External = 2.42  
 Long Chord = 156.30  
 Mid. Ord. = 2.42  
 P. C. Station = 18+89.12 N 1,836,581.50 E 1,187,917.67  
 P. T. Station = 20+45.52 N 1,836,731.39 E 1,187,961.96  
 C. C. = N 1,837,013.89 E 1,186,730.25  
 Back = N 20° 00' 31" E  
 Ahead = N 12° 55' 03" E  
 Chord Bear = N 16° 27' 47" E

**Curve Data**

**Curve RAMPG-4**

P. I. Station = 21+41.77 N 1,836,826.29 E 1,187,978.01  
 Delta = 10° 43' 18" (LT)  
 Degree = 5° 35' 09"  
 Tangent = 96.25  
 Length = 191.94  
 Radius = 1,025.72  
 External = 4.51  
 Long Chord = 191.66  
 Mid. Ord. = 4.49  
 P. C. Station = 20+45.52 N 1,836,731.39 E 1,187,961.96  
 P. T. Station = 22+37.46 N 1,836,922.53 E 1,187,976.12  
 C. C. = N 1,836,902.38 E 1,186,950.59  
 Back = N 9° 35' 45" E  
 Ahead = N 1° 07' 33" W  
 Chord Bear = N 4° 14' 06" E

Course from PT RAMPG-4 to RG2 N 1° 40' 44" W Dist 53.79

Point RG2 N 1,836,976.30 E 1,187,974.54 Sta 22+91.25

**RAMP H**

Point RH1 N 1,835,569.87 E 1,187,368.34 Sta 10+00.00

Course from RH1 to PC RAMPH-1 N 41° 41' 58" E Dist 607.64

**Curve Data**

**Curve RAMPH-1**

Feature: 111  
 P. I. Station = 18+45.11 N 1,836,205.32 E 1,187,925.38  
 Delta = 17° 57' 22" (RT)  
 Degree = 3° 48' 43"  
 Tangent = 237.47  
 Length = 471.04  
 Radius = 1,503.01  
 External = 18.64  
 Long Chord = 469.11  
 Mid. Ord. = 18.41  
 P. C. Station = 16+07.64 N 1,836,023.56 E 1,187,772.56  
 P. T. Station = 20+78.68 N 1,836,331.11 E 1,188,126.79  
 C. C. = N 1,835,056.31 E 1,188,922.98  
 Back = N 40° 03' 24" E  
 Ahead = N 58° 00' 46" E  
 Chord Bear = N 49° 02' 05" E

Course from PT RAMPH-1 to PC RAMPH-2 N 57° 11' 12" E Dist 1,032.39

**Curve Data**

**Curve RAMPH-2**

Feature: 111  
 P. I. Station = 32+23.60 N 1,836,953.49 E 1,189,087.74  
 Delta = 30° 07' 48" (RT)  
 Degree = 13° 42' 19"  
 Tangent = 112.53  
 Length = 219.84  
 Radius = 418.06  
 External = 14.88  
 Long Chord = 217.32  
 Mid. Ord. = 14.37  
 P. C. Station = 31+11.07 N 1,836,890.57 E 1,188,994.45  
 P. T. Station = 33+30.92 N 1,836,961.09 E 1,189,200.01  
 C. C. = N 1,836,543.98 E 1,189,228.24  
 Back = N 55° 59' 57" E  
 Ahead = N 86° 07' 45" E  
 Chord Bear = N 71° 03' 51" E

Course from PT RAMPH-2 to RH2 N 86° 56' 46" E Dist 387.01

Point RH2 N 1,836,981.71 E 1,189,586.47 Sta 37+17.92

Course from RH2 to RH3 N 88° 23' 29" E Dist 57.20

Point RH3 N 1,836,983.31 E 1,189,643.65 Sta 37+75.13

FILE NAME = D160C08-835-ATB.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) ALIGNMENT AND TIES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	35
	CHECKED - ES	REVISED -			CONTRACT NO. 60C08				
	DATE - 01/29/2009	REVISED -			SCALE: N/A	SHEET NO. 15 OF 18 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

**RAMP I**

Point RI1            N    1,836,533.86 E    1,188,411.71 Sta    10+00.00  
 Course from RI1 to RI2 N 52° 20' 31" E Dist 210.73  
 Point RI2            N    1,836,662.61 E    1,188,578.54 Sta    12+10.73  
 Course from RI2 to PC RAMPI-1 N 48° 35' 47" E Dist 104.17

Curve Data  
 -----

Curve RAMPI-1

P. I. Station        13+68.82    N            1,836,771.51 E            1,188,692.81  
 Delta            =    22° 04' 47" (LT)  
 Degree           =    20° 44' 06"  
 Tangent          =    53.91  
 Length           =    106.48  
 Radius           =    276.32  
 External          =    5.21  
 Long Chord       =    105.83  
 Mid. Ord.        =    5.11  
 P. C. Station     13+14.90    N            1,836,731.50 E            1,188,656.67  
 P. T. Station     14+21.39    N            1,836,822.17 E            1,188,711.25  
 C. C.             =    N            1,836,916.71 E            1,188,451.61  
 Back             = N 42° 05' 14" E  
 Ahead            = N 20° 00' 27" E  
 Chord Bear      = N 31° 02' 51" E

Curve Data  
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Curve RAMPI-2

P. I. Station        14+85.31    N            1,836,884.16 E            1,188,726.83  
 Delta            =    15° 16' 10" (LT)  
 Degree           =    12° 00' 56"  
 Tangent          =    63.92  
 Length           =    127.08  
 Radius           =    476.85  
 External          =    4.27  
 Long Chord       =    126.71  
 Mid. Ord.        =    4.23  
 P. C. Station     14+21.39    N            1,836,822.17 E            1,188,711.25  
 P. T. Station     15+48.47    N            1,836,948.07 E            1,188,725.52  
 C. C.             =    N            1,836,938.35 E            1,188,248.77  
 Back             = N 14° 06' 07" E  
 Ahead            = N 1° 10' 03" W  
 Chord Bear      = N 6° 28' 02" E

Course from PT RAMPI-2 to RI3 N 1° 51' 03" W Dist 51.34  
 Point RI3            N    1,836,999.38 E    1,188,723.87 Sta    15+99.81

**RAMP J**

Point RJ1            N    1,836,999.23 E    1,188,719.33 Sta    10+00.00  
 Course from RJ1 to RJ2 N 1° 23' 26" W Dist 998.83  
 Point RJ2            N    1,837,997.77 E    1,188,695.09 Sta    19+98.83  
 Course from RJ2 to RJ3 N 1° 18' 29" W Dist 73.82  
 Point RJ3            N    1,838,071.57 E    1,188,693.41 Sta    20+72.65  
 Course from RJ3 to RJ4 N 3° 08' 46" W Dist 238.91  
 Point RJ4            N    1,838,310.12 E    1,188,680.30 Sta    23+11.56

FILE NAME = D160C08-036-ATB.dgn	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALIGNMENT AND TIES</b>		F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DW/ZR	REVISED -				94	0312-708W, ETC. & 1315RS-4	COOK	167	36
	CHECKED - ES	REVISED -				CONTRACT NO. 60C08				
	DATE - 01/29/2009	REVISED -				SCALE: N/A	SHEET NO. 16 OF 18 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

N. B. STONY ISLAND

Curve Data

Curve NBSTNY-1

P. I. Station = 11+88.40 N 1,833,997.14 E 1,186,189.37  
 Delta = 3° 28' 20" (RT)  
 Degree = 0° 55' 18"  
 Tangent = 188.40  
 Length = 376.69  
 Radius = 6,215.69  
 External = 2.85  
 Long Chord = 376.63  
 Mid. Ord. = 2.85  
 P. C. Station = 10+00.00 N 1,833,831.76 E 1,186,099.12  
 P. T. Station = 13+76.69 N 1,834,156.76 E 1,186,289.46  
 C. C. = N 1,830,854.44 E 1,191,555.35  
 Back = N 28° 37' 13" E  
 Ahead = N 32° 05' 33" E  
 Chord Bear = N 30° 21' 23" E

Course from PT NBSTNY-1 to PC NBSTNY-2 N 32° 30' 27" E Dist 89.88

Curve Data

Curve NBSTNY-2

P. I. Station = 18+87.98 N 1,834,589.63 E 1,186,561.55  
 Delta = 6° 33' 03" (RT)  
 Degree = 0° 46' 41"  
 Tangent = 421.41  
 Length = 841.89  
 Radius = 7,363.35  
 External = 12.05  
 Long Chord = 841.44  
 Mid. Ord. = 12.03  
 P. C. Station = 14+66.57 N 1,834,232.55 E 1,186,337.77  
 P. T. Station = 23+08.46 N 1,834,918.84 E 1,186,824.61  
 C. C. = N 1,830,322.28 E 1,192,577.05  
 Back = N 32° 04' 34" E  
 Ahead = N 38° 37' 38" E  
 Chord Bear = N 35° 21' 06" E

Course from PT NBSTNY-2 to PC NBSTNY-3 N 38° 14' 49" E Dist 1,452.30

Curve Data

Curve NBSTNY-3

P. I. Station = 40+54.00 N 1,836,287.92 E 1,187,907.43  
 Delta = 1° 01' 22" (LT)  
 Degree = 0° 10' 28"  
 Tangent = 293.24  
 Length = 586.46  
 Radius = 32,849.45  
 External = 1.31  
 Long Chord = 586.45  
 Mid. Ord. = 1.31  
 P. C. Station = 37+60.76 N 1,836,059.41 E 1,187,723.66  
 P. T. Station = 43+47.22 N 1,836,519.68 E 1,188,087.08  
 C. C. = N 1,856,645.35 E 1,162,124.72  
 Back = N 38° 48' 19" E  
 Ahead = N 37° 46' 56" E  
 Chord Bear = N 38° 17' 38" E

Curve Data

Curve NBSTNY-4

P. I. Station = 45+93.33 N 1,836,718.16 E 1,188,232.59  
 Delta = 7° 59' 04" (LT)  
 Degree = 1° 37' 29"  
 Tangent = 246.11  
 Length = 491.41  
 Radius = 3,526.38  
 External = 8.58  
 Long Chord = 491.02  
 Mid. Ord. = 8.56  
 P. C. Station = 43+47.22 N 1,836,519.68 E 1,188,087.08  
 P. T. Station = 48+38.64 N 1,836,934.93 E 1,188,349.12  
 C. C. = N 1,838,604.62 E 1,185,243.07  
 Back = N 36° 14' 42" E  
 Ahead = N 28° 15' 38" E  
 Chord Bear = N 32° 15' 10" E

Curve Data

Curve NBSTNY-5

P. I. Station = 53+35.78 N 1,837,379.28 E 1,188,572.07  
 Delta = 19° 21' 49" (LT)  
 Degree = 1° 57' 58"  
 Tangent = 497.14  
 Length = 984.80  
 Radius = 2,913.98  
 External = 42.10  
 Long Chord = 980.12  
 Mid. Ord. = 41.50  
 P. C. Station = 48+38.64 N 1,836,934.93 E 1,188,349.12  
 P. T. Station = 58+23.44 N 1,837,872.41 E 1,188,635.07  
 C. C. = N 1,838,241.74 E 1,185,744.60  
 Back = N 26° 38' 42" E  
 Ahead = N 7° 16' 53" E  
 Chord Bear = N 16° 57' 47" E

Curve Data

Curve NBSTNY-6

P. I. Station = 60+32.73 N 1,838,079.80 E 1,188,663.28  
 Delta = 9° 27' 42" (LT)  
 Degree = 2° 15' 56"  
 Tangent = 209.29  
 Length = 417.64  
 Radius = 2,529.06  
 External = 8.65  
 Long Chord = 417.16  
 Mid. Ord. = 8.62  
 P. C. Station = 58+23.44 N 1,837,872.41 E 1,188,635.07  
 P. T. Station = 62+41.08 N 1,838,289.00 E 1,188,657.01  
 C. C. = N 1,838,213.23 E 1,186,129.09  
 Back = N 7° 44' 41" E  
 Ahead = N 1° 43' 01" W  
 Chord Bear = N 3° 00' 50" E

Course from PT NBSTNY-6 to NBS2 N 1° 31' 45" W Dist 156.97

Point NBS2 N 1,838,445.91 E 1,188,652.82 Sta 63+98.05

Course from NBS2 to NBS3 N 1° 53' 58" W Dist 707.50

Point NBS3 N 1,839,153.02 E 1,188,629.37 Sta 71+05.54

Course from NBS3 to NBS4 N 1° 53' 58" W Dist 377.54

Point NBS4 N 1,839,530.35 E 1,188,616.85 Sta 74+83.08

Course from NBS4 to NBS5 N 1° 53' 58" W Dist 577.69

Point NBS5 N 1,840,107.72 E 1,188,597.70 Sta 80+60.77

Course from NBS5 to NBS6 N 3° 18' 44" W Dist 354.70

Point NBS6 N 1,840,461.83 E 1,188,577.21 Sta 84+15.47

Course from NBS6 to NBS7 N 1° 53' 44" W Dist 1,068.23

Point NBS7 N 1,841,529.47 E 1,188,541.88 Sta 94+83.69

S. B. STONY ISLAND

Point SBS1 N 1,834,540.82 E 1,186,295.05 Sta 10+00.00

Course from SBS1 to PC SBSTNY-1 N 22° 17' 48" E Dist 357.25

Curve Data

Curve SBSTNY-1

P. I. Station = 15+87.99 N 1,835,082.90 E 1,186,522.75  
 Delta = 21° 38' 33" (RT)  
 Degree = 4° 44' 47"  
 Tangent = 230.74  
 Length = 455.99  
 Radius = 1,207.17  
 External = 21.86  
 Long Chord = 453.28  
 Mid. Ord. = 21.47  
 P. C. Station = 13+57.25 N 1,834,871.35 E 1,186,430.59  
 P. T. Station = 18+13.24 N 1,835,245.54 E 1,186,686.43  
 C. C. = N 1,834,389.22 E 1,187,537.29  
 Back = N 23° 32' 25" E  
 Ahead = N 45° 10' 58" E  
 Chord Bear = N 34° 21' 41" E

Course from PT SBSTNY-1 to SBS2 N 46° 31' 48" E Dist 90.95

Point SBS2 N 1,835,308.11 E 1,186,752.43 Sta 19+04.18

Course from SBS2 to PC SBSTNY-2 N 47° 13' 21" E Dist 335.37

Curve Data

Curve SBSTNY-2

P. I. Station = 27+20.25 N 1,835,854.94 E 1,187,358.13  
 Delta = 1° 04' 18" (LT)  
 Degree = 0° 06' 41"  
 Tangent = 480.69  
 Length = 961.36  
 Radius = 51,399.87  
 External = 2.25  
 Long Chord = 961.35  
 Mid. Ord. = 2.25  
 P. C. Station = 22+39.55 N 1,835,535.87 E 1,186,998.59  
 P. T. Station = 32+00.91 N 1,836,180.67 E 1,187,711.63  
 C. C. = N 1,873,980.43 E 1,152,881.70  
 Back = N 48° 24' 47" E  
 Ahead = N 47° 20' 29" E  
 Chord Bear = N 47° 52' 38" E

Curve Data

Curve SBSTNY-3

P. I. Station = 35+67.75 N 1,836,429.90 E 1,187,980.80  
 Delta = 14° 37' 46" (LT)  
 Degree = 2° 00' 18"  
 Tangent = 366.84  
 Length = 729.69  
 Radius = 2,857.82  
 External = 23.45  
 Long Chord = 727.71  
 Mid. Ord. = 23.26  
 P. C. Station = 32+00.91 N 1,836,180.67 E 1,187,711.63  
 P. T. Station = 39+30.60 N 1,836,739.04 E 1,188,178.30  
 C. C. = N 1,838,277.62 E 1,185,770.00  
 Back = N 47° 12' 09" E  
 Ahead = N 32° 34' 23" E  
 Chord Bear = N 39° 53' 16" E

Curve Data

Curve SBSTNY-4

P. I. Station = 42+31.95 N 1,836,991.40 E 1,188,343.00  
 Delta = 13° 21' 33" (LT)  
 Degree = 2° 13' 36"  
 Tangent = 301.35  
 Length = 599.96  
 Radius = 2,573.18  
 External = 17.59  
 Long Chord = 598.61  
 Mid. Ord. = 17.47  
 P. C. Station = 39+30.60 N 1,836,739.04 E 1,188,178.30  
 P. T. Station = 45+30.57 N 1,837,274.98 E 1,188,444.93  
 C. C. = N 1,838,145.38 E 1,186,023.43  
 Back = N 33° 07' 47" E  
 Ahead = N 19° 46' 14" E  
 Chord Bear = N 26° 27' 01" E

Curve Data

Curve SBSTNY-5

P. I. Station = 50+96.18 N 1,837,803.79 E 1,188,645.63  
 Delta = 22° 40' 54" (LT)  
 Degree = 2° 01' 54"  
 Tangent = 565.62  
 Length = 1,116.42  
 Radius = 2,820.17  
 External = 56.16  
 Long Chord = 1,109.14  
 Mid. Ord. = 55.06  
 P. C. Station = 45+30.57 N 1,837,274.98 E 1,188,444.93  
 P. T. Station = 56+46.98 N 1,838,369.10 E 1,188,626.90  
 C. C. = N 1,838,275.69 E 1,185,808.28  
 Back = N 20° 47' 01" E  
 Ahead = N 1° 53' 53" W  
 Chord Bear = N 9° 26' 34" E

Course from PT SBSTNY-5 to SBS3 N 1° 46' 16" W Dist 813.56

Point SBS3 N 1,839,182.27 E 1,188,601.76 Sta 64+60.55

Course from SBS3 to SBS4 N 1° 46' 16" W Dist 39.01

Point SBS4 N 1,839,221.26 E 1,188,600.55 Sta 64+99.56

Course from SBS4 to SBS5 N 1° 46' 16" W Dist 209.52

Point SBS5 N 1,839,430.68 E 1,188,594.07 Sta 67+09.07

Course from SBS5 to SBS6 N 1° 46' 16" W Dist 64.10

Point SBS6 N 1,839,494.75 E 1,188,592.09 Sta 67+73.18

Course from SBS6 to SBS7 N 1° 46' 16" W Dist 223.95

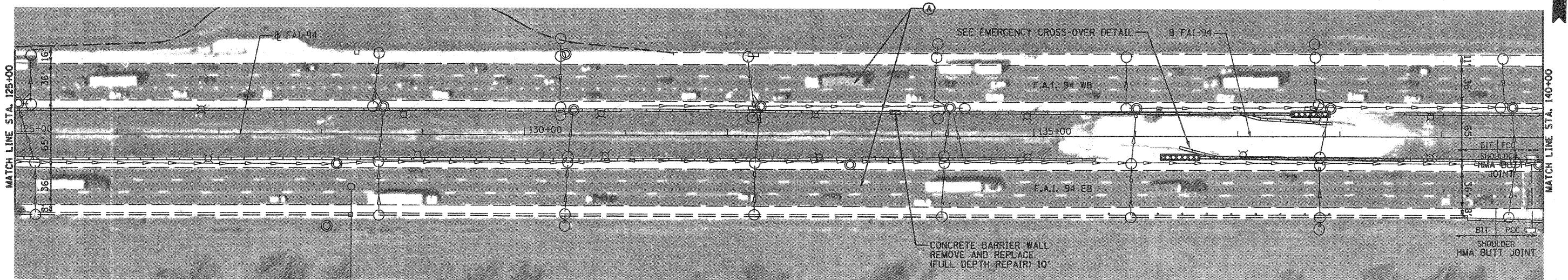
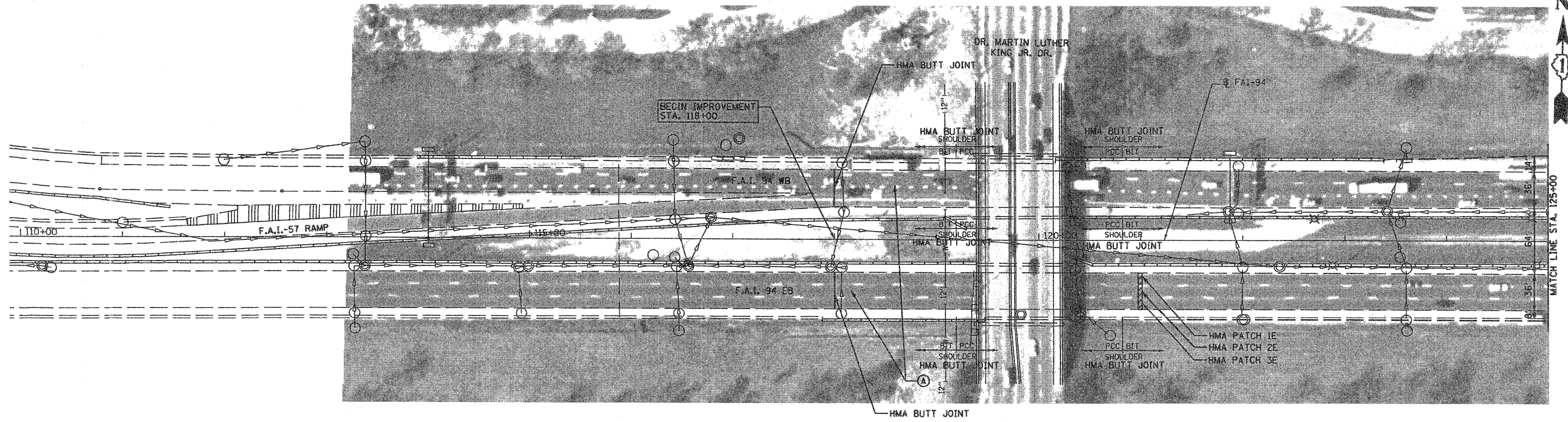
Point SBS7 N 1,839,718.60 E 1,188,585.17 Sta 69+97.13

Course from SBS7 to PC SBSTNY-6 N 2° 05' 50" W Dist 397.52

Curve Data

Curve SBSTNY-6

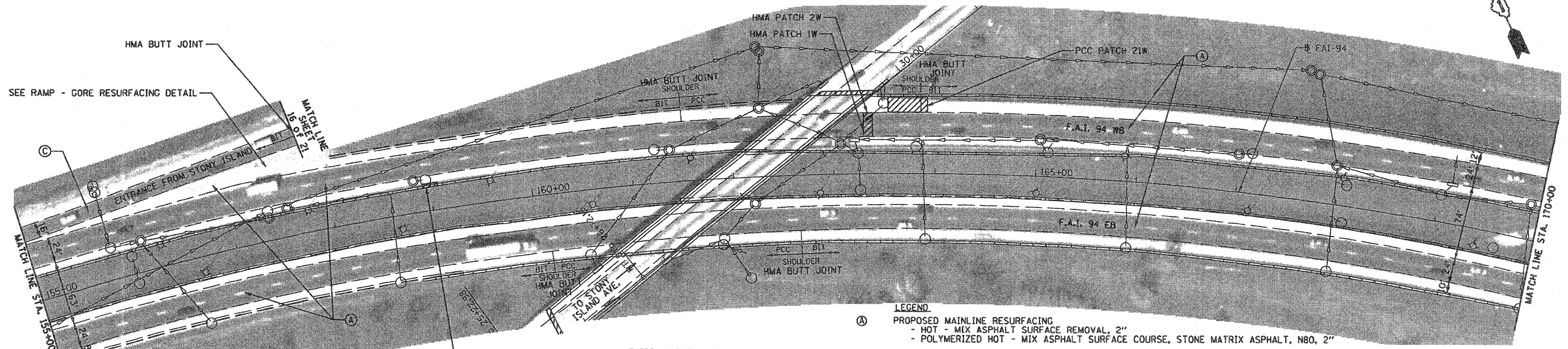
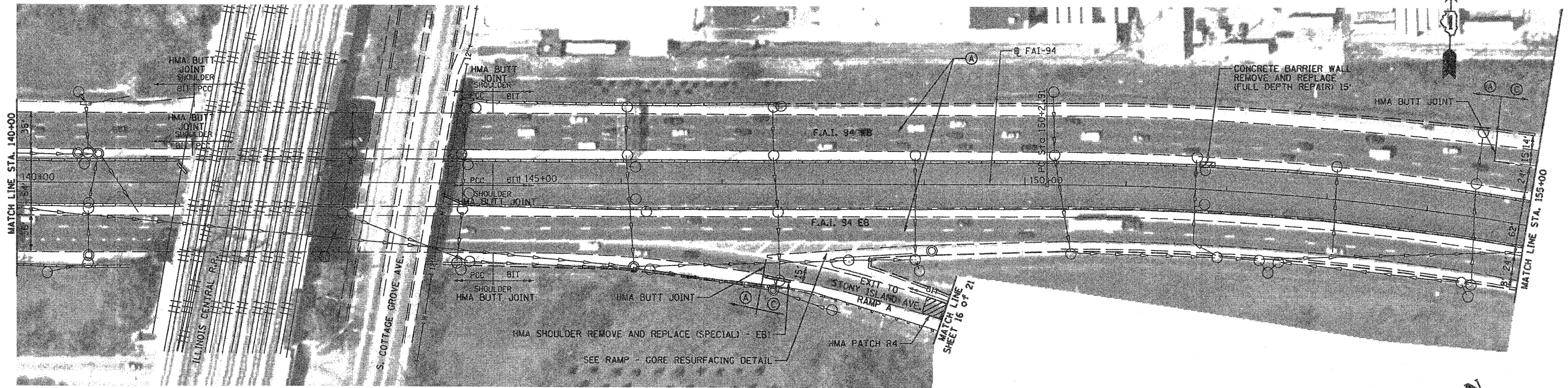
P. I. Station = 81+21.49 N 1,840,842.64 E 1,188,561.88  
 Delta = 2° 31' 26" (LT)  
 Degree = 0° 10' 25"  
 Tangent = 726.84  
 Length = 1,453.44  
 Radius = 32,996.68  
 External = 8.00  
 Long Chord = 1,453.32  
 Mid. Ord. = 8.00  
 P. C. Station = 73+94.65 N 1,840,115.86 E 1,188,570.63  
 P. T. Station = 88+48.09 N 1,841,568.33 E 1,188,521.13  
 C. C. = N 1,839,718.73 E 1,155,576.34  
 Back = N 0° 41' 23" W  
 Ahead = N 3° 12' 48" W  
 Chord Bear = N 1° 57' 05" W



**LEGEND**

- (A)** PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- (B)** PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (C)** PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 - 1/4"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
- (D)** PROPOSED STONY ISLAND FEEDER RAMP RESURFACING
  - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
  - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A,
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
- (E)** PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- (F)** PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
- (G)** PROPOSED STONY ISLAND FEEDER RAMP SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
  - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH \*** PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH \*** PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = 0169088-839-PLAN.1.dgn	USER NAME = dvoznitski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 39
PLOT SCALE = 1/8" = 1' IN.				SCALE: 1" = 50'		SHEET NO. 1 OF 21 SHEETS		STA. 118+00 TO STA. 140+00		CONTRACT NO. 60C08
PLOT DATE = 2/6/2009						FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



EXIST. CURVE ML-I-94-1  
 PI STA. = 197+03.56  
 $\Delta = 115^\circ 23' 36''$  (RT)  
 $D = 1^\circ 56' 08''$   
 $R = 2,960.00'$   
 $T = 4,681.64'$   
 $L = 5,961.41'$   
 $E = 2,578.90'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 P.C. STA. = 150+21.91  
 P.T. STA. = 209+83.33

- LEGEND**
- (A) PROPOSED MAINLINE RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - PROPOSED MAINLINE SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
  - (C) PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS RESURFACING.
    - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
    - POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 -1/4"
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
  - PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS SHOULDER RESURFACING.
    - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
    - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"

HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES  
 PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

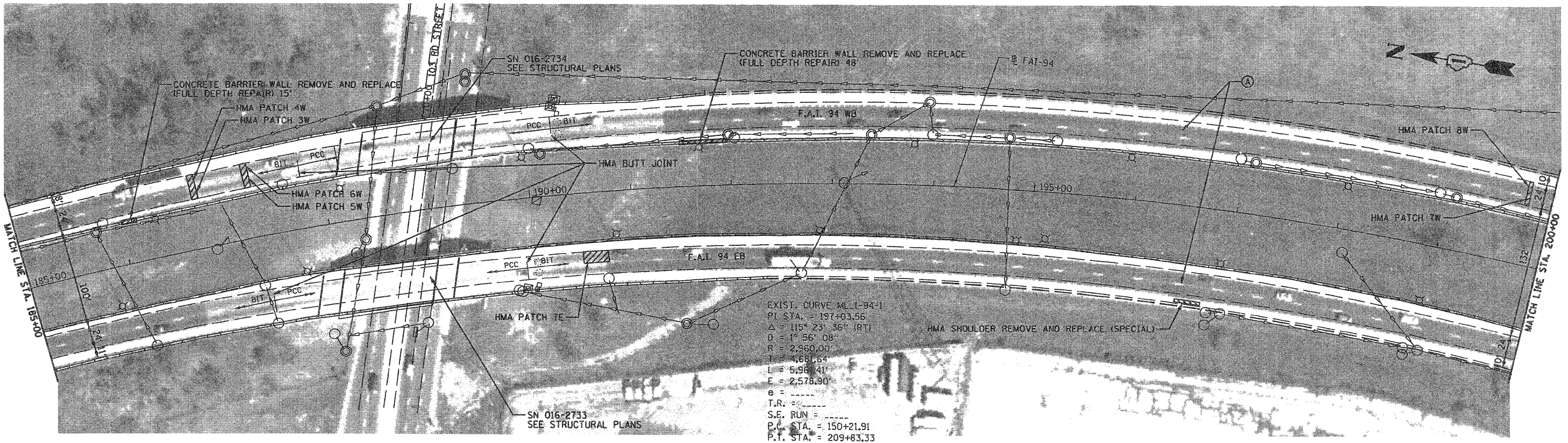
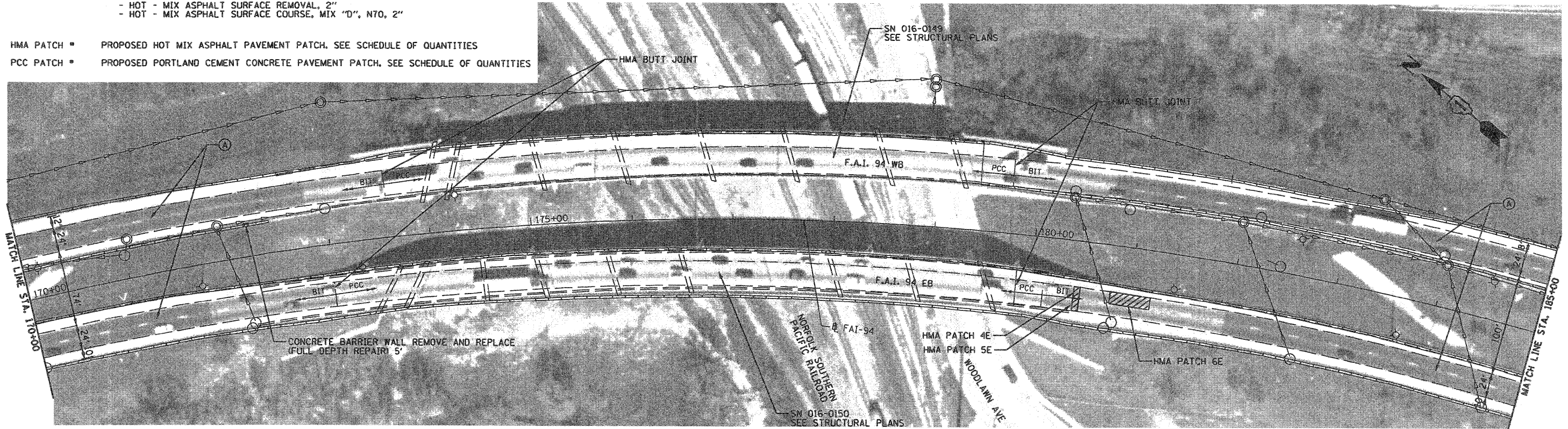
FILE NAME = D168C08-848-PLAN_2.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - UNW	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 40
PLOT SCALE = 1/8" = 1' / IN.	PLOT DATE = 2/6/2009	CHECKED - DATE - 2/6/2009	SCALE: 1" = 50'		SHEET NO. 2 OF 21 SHEETS	STA. 140+00 TO STA. 170+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08		



**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"

- HMA PATCH ■ PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH ■ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES



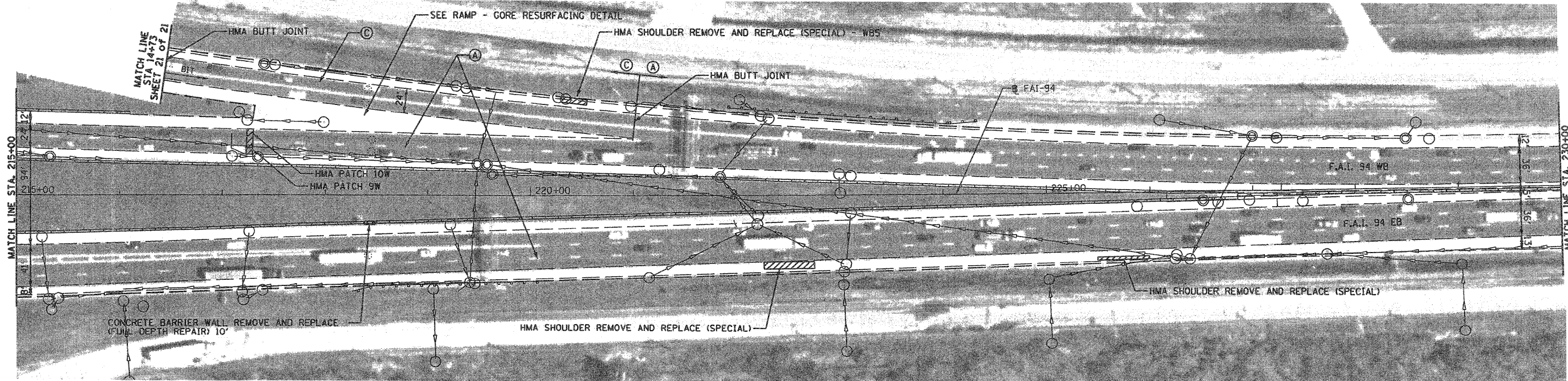
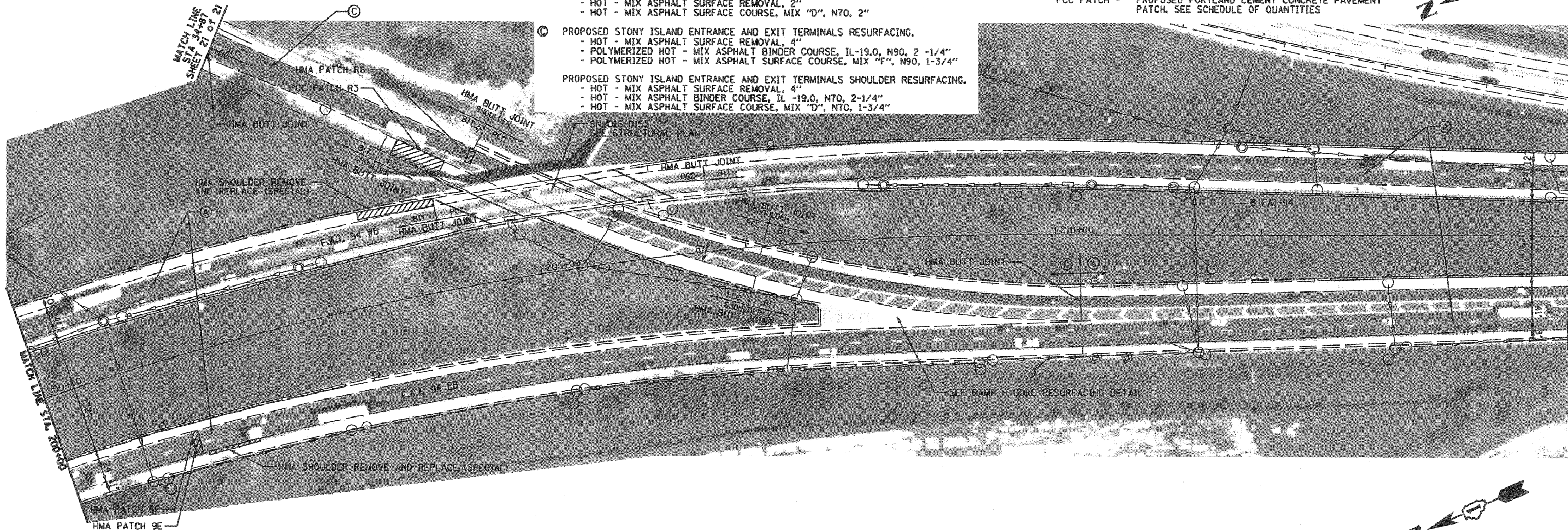
FILE NAME = 0160C08-041-PLAN_3.dgn	USER NAME = dwoznia-sk1	DESIGNED - DRAWN - CHECKED - DATE -	REVISOR - REVISIONS - REVISIONS - REVISIONS - REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. = 94	SECTION = K0312-706W, ETC. & 1315RS-4	COUNTY = COOK	TOTAL SHEETS = 167	SHEET NO. = 41
PLOT SCALE = 100.00' / IN.	PLOT DATE = 2/6/2009	DATE = 2/6/2009	SCALE: 1" = 50'			SHEET NO. 3 OF 21 SHEETS	STA. 170+00 TO STA. 200+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08

**LEGEND**

- (A) PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (C) PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - POLYMERIZED HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 -1/4"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
- PROPOSED STONY ISLAND ENTRANCE AND EXIT TERMINALS SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"

HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES



FILE NAME = D:\60C08-842-PLAN\_4.dgn

USER NAME = dwoznarski

PLOT SCALE = 1/8" = 1' IN.

PLOT DATE = 2/6/2009

DESIGNED -

DRAWN - DNW

CHECKED -

DATE - 2/6/2009

REVISED -

REVISED -

REVISED -

REVISED -

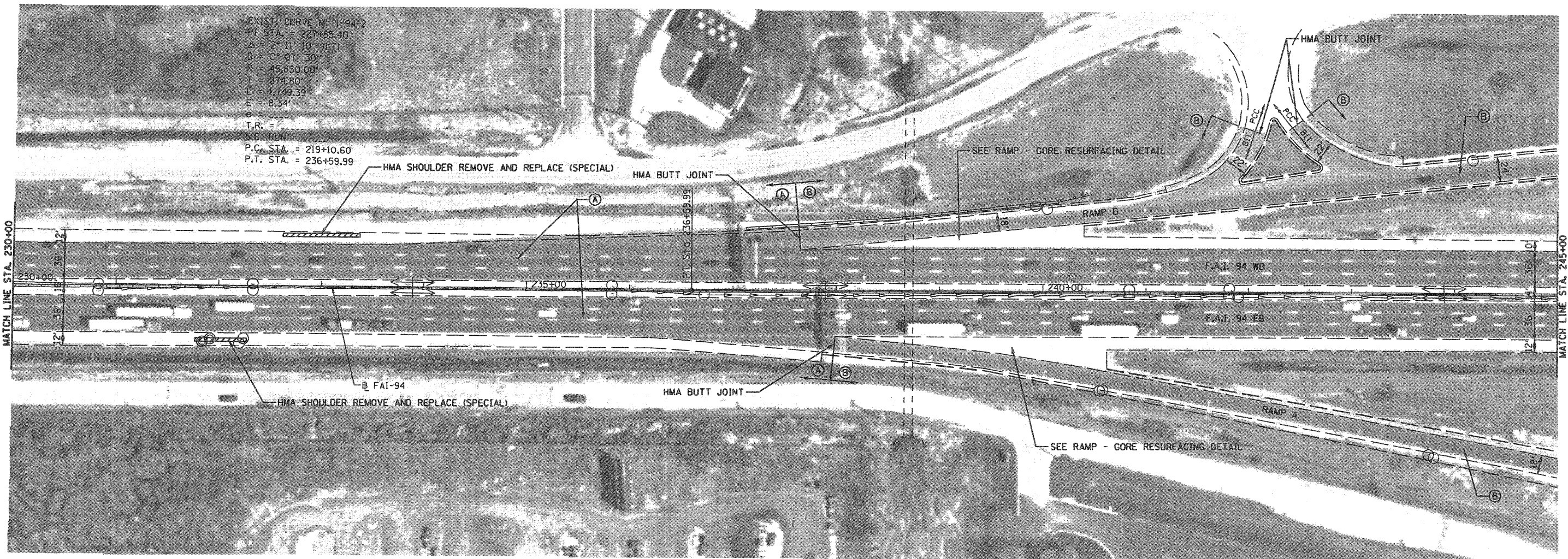
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 4 OF 21 SHEETS STA. 200+00 TO STA. 230+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315RS-4)	COOK	167	42
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

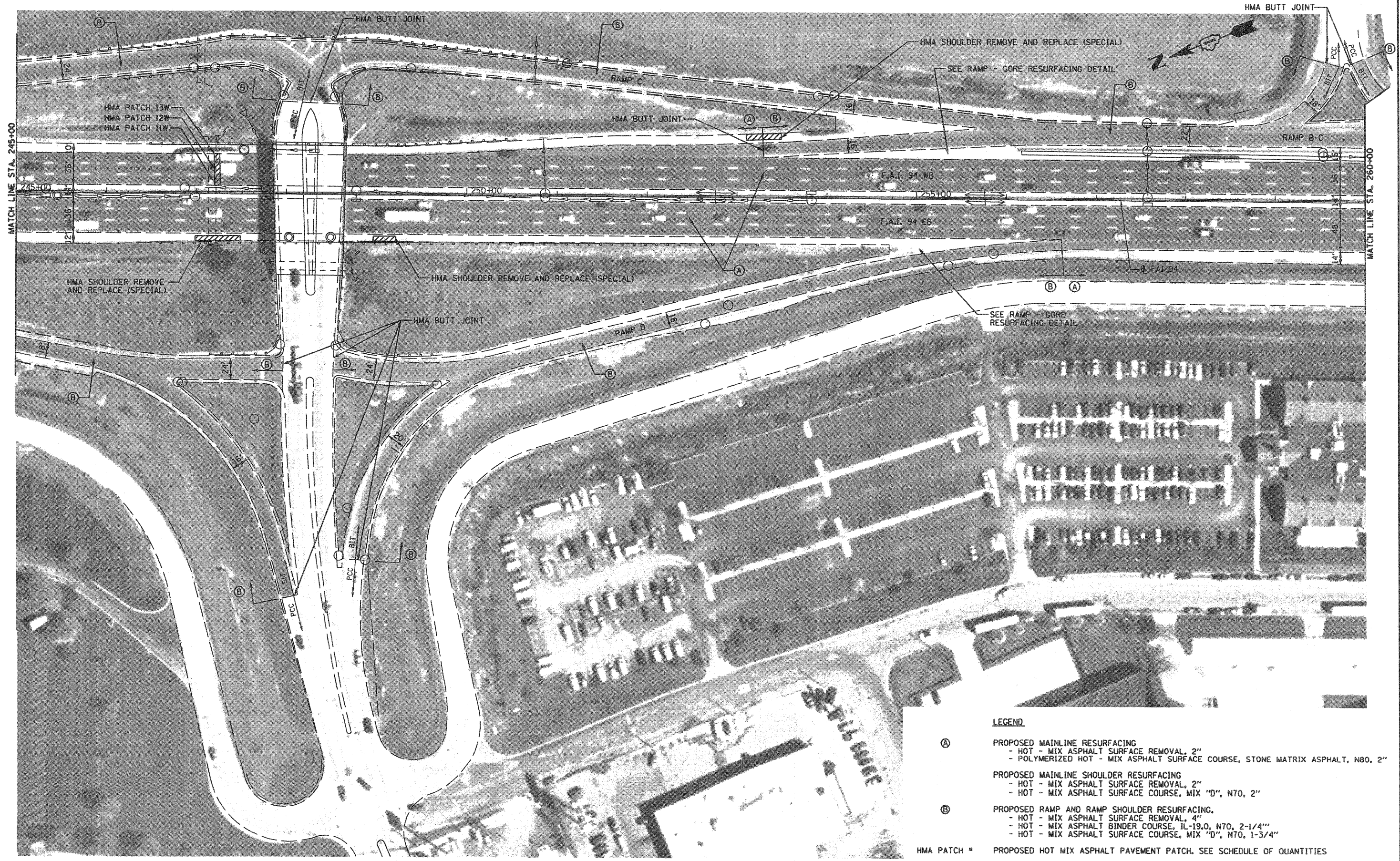
CONTRACT NO. 60C08



**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- Ⓑ PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = D168088-843-PLAN.5.dgn	USER NAME = dwoznieraki	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.00' / IN.	DRAWN - DMW	REVISED -		94	(0312-708W, ETC. & 1315RS-4)	COOK	167	43		
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -		SCALE: 1" = 50'    SHEET NO. 5 OF 21 SHEETS    STA. 230+00 TO STA. 245+00		CONTRACT NO. 60C08				
		DATE - 2/6/2009	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT				



**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- Ⓑ PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, 1L-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH # PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH # PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = 0160C08-044-PLAN\_G.dgn  
 USER NAME = dwozniarski  
 PLOT SCALE = 1/8" = 1' IN.  
 PLOT DATE = 2/6/2009

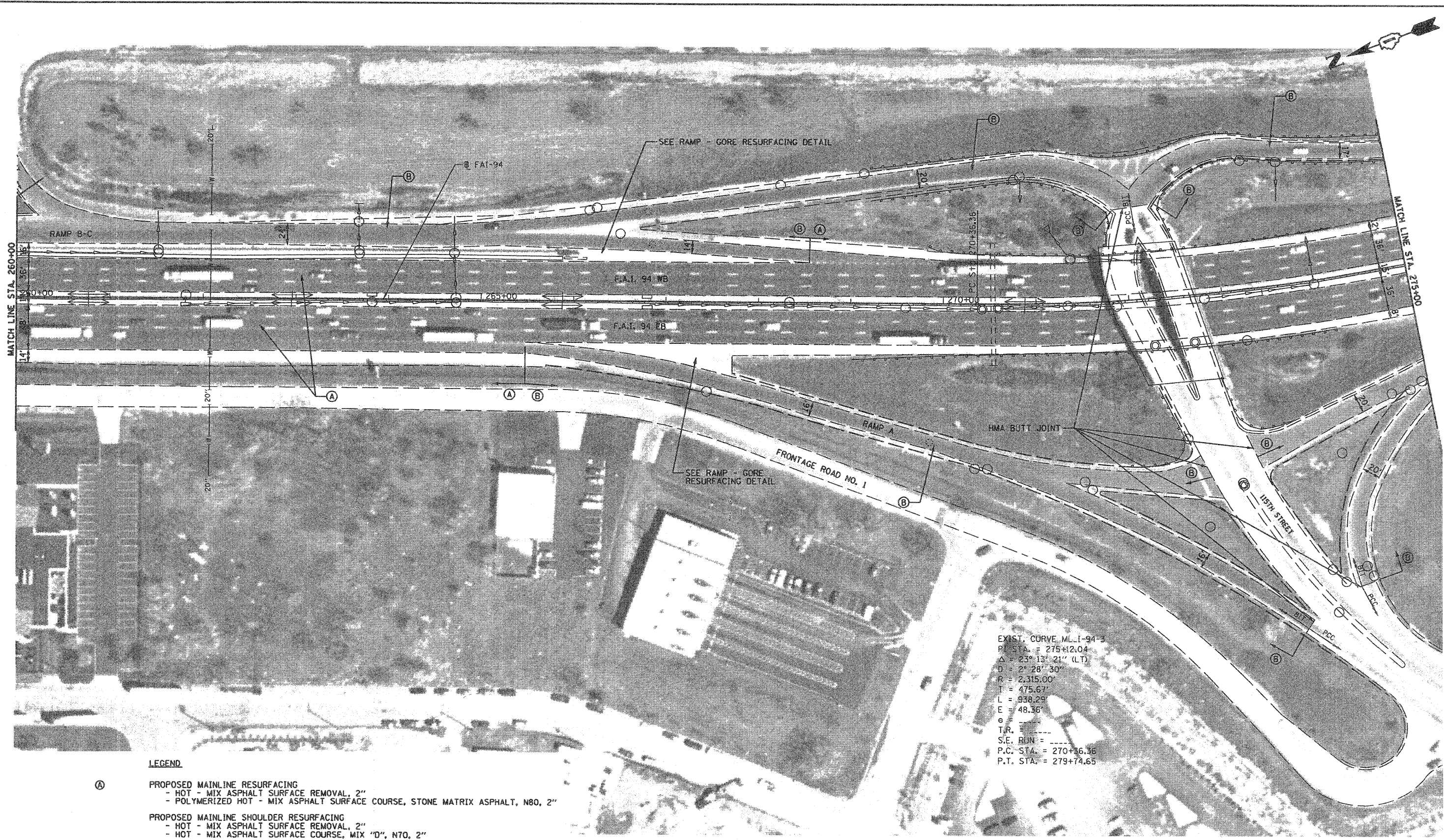
DESIGNED -	REVISED -
DRAWN - DMW	REVISED -
CHECKED -	REVISED -
DATE - 2/6/2009	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
 RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 6 OF 21 SHEETS STA. 245+00 TO STA. 260+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315RS-4)	COOK	167	44
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60C08	

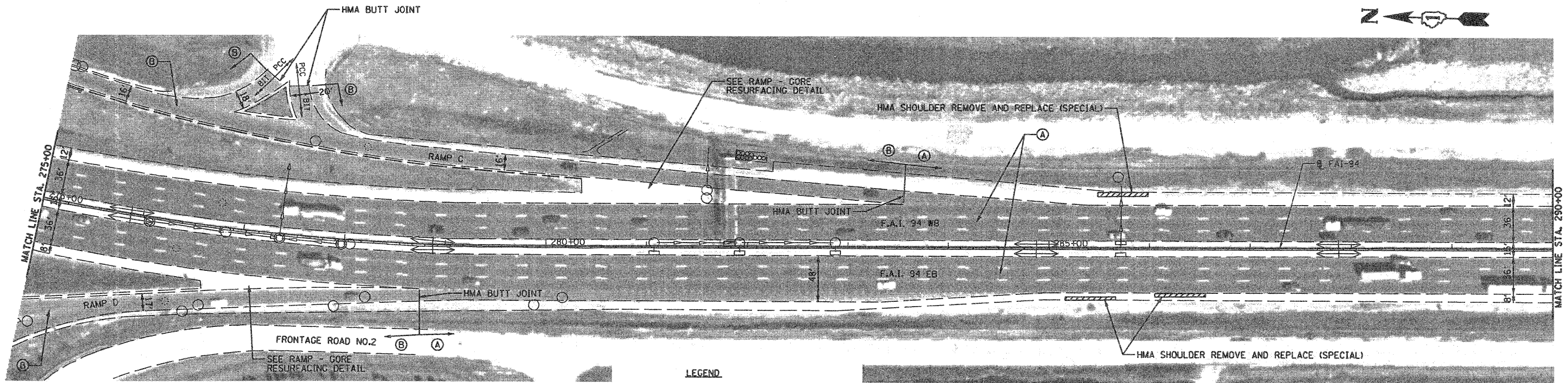


EXIST. CURVE M.L. I-94-3  
 P.I. STA. = 275+12.04  
 $\Delta = 25^\circ 13' 21''$  (L.T.)  
 $D = 2^\circ 28' 30''$   
 $R = 2,315.00'$   
 $T = 475.67'$   
 $L = 958.29'$   
 $E = 48.36'$   
 $\theta =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 270+36.36$   
 $P.T. STA. = 279+74.65$

**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- Ⓑ PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

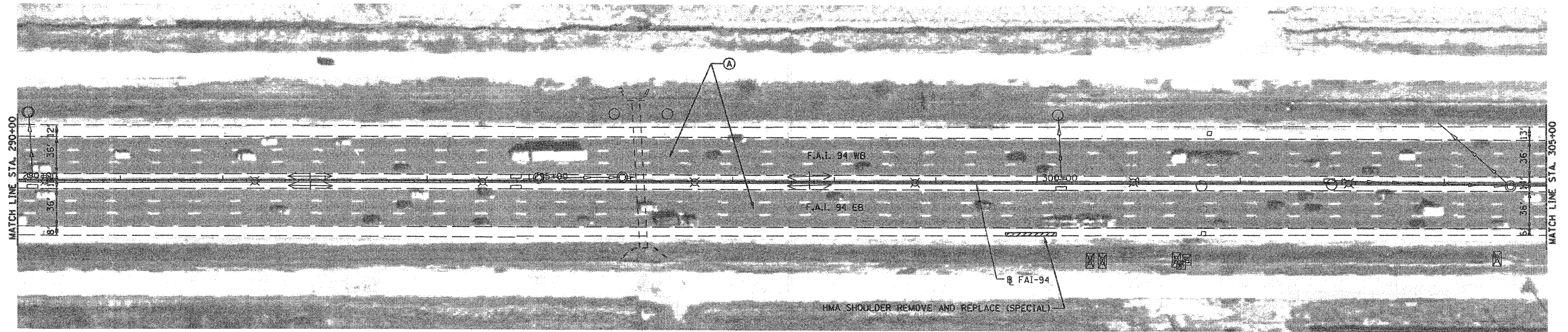
FILE NAME = D160C88-845-PLAN_7.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION 10312-706W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 45
PLOT SCALE = 100.00' / IN.	PLOT DATE = 2/6/2009	DRAWN - DMW	REVISOR -	SCALE: 1" = 50'	SHEET NO. 7 OF 21 SHEETS	STA. 260+00 TO STA. 275+00		CONTRACT NO. 60C08		
		CHECKED -	REVISOR -	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
		DATE - 2/6/2009	REVISOR -							



EXIST. CURVE ML-I-94-3  
 PI STA. = 275+12.04  
 $\Delta = 23^\circ 13' 21''$  (LT)  
 $D = 2^\circ 28' 30''$   
 $R = 2,315.00'$   
 $T = 475.67'$   
 $L = 938.29'$   
 $E = 48.36'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. \text{ RUN} = \text{-----}$   
 P.C. STA. = 270+36.36  
 P.T. STA. = 279+74.65

**LEGEND**

- (A)** PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- (B)** PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH \*** PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH \*** PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES



FILE NAME =  
 D168C08-846-PLAN\_8.dgn

USER NAME = dvoznitski

DESIGNED -	REVISED -
DRAWN - DMW	REVISED -
CHECKED -	REVISED -
DATE - 2/6/2009	REVISED -

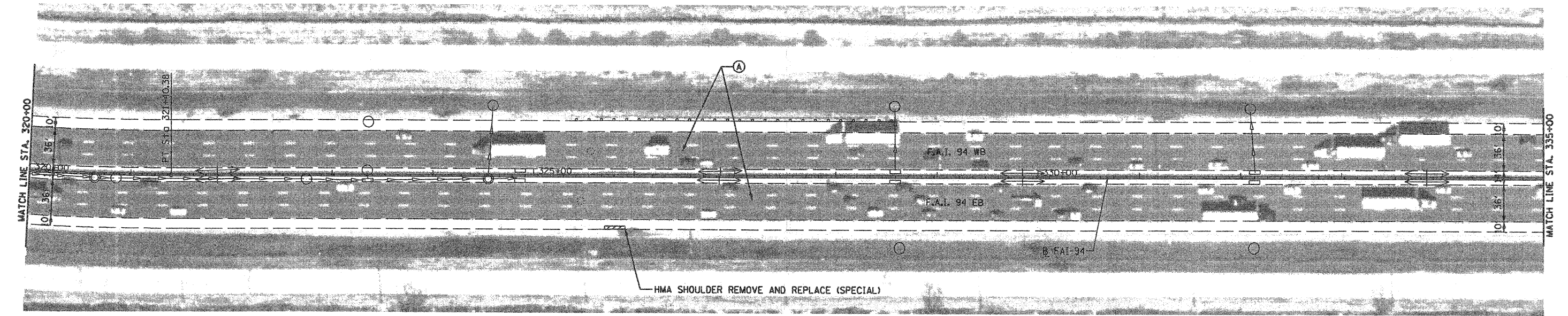
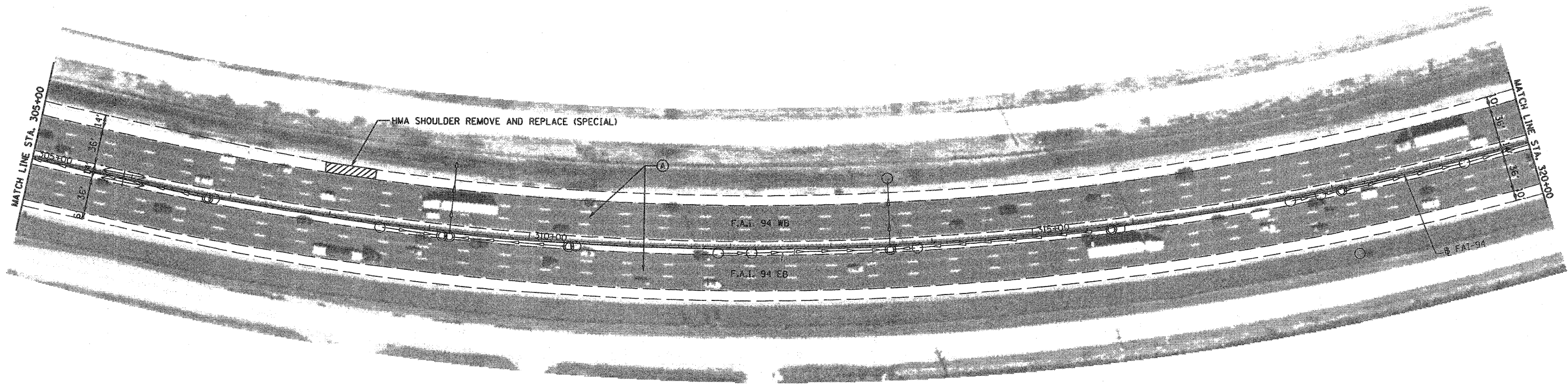
PLOT SCALE = 100.00' / IN.  
 PLOT DATE = 2/6/2009

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
 RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 8 OF 21 SHEETS STA. 275+00 TO STA. 305+00

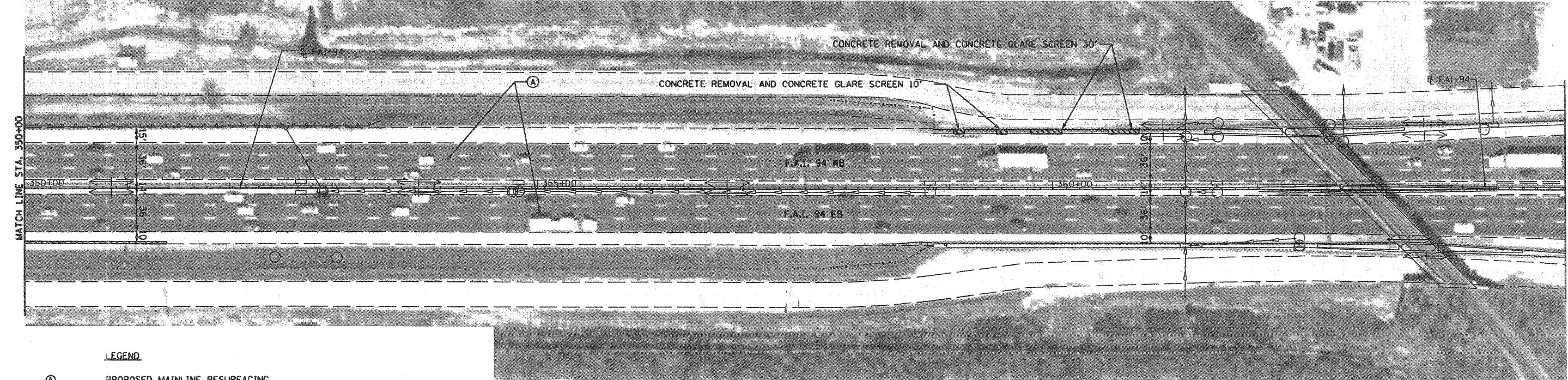
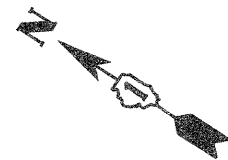
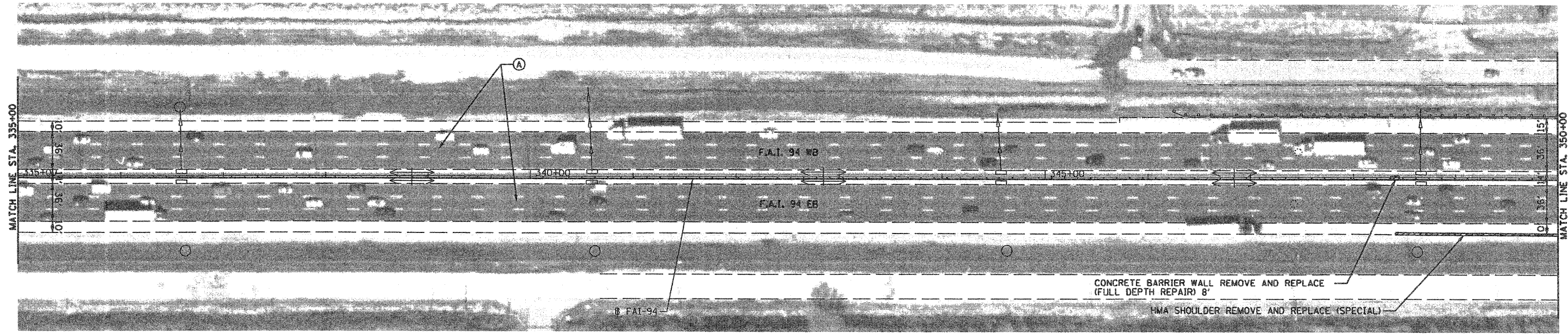
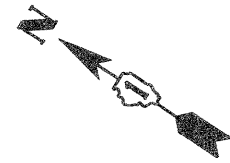
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0312-708W, ETC. & 1315RS-4	COOK	140	46
CONTRACT NO. 60C08			ILLINOIS FED. AID PROJECT	



**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- HMA PATCH ■ PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH ■ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = D169C08-947-PLAN_9.dgn	USER NAME = dwoznsrskt	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 47
	PLOT SCALE = 1/8" = 1' IN.	DRAWN - DMW	REVISED -				CONTRACT NO. 60C08				
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
	DATE = 2/6/2009	REVISED -		SCALE: 1" = 50'		SHEET NO. 9 OF 21 SHEETS	STA. 305+00 TO STA. 335+00				

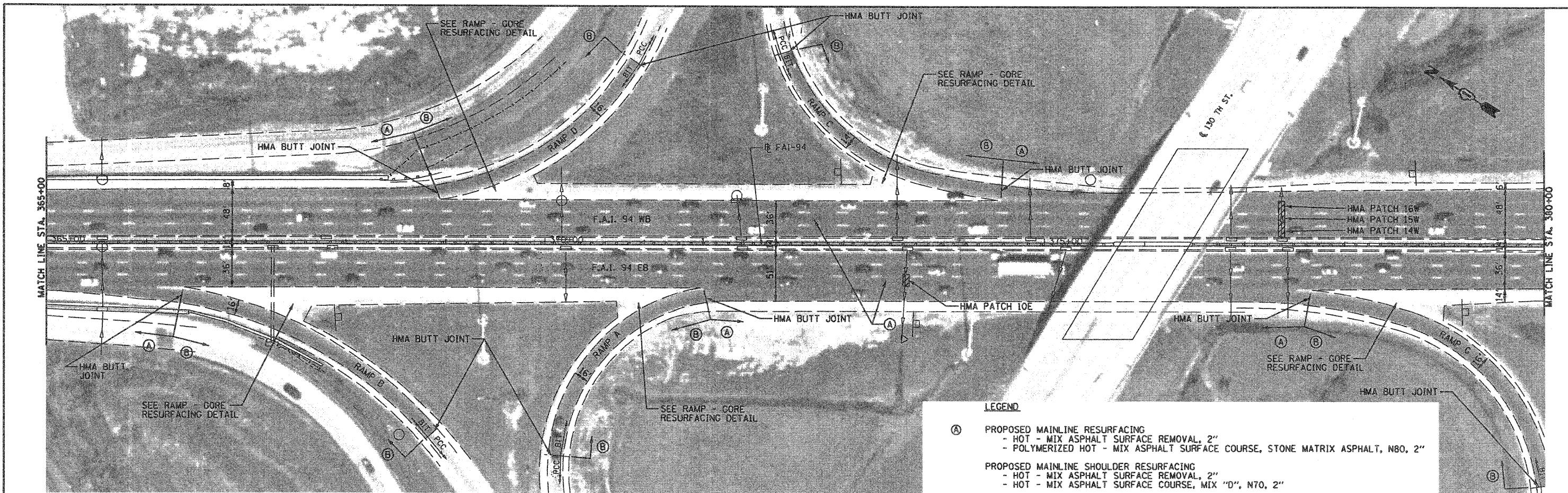


**LEGEND**

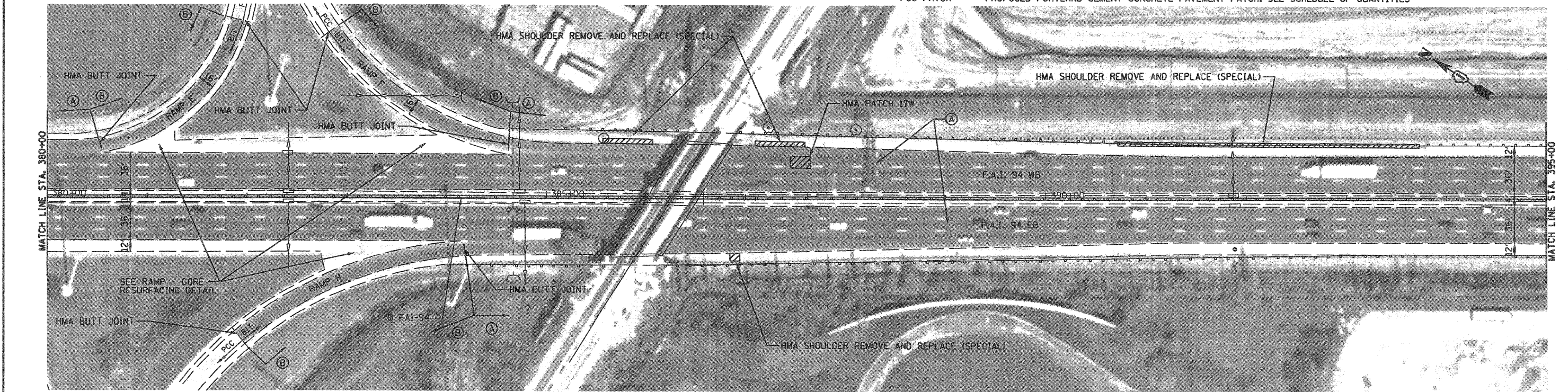
- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH, SEE SCHEDULE OF QUANTITIES
- PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH, SEE SCHEDULE OF QUANTITIES

FILE NAME = D168C08-948-PLAN.16.dgn	USER NAME = dwozniarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION (0312-708W, ETC. & 1315RS-4)	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 48		
	PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 10 OF 21 SHEETS	STA. 335+00	TO STA. 365+00	CONTRACT NO. 60C08		
	PLOT DATE = 2/5/2009	DATE = 2/5/2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

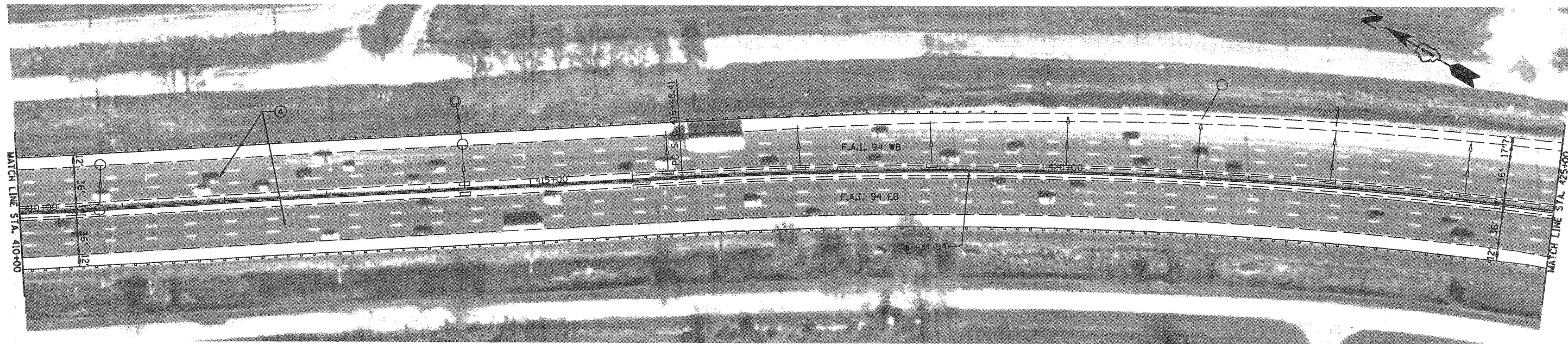
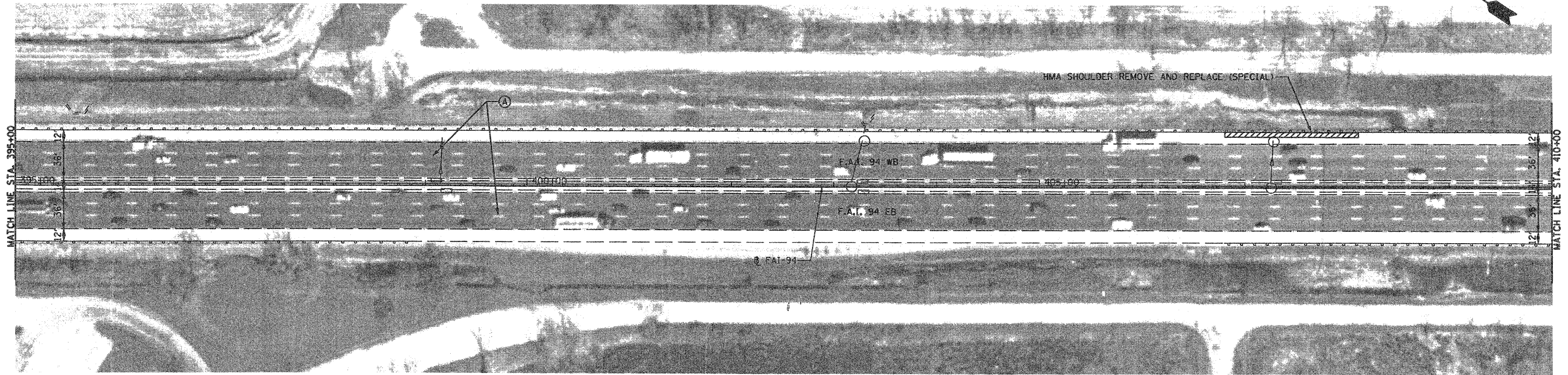




- LEGEND**
- (A) PROPOSED MAINLINE RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - PROPOSED MAINLINE SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
  - (B) PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
    - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
    - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
  - HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
  - PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES



FILE NAME = D168C08-849-PLAN_11.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.00' / IN.	DRAWN - DMW	REVISED -				94	0312-708W, ETC. & 1315RS-4	COOK	167	49
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -				CONTRACT NO. 60C08				
		DATE - 2/6/2009	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
					SCALE: 1" = 50'	SHEET NO. 11 OF 21 SHEETS	STA. 365+00	TO STA. 395+00			



**LEGEND**

- Ⓐ PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- HMA PATCH = PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH = PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

EXIST. CURVE ML-I-94-5  
 PI STA. = 429+80.78  
 $\Delta = 32^\circ 42' 40''$  (RT)  
 $D = 1^\circ 15' 43''$   
 $R = 4,540.00'$   
 $T = 1,332.37'$   
 $L = 2,591.96'$   
 $E = 191.47'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 P.C. STA. = 416+48.41  
 P.T. STA. = 442+40.38

FILE NAME =  
 D169C08-858-PLAN\_12.dgn

USER NAME = dvoznarski  
 PLOT SCALE = 1/8" = 50' / IN.  
 PLOT DATE = 2/6/2009

DESIGNED -  
 DRAWN - DMW  
 CHECKED -  
 DATE - 2/6/2009

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

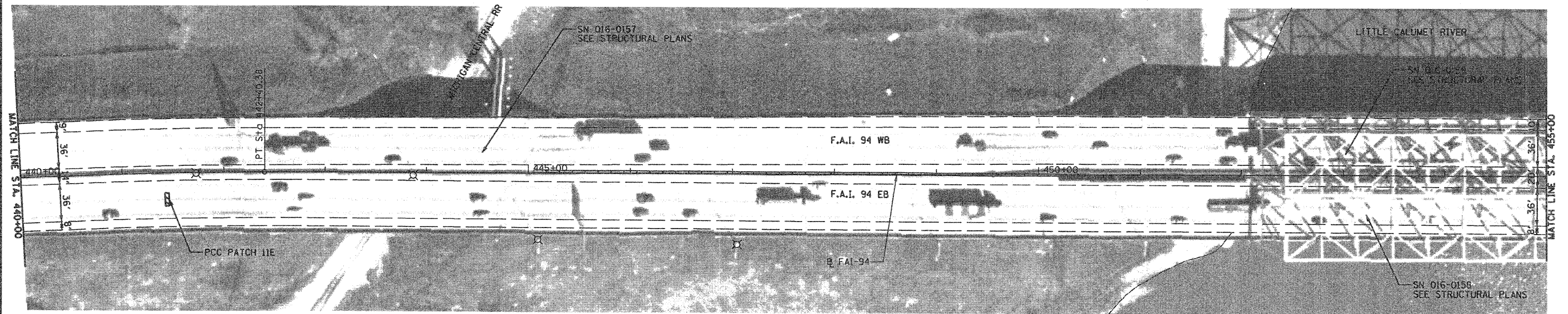
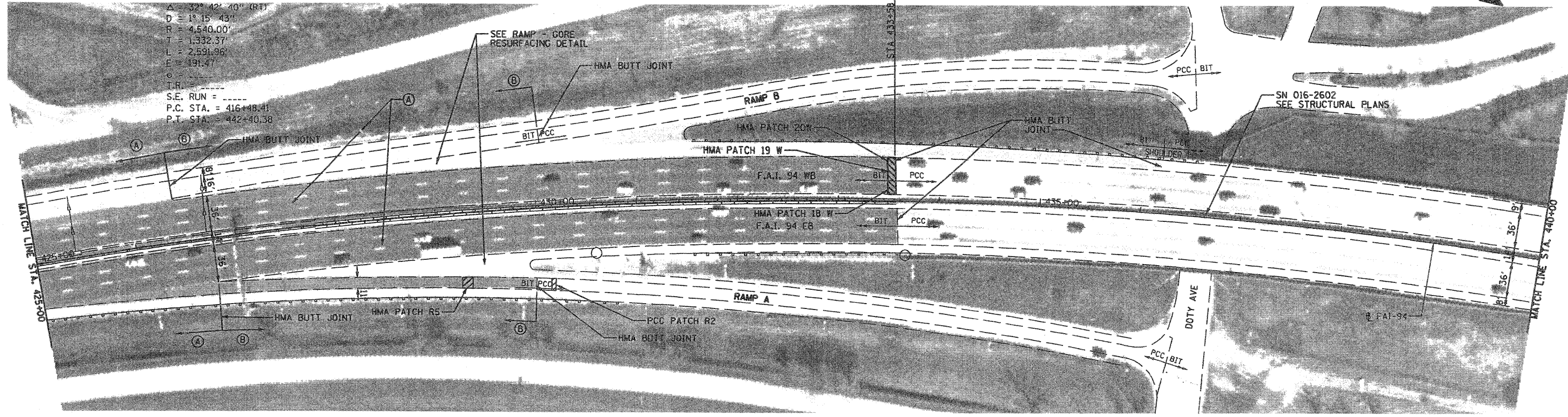
**BISHOP FORD EXPRESSWAY (I-94)  
 RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 12 OF 21 SHEETS STA. 395+00 TO STA. 425+00

F.A.I. RTE. 94	SECTION R0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 50
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 60C08				

EXIST. CURVE ML-I-94-5  
 PI STA. = 429+80.78  
 $\Delta = 32^\circ 42' 40''$  (RT)  
 $D = 1^\circ 15' 43''$   
 $R = 4,540.00'$   
 $T = 1,332.37'$   
 $L = 2,591.96'$   
 $E = 191.47'$   
 $e = \text{-----}$   
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 416+48.41  
 P.T. STA. = 442+40.38

LIMIT OF RESURFACING  
 CRC PAVEMENT NO OVERLAY



**LEGEND**

- (A) PROPOSED MAINLINE RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
- PROPOSED MAINLINE SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 2"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (B) PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH, SEE SCHEDULE OF QUANTITIES
- PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH, SEE SCHEDULE OF QUANTITIES

EXIST. CURVE ML-I-94-5  
 PI STA. = 429+80.78  
 $\Delta = 32^\circ 42' 40''$  (RT)  
 $D = 1^\circ 15' 43''$   
 $R = 4,540.00'$   
 $T = 1,332.37'$   
 $L = 2,591.96'$   
 $E = 191.47'$   
 $e = \text{-----}$   
 T.R. = -----  
 S.E. RUN = -----  
 P.C. STA. = 416+48.41  
 P.T. STA. = 442+40.38

FILE NAME = D:\6008-851-PLAN\_13.dgn

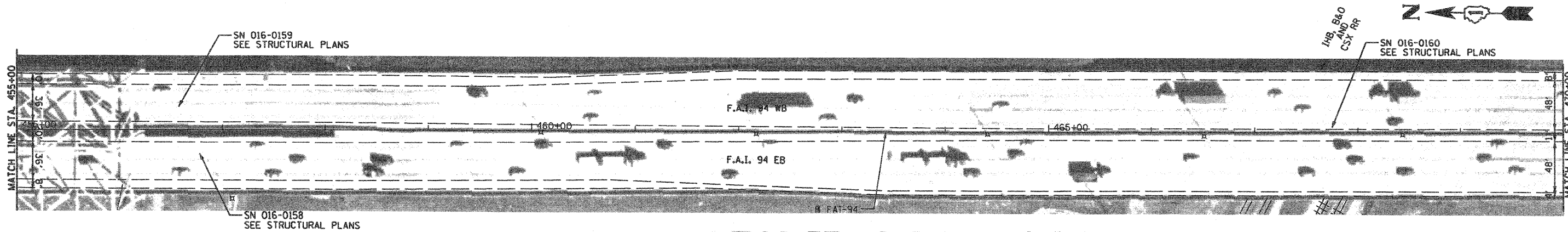
USER NAME = dvoznarski	DESIGNED -	REVISED -
PLOT SCALE = 1/8" = 1' IN.	DRAWN - DMW	REVISED -
PLOT DATE = 2/6/2009	CHECKED -	REVISED -
	DATE - 2/6/2009	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
 RESURFACING PLAN

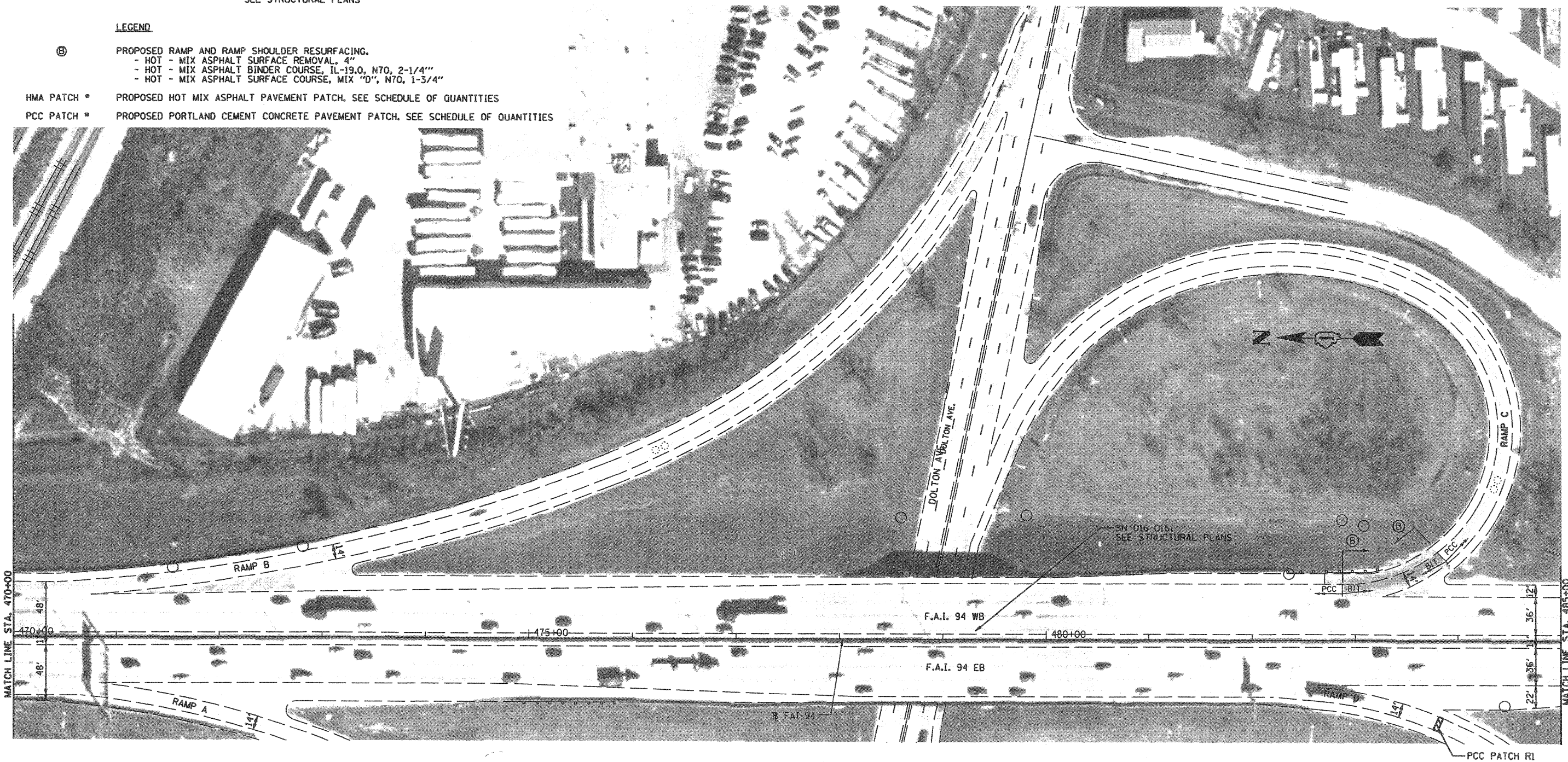
SCALE: 1" = 50' SHEET NO. 13 OF 21 SHEETS STA. 425+00 TO STA. 455+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0312-708W, ETC. & 1315RS-4	COOK	167	51
CONTRACT NO. 60C08				



**LEGEND**

- ⊙ PROPOSED RAMP AND RAMP SHOULDER RESURFACING.
  - HOT - MIX ASPHALT SURFACE REMOVAL, 4"
  - HOT - MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HMA PATCH • PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH • PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES



FILE NAME = D:\8000-952-PLAN\_14.dgn

USER NAME = dwozierski  
 DESIGNED -  
 DRAWN - DMW  
 CHECKED -  
 DATE - 2/6/2009

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

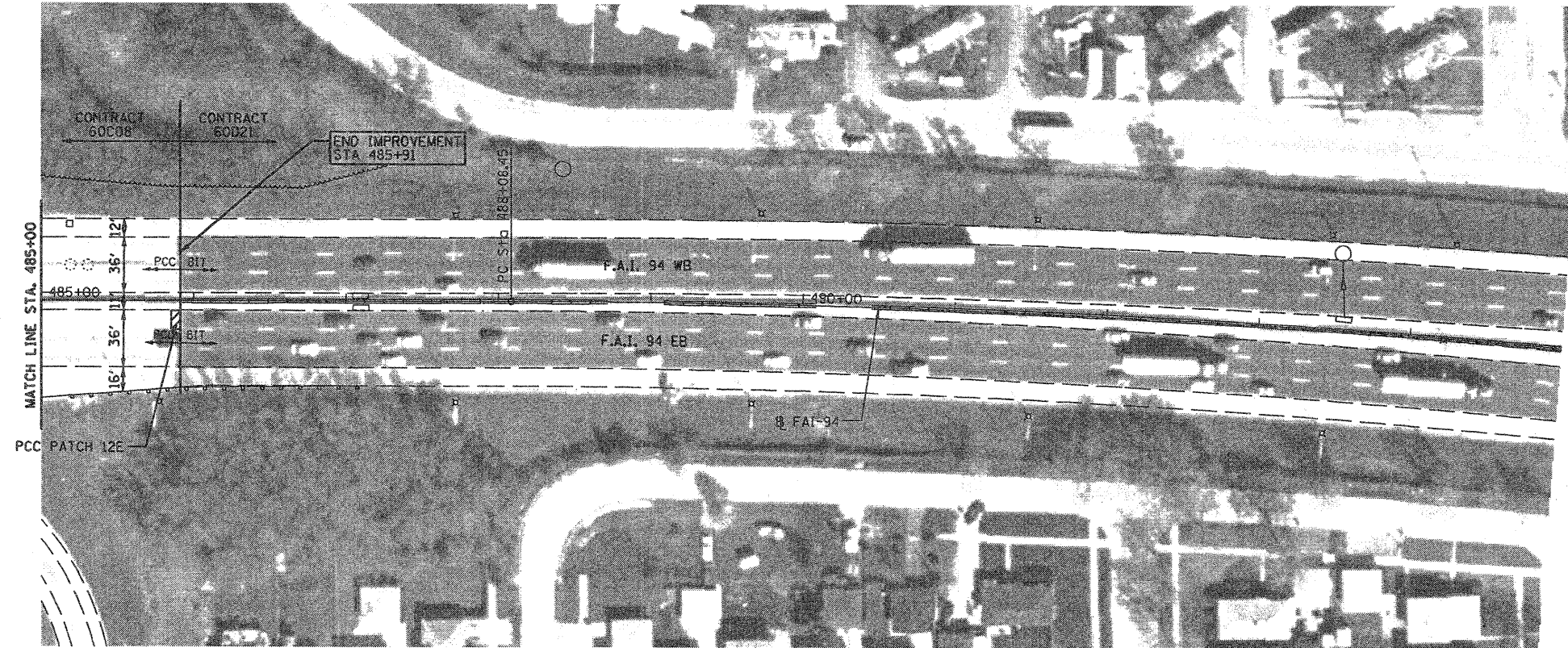
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
 RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 14 OF 21 SHEETS STA. 455+00 TO STA. 485+00

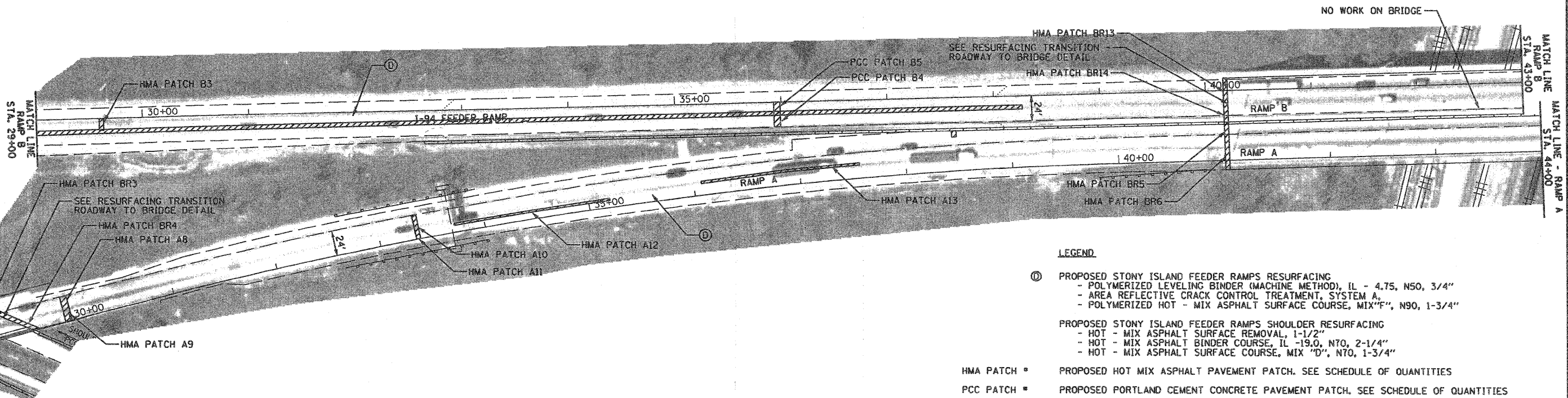
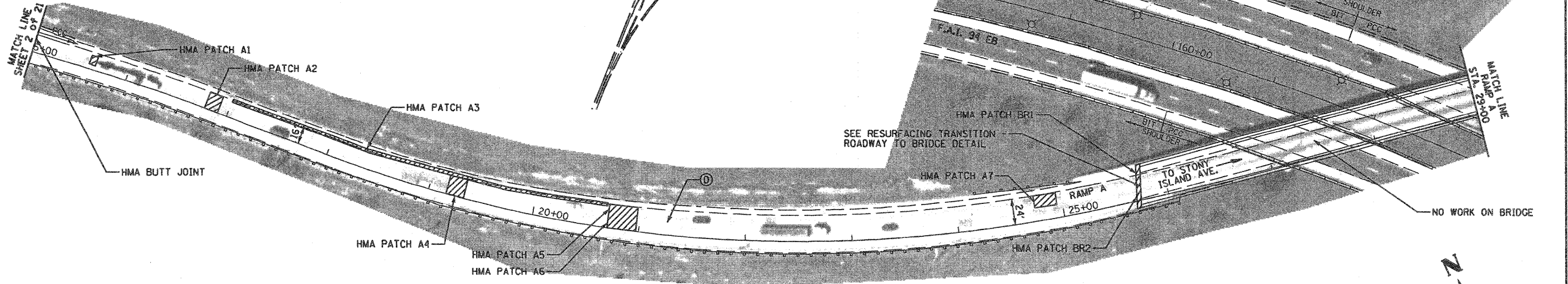
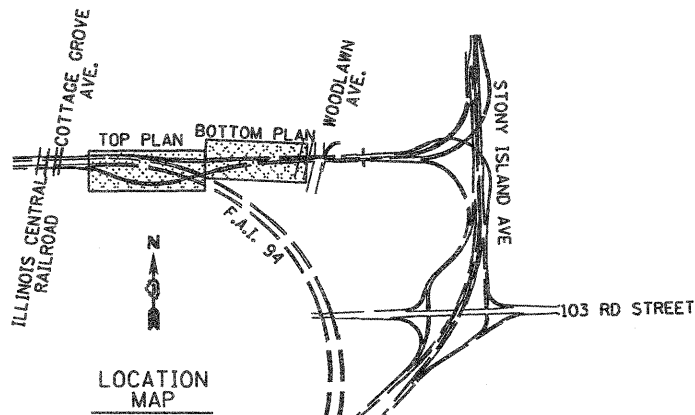
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	(0312-708W, ETC. & 1315RS-4)	COOK	167	52
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 60C08



- HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
- PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = D:\60C08-853-PLAN\15.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.00' / IN.	CHECKED -	REVISED -				94	0312-708W, ETC. & 1315RS-4	COOK	167	53
	PLOT DATE = 2/6/2009	DATE -	REVISED -		SCALE: SHEET NO. 15 OF 21 SHEETS STA. 485+00 TO STA. 485+91		CONTRACT NO. 60C08		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



- LEGEND**
- Ⓧ PROPOSED STONY ISLAND FEEDER RAMPS RESURFACING
    - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
    - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A,
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
  - PROPOSED STONY ISLAND FEEDER RAMPS SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
    - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
  - HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
  - PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME =  
D168008-954-PLAN\_16.dgn

USER NAME = dwa210rsk  
 DESIGNED -  
 DRAWN - DMW  
 PLOT SCALE = 100.00' / IN.  
 PLOT DATE = 2/6/2009

REVISED -  
 REVISED -  
 CHECKED -  
 DATE - 2/6/2009

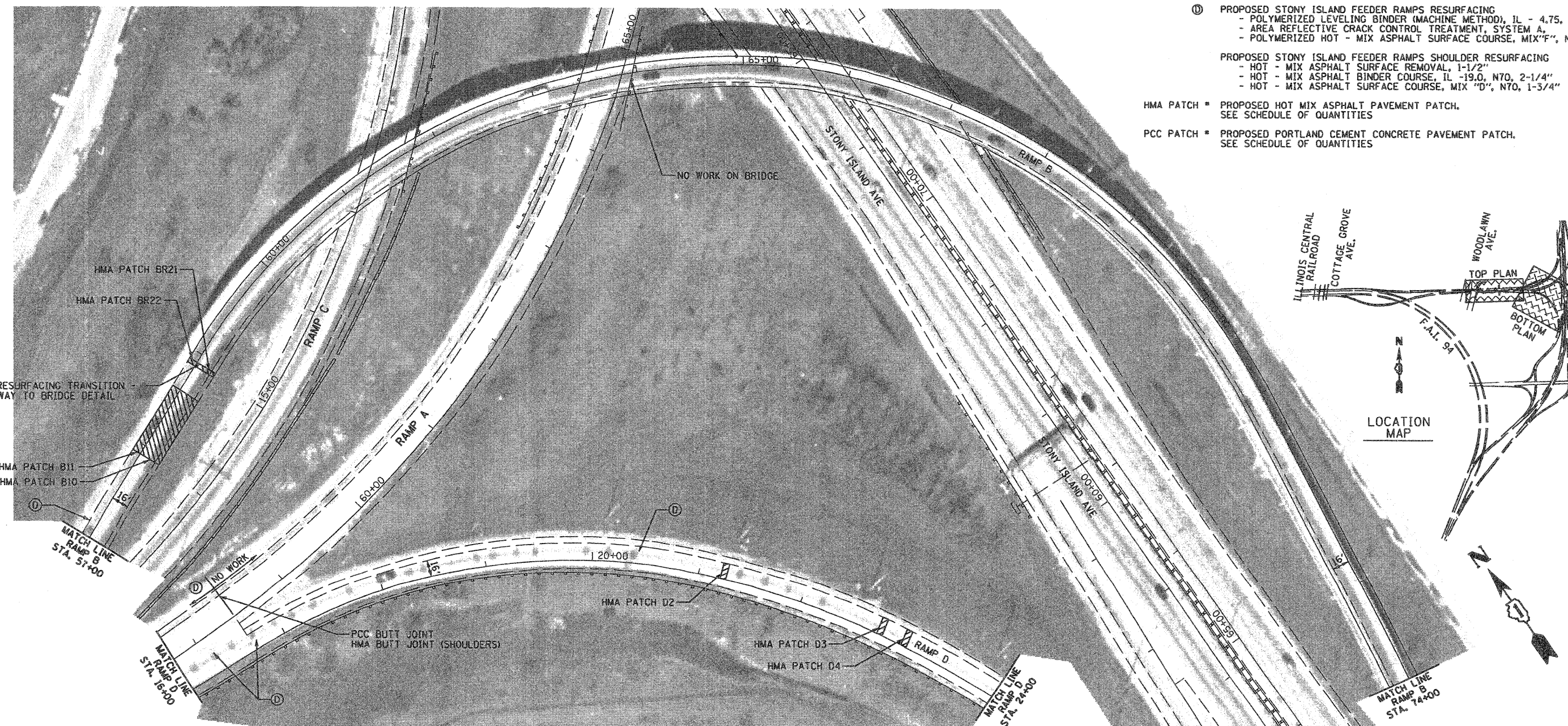
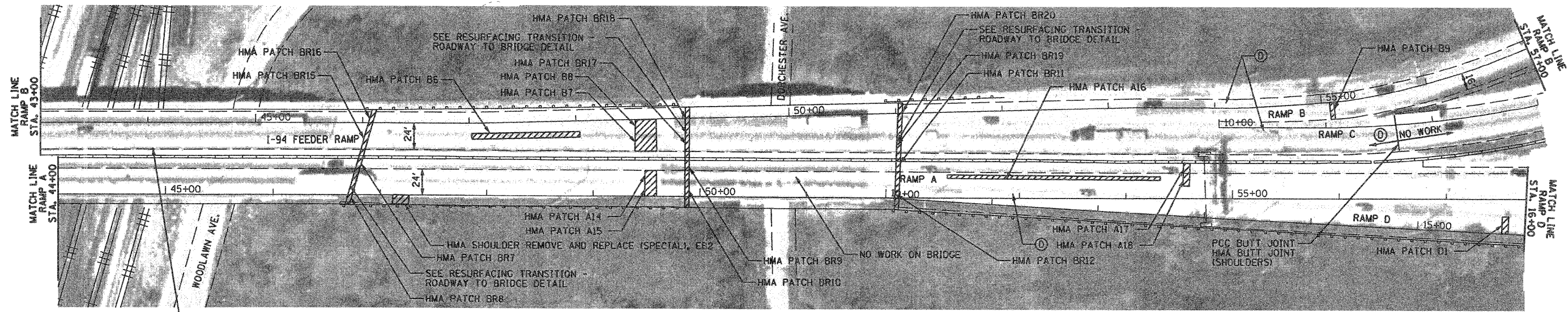
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
RESURFACING PLAN**

SCALE: 1" = 50' SHEET NO. 16 OF 21 SHEETS STA. 29+00 TO STA. 43+00

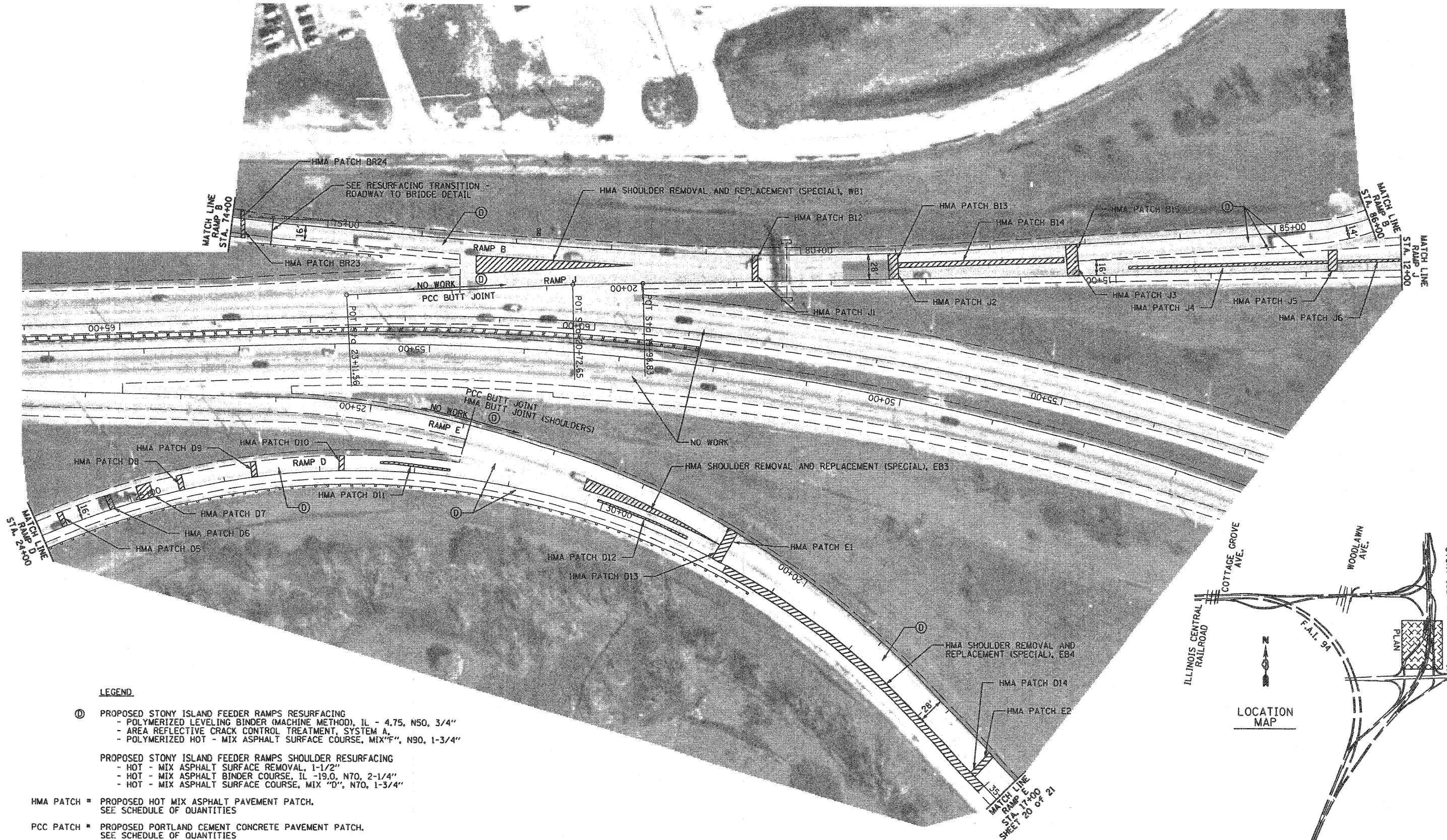
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	10312-708W, ETC. & 1315RS-4	COOK	167	54
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 60C08



- LEGEND**
- Ⓧ PROPOSED STONY ISLAND FEEDER RAMPS RESURFACING
    - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
    - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A,
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
  - PROPOSED STONY ISLAND FEEDER RAMPS SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
    - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
  - HMA PATCH ■ PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
  - PCC PATCH ■ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

FILE NAME = D160C08-855-PLAN_17.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION R0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 55	
PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISIED -	SCALE: 1" = 50'			SHEET NO. 17 OF 21 SHEETS	STA. 43+00 TO STA. 24+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08	
PLOT DATE = 2/6/2009	DATE = 2/6/2009	REVISIED -									



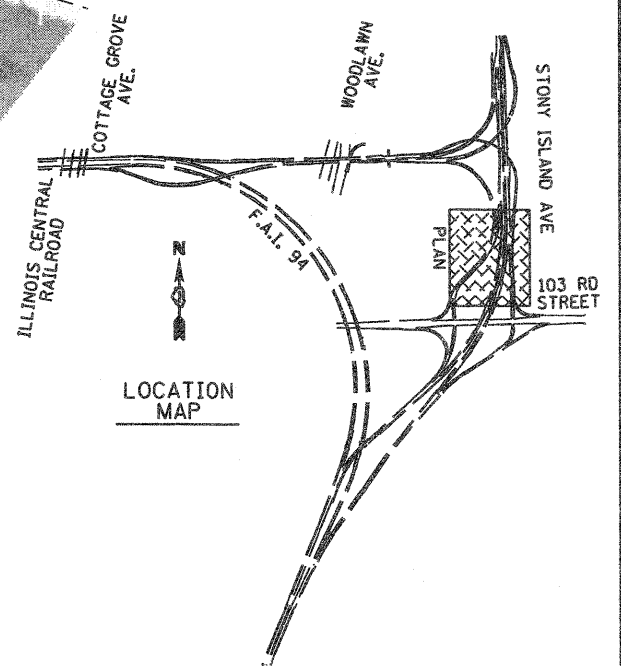
**LEGEND**

- Ⓧ PROPOSED STONY ISLAND FEEDER RAMPS RESURFACING
  - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
  - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A,
  - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"

- PROPOSED STONY ISLAND FEEDER RAMPS SHOULDER RESURFACING
  - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
  - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
  - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"

HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH.  
SEE SCHEDULE OF QUANTITIES

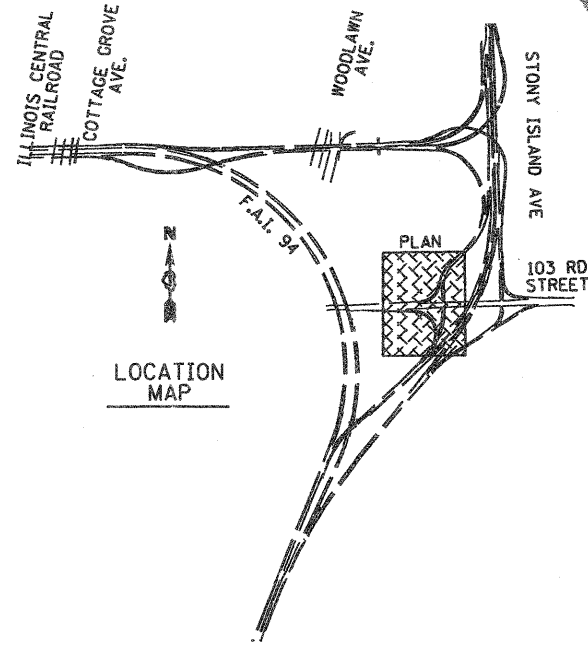
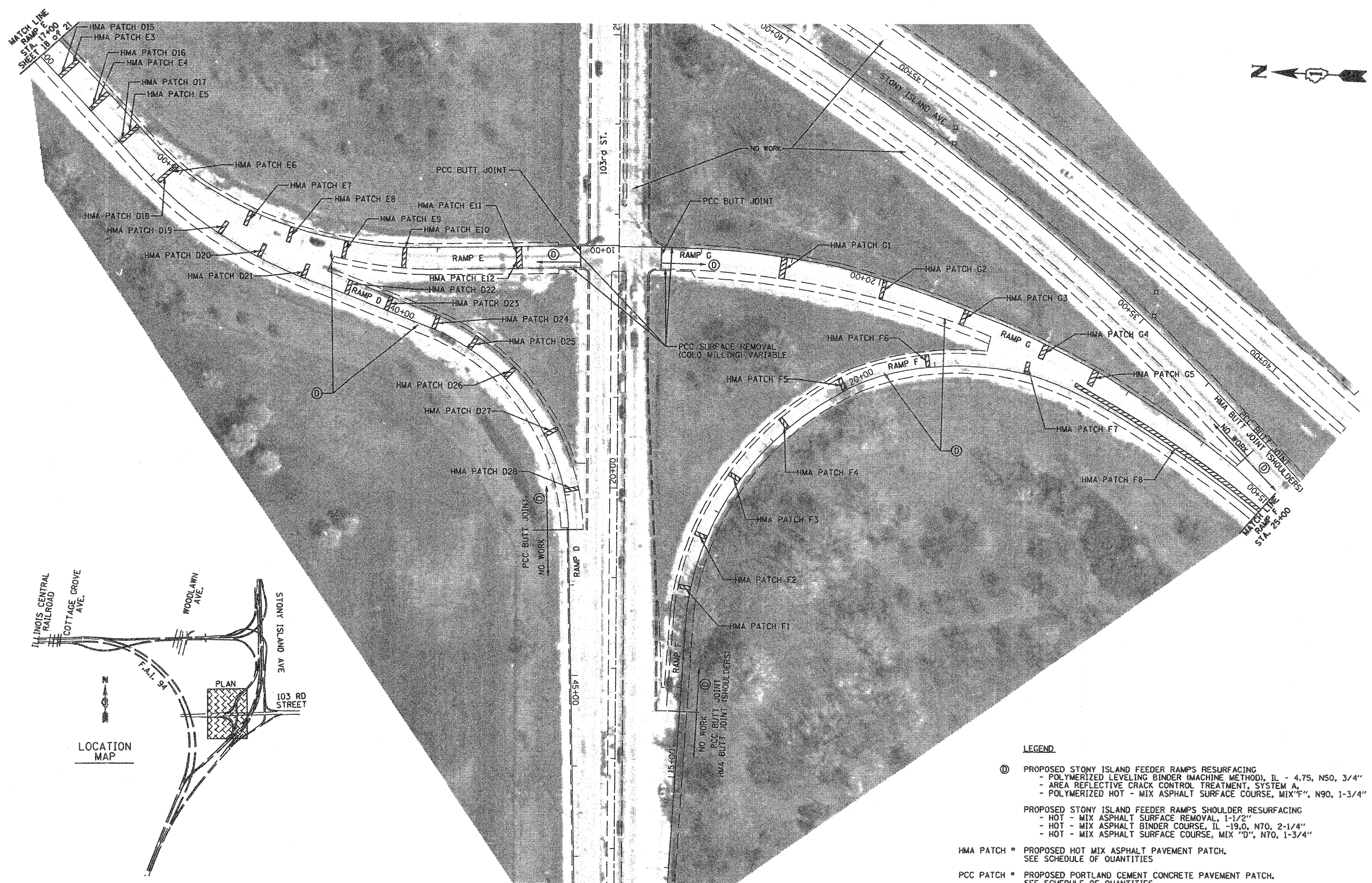
PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH.  
SEE SCHEDULE OF QUANTITIES



FILE NAME = 0160C08-056-PLAN_18.dgn	USER NAME = dwoznierski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>		F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 56	
	PLOT SCALE = 100.00' / IN.	DRAWN - DMW	REVISED -		SCALE: 1" = 50'	SHEET NO. 18 OF 21 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08		
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -									
		DATE - 2/6/2009	REVISED -									

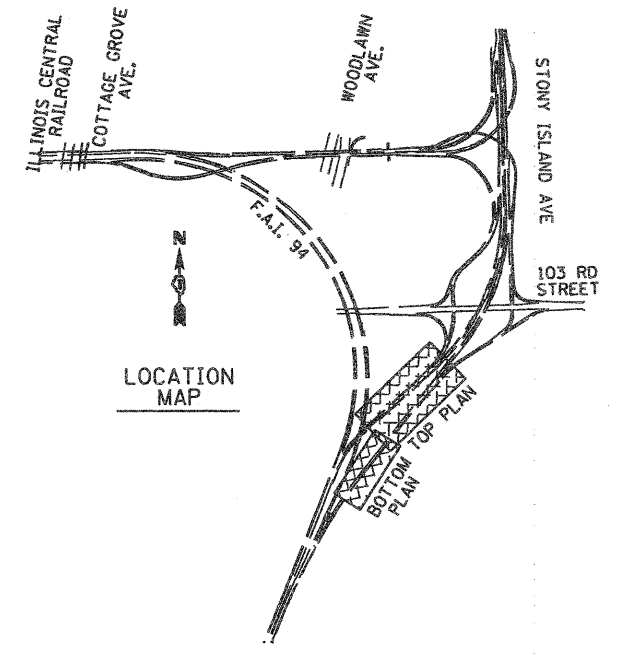
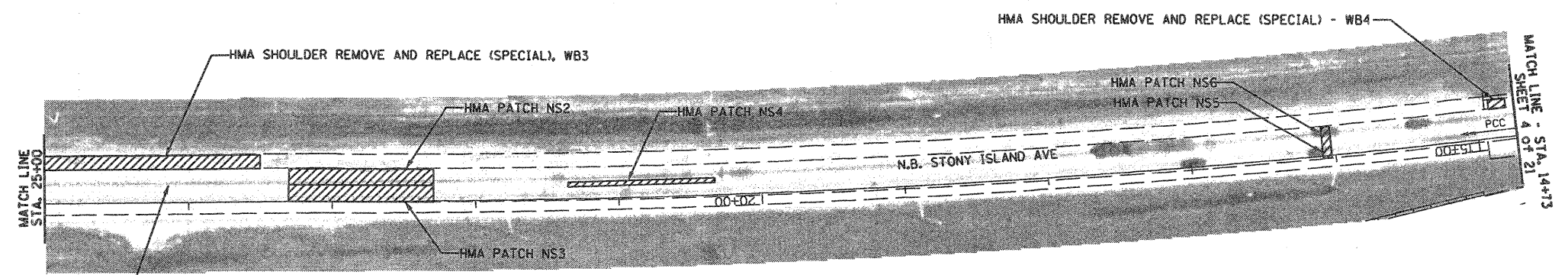
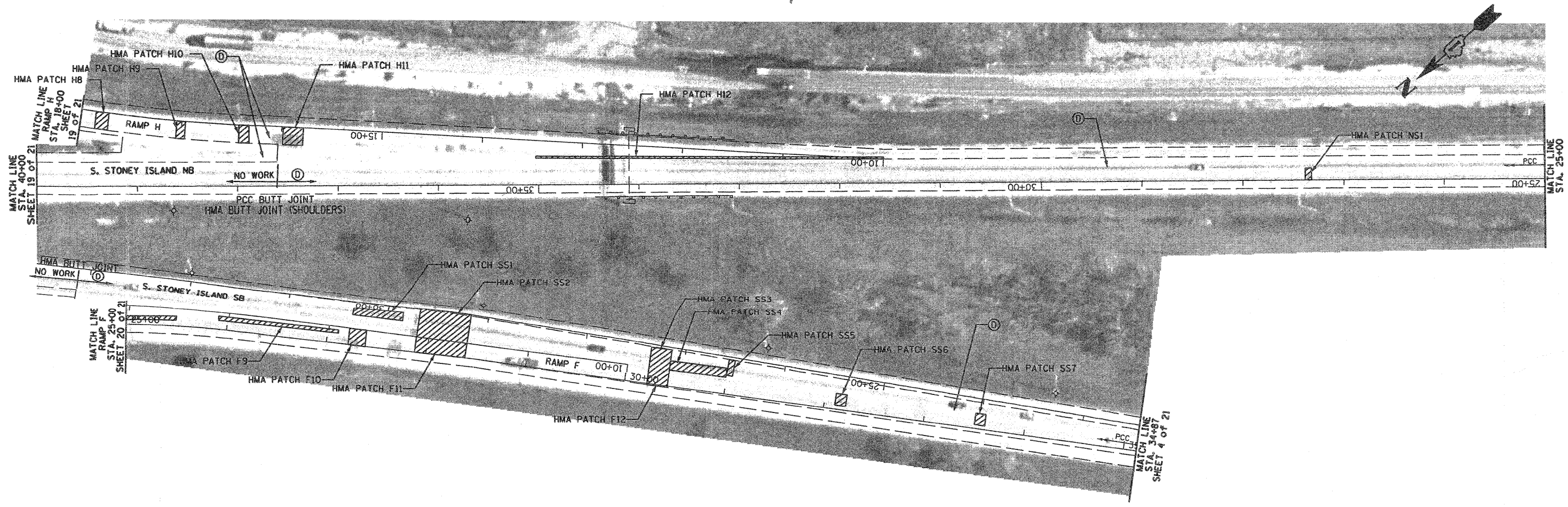






- LEGEND**
- Ⓧ PROPOSED STONY ISLAND FEEDER RAMPS RESURFACING
    - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
    - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A,
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
  - PROPOSED STONY ISLAND FEEDER RAMPS SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
    - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
  - HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH.  
SEE SCHEDULE OF QUANTITIES
  - PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH.  
SEE SCHEDULE OF QUANTITIES

FILE NAME = D160C08-958-PLAN_20.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 58
PLOT SCALE = 100.00' / IN. PLOT DATE = 2/6/2009				SCALE: 1" = 50'    SHEET NO. 20 OF 21 SHEETS    STA.    TO STA.		CONTRACT NO. 60C08				



- LEGEND**
- Ⓧ PROPOSED STONY ISLAND FEEDER RAMP RESURFACING
    - POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50, 3/4"
    - AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A.
    - POLYMERIZED HOT - MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1-3/4"
  - PROPOSED STONY ISLAND FEEDER RAMP SHOULDER RESURFACING
    - HOT - MIX ASPHALT SURFACE REMOVAL, 1-1/2"
    - HOT - MIX ASPHALT BINDER COURSE, IL -19.0, N70, 2-1/4"
    - HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
  - HMA PATCH \* PROPOSED HOT MIX ASPHALT PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES
  - PCC PATCH \* PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT PATCH. SEE SCHEDULE OF QUANTITIES

EXIST. CURVE ML.I-94-1  
 PI STA. = 197+03.56  
 $\Delta = 115^\circ 23' 36''$  (RT)  
 $D = 1^\circ 56' 08''$   
 $R = 2,960.00'$   
 $T = 4,681.64'$   
 $L = 5,961.41'$   
 $E = 2,578.90'$   
 $e = \text{-----}$   
 $T.R. = \text{-----}$   
 $S.E. RUN = \text{-----}$   
 $P.C. STA. = 150+21.91$   
 $P.T. STA. = 209+83.33$

FILE NAME = 0160C00-959-PLAN_21.dgn	USER NAME = dvozn1stsk1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN</b>	F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 59	
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 21 OF 21 SHEETS	STA. TO STA.	CONTRACT NO. 60C08		
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISED -	REVISED -						ILLINOIS FED. AID PROJECT		

# STAGE I

## STAGE I NOTES

### 1. STONY ISLAND

- A. SEQUENCE OF CONSTRUCTION: GUARDRAIL REMOVAL AND REPLACEMENT, PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT.
- B. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL SCHEDULE GUARDRAIL WORK SO A HAZARD OR MEDIAN IS PROTECTED DURING OPEN TIMES.
- C. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".

### 2. MAINLINE

- A. SEQUENCE OF CONSTRUCTION: CLASS A PATCHING, BARRIER WALL AND GLARE SCREEN REPAIRS AND GUARDRAIL REMOVAL AND REPLACEMENT. WORK CAN OCCUR CONCURRENTLY WITH STONY ISLAND.
- B. CLASS A PATCHING.
  - LANE CLOSURES PER STANDARDS 701400, 701401 AND TC-25 - TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE.
  - WORK SHALL BE PERFORMED FROM 8:00 PM FRIDAY TO 5:00 AM MONDAY.
- C. BARRIER WALL AND GLARE SCREEN REPAIRS. SHOULDER AND LANE CLOSURES PER STANDARDS 701101, 701400 AND 701401 FOR TRAFFIC CONTROL DURING ALLOWABLE SHOULDER AND LANE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
- D. GUARDRAIL REMOVAL AND REPLACEMENT.
  - OUTSIDE SHOULDERS. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
  - MEDIAN. TRAFFIC CONTROL PER MAINTENANCE OF TRAFFIC PLANS. PERMANENT LANE CLOSURES SHOWN IN STAGE I FOR I-94 SHALL NOT EXCEED 30 CALENDAR DAYS. TEMPORARY LANE CLOSURES OUTSIDE THE 30 CALENDAR DAYS ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.

3. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-110310-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMPS.

4. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE. A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.

5. REMOVAL OF TEMPORARY PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".

6. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL".

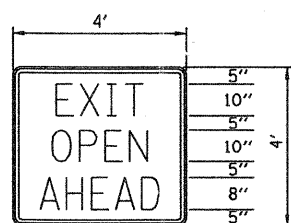
7. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.

8. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA BINDER AND SURFACE COURSES PLACED.

#### LEGEND

- ① EXISTING PAVEMENT MARKING
- ② WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5" (10' DASH - 30' SKIP)
- ③ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4" (YELLOW LEFT & WHITE RIGHT) INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- ④ PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.
- ⑤ VERTICAL BARRICADES WITH STEADY BURNING MONO DIRECTIONAL LIGHT AT 100' C-C SPACING. VERTICAL BARRICADES ALONG SHOULDERS WILL REMAIN IN PLACE BETWEEN OPERATIONS WHEN ALL LANES ARE OPEN TO TRAFFIC. DURING EACH OPERATION VERTICAL BARRICADES WILL THEN BE MOVED TO SEPARATE THE WORK ZONE AND OPERATING LANES.

- BITUMINOUS SURFACE REMOVAL
- HMA LEVELING, BINDER AND SURFACE COURSES



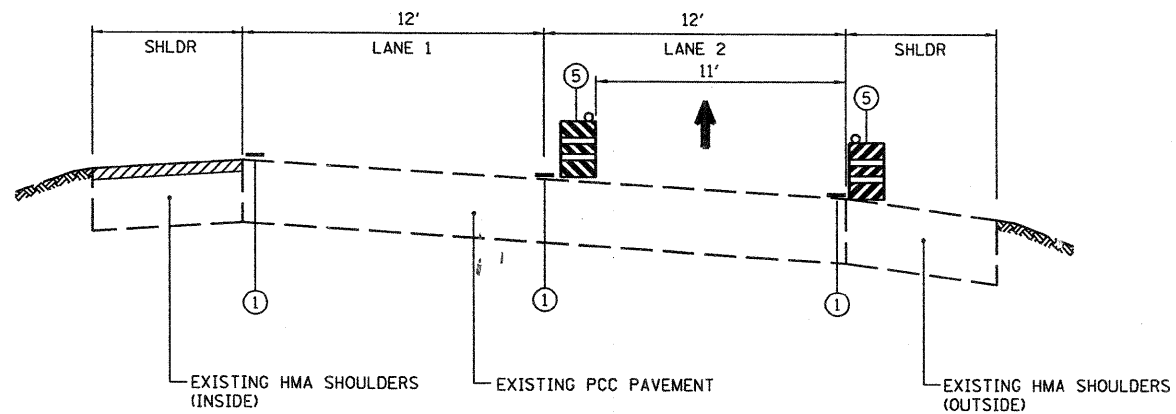
1" BORDER LINE  
GREEN REFLECTIVE BACKGROUND  
WITH WHITE LEGEND

THIS SIGN SHALL BE INSTALLED  
IN ADVANCE OF ALL OPEN/EXIT  
RAMPS WHEN THE RIGHT  
LANES ARE CLOSED.

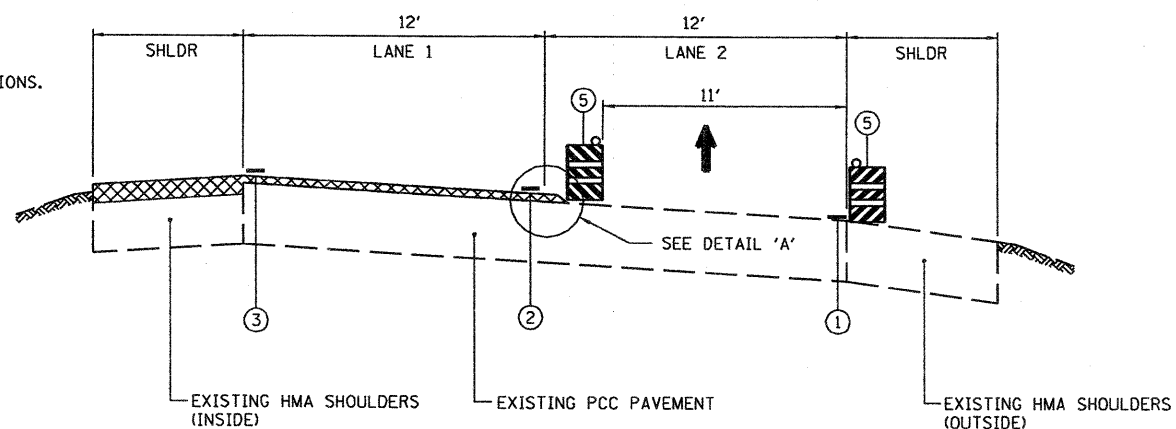


W8-11  
48" x 48"

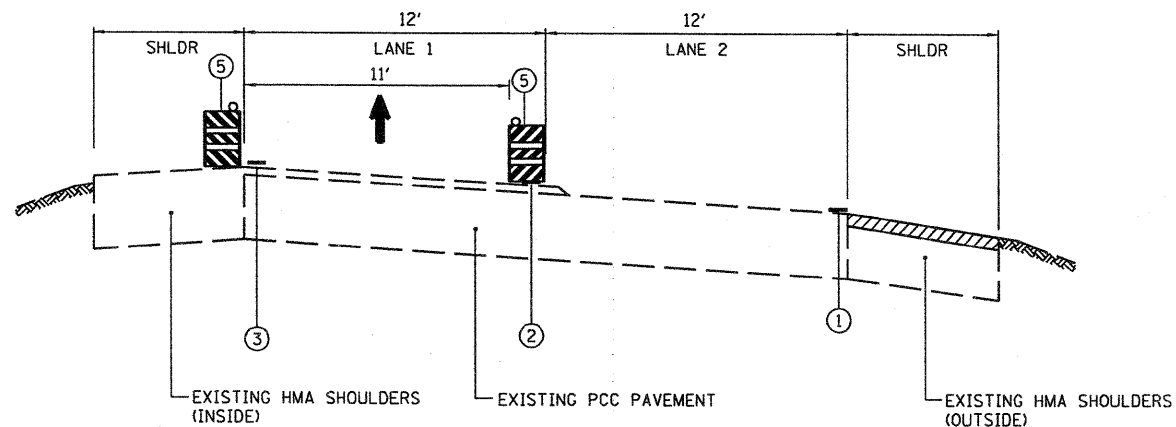
NOTE:  
THIS SIGN SHALL BE INSTALLED  
ON BOTH SIDES OF THE ROADWAY  
500' IN ADVANCE OF AREAS WHERE  
THERE IS A GRADE DIFFERENTIAL  
BETWEEN LANES. AFTER EACH  
ENTRANCE RAMP AND A MINIMUM  
OF EVERY MILE.



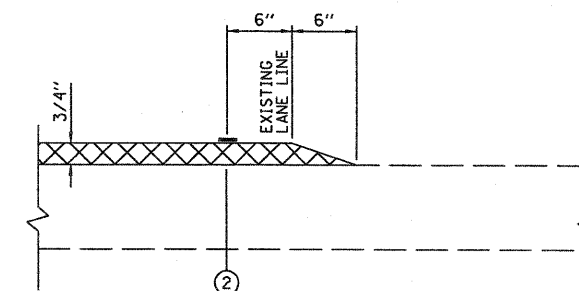
**OPERATION ONE - STONY ISLAND FEEDER RAMPS**  
PATCH LANE 1 & SHOULDER REMOVAL & REPLACEMENT  
HMA SURFACE REMOVAL 1-1/2" - INSIDE SHOULDER



**OPERATION TWO - STONY ISLAND FEEDER RAMPS**  
PLACE 3/4" LEVELING BINDER - LANE 1  
PLACE 2-1/4" BINDER - INSIDE SHOULDER



**OPERATION THREE - STONY ISLAND FEEDER RAMPS**  
PATCH LANE 2 & SHOULDER REMOVAL & REPLACEMENT  
HMA SURFACE REMOVAL 1-1/2" - OUTSIDE SHOULDER



**DETAIL 'A'**

FILE NAME = D16008-868-STAGE-I.A.dgn	USER NAME = dwozn1araki	DESIGNED - DRAWN - DMW	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC</b>	F.A.I. RTE. 94	SECTION R0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 60
PLOT SCALE = N/A	CHECKED -	REVISIED -	REVISIED -			SCALE: N/A	SHEET NO. 1 OF 9 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.
PLOT DATE = 2/6/2009	DATE = 2/6/2009			CONTRACT NO. 60C08						

# STAGE I (CONTINUED)

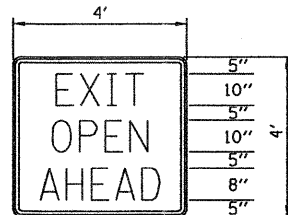
## STAGE I NOTES

1. STONY ISLAND
  - A. SEQUENCE OF CONSTRUCTION: GUARDRAIL REMOVAL AND REPLACEMENT, PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT.
  - B. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL SCHEDULE GUARDRAIL WORK SO A HAZARD OR MEDIAN IS PROTECTED DURING OPEN TIMES.
  - C. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
2. MAINLINE
  - A. SEQUENCE OF CONSTRUCTION: CLASS A PATCHING, BARRIER WALL AND GLARE SCREEN REPAIRS AND GUARDRAIL REMOVAL AND REPLACEMENT. WORK CAN OCCUR CONCURRENTLY WITH STONY ISLAND.
  - B. CLASS A PATCHING.
    - LANE CLOSURES PER STANDARDS 701400, 701401 AND TC-25 - TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE.
    - WORK SHALL BE PERFORMED FROM 8:00 PM FRIDAY TO 5:00 AM MONDAY.
  - C. BARRIER WALL AND GLARE SCREEN REPAIRS. SHOULDER AND LANE CLOSURES PER STANDARDS 701101, 701400 AND 701401 FOR TRAFFIC CONTROL DURING ALLOWABLE SHOULDER AND LANE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
  - D. GUARDRAIL REMOVAL AND REPLACEMENT.
    - OUTSIDE SHOULDERS. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
    - MEDIAN. TRAFFIC CONTROL PER MAINTENANCE OF TRAFFIC PLANS. PERMANENT LANE CLOSURES SHOWN IN STAGE I FOR I-94 SHALL NOT EXCEED 30 CALENDAR DAYS. TEMPORARY LANE CLOSURES OUTSIDE THE 30 CALENDAR DAYS ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-1103(O-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMP.
4. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE. A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
5. REMOVAL OF TEMPORARY PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".
6. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL".
7. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
8. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA BINDER AND SURFACE COURSES PLACED.

### LEGEND

- ① EXISTING PAVEMENT MARKING
- ② WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5" (10' DASH - 30' SKIP)
- ③ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4" (YELLOW LEFT & WHITE RIGHT) INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- ④ PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.
- ⑤ VERTICAL BARRICADES WITH STEADY BURNING MONO DIRECTIONAL LIGHT AT 100' C-C SPACING. VERTICAL BARRICADES ALONG SHOULDERS WILL REMAIN IN PLACE BETWEEN OPERATIONS TO PREVENT SHOULDER RIDING. DURING EACH OPERATION VERTICAL BARRICADES WILL THEN BE USED TO SEPARATE THE WORK ZONE AND OPERATING LANES.

- BITUMINOUS SURFACE REMOVAL
- HMA LEVELING, BINDER AND SURFACE COURSES



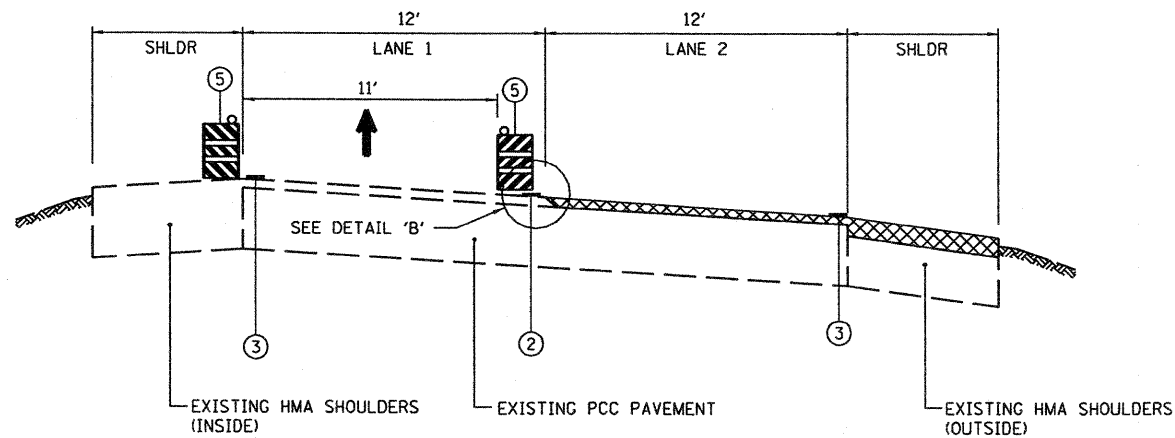
1" BORDER LINE  
GREEN REFLECTIVE BACKGROUND  
WITH WHITE LEGEND

THIS SIGN SHALL BE INSTALLED  
IN ADVANCE OF ALL OPEN/EXIT  
RAMP WHEN THE RIGHT  
LANES ARE CLOSED.



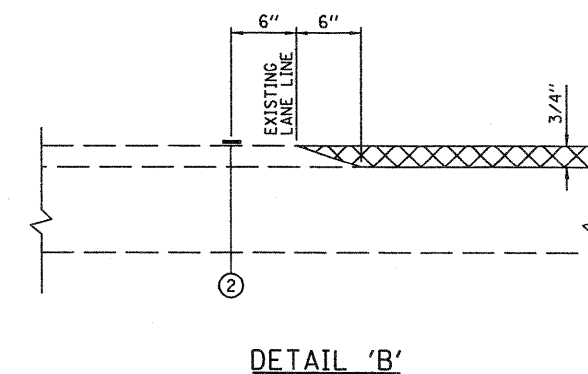
W8-11  
48" x 48"

NOTE:  
THIS SIGN SHALL BE INSTALLED  
ON BOTH SIDES OF THE ROADWAY  
500' IN ADVANCE OF AREAS WHERE  
THERE IS A GRADE DIFFERENTIAL  
BETWEEN LANES, AFTER EACH  
ENTRANCE RAMP AND A MINIMUM  
OF EVERY MILE.

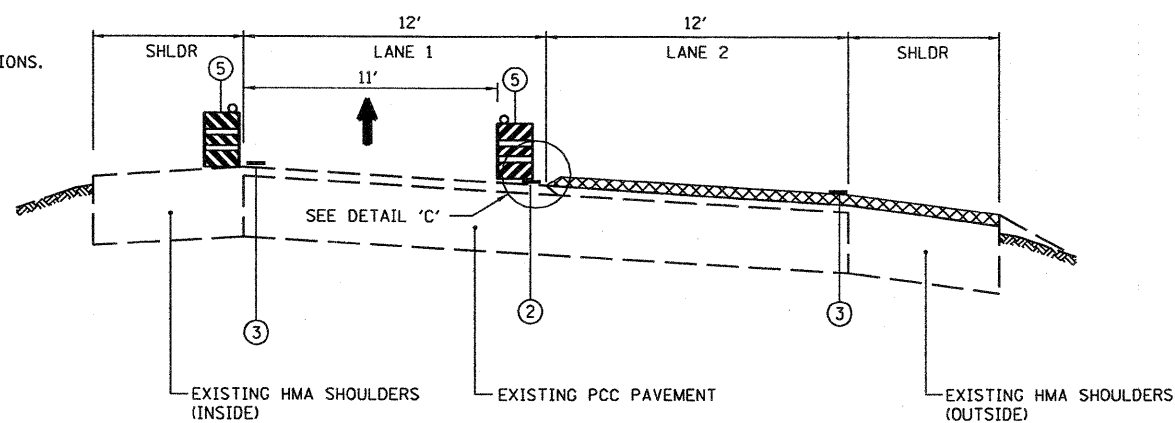


### OPERATION FOUR - STONY ISLAND FEEDER RAMP

PLACE 3/4" LEVELING BINDER - LANE 2  
PLACE 2-1/4" BINDER - OUTSIDE SHOULDER

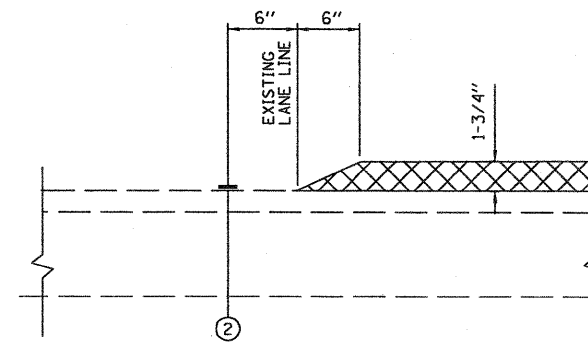


DETAIL 'B'

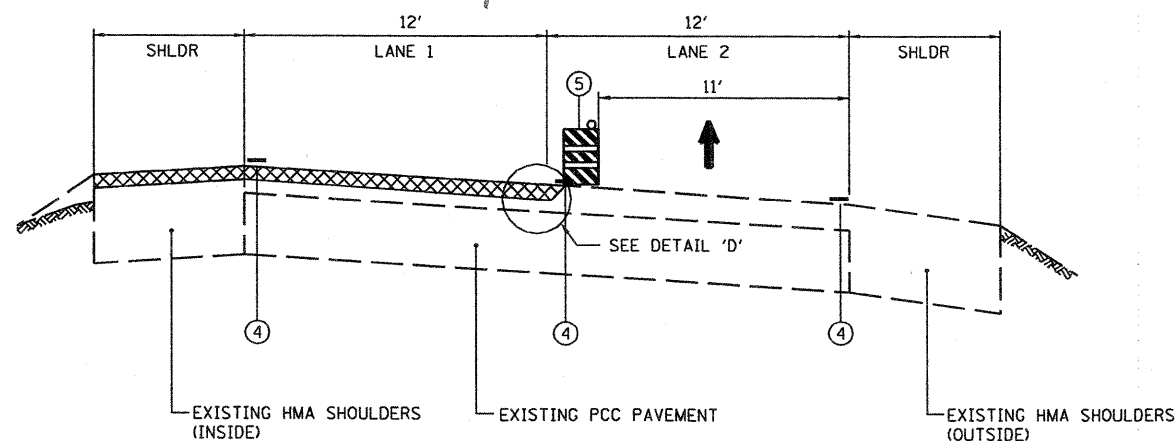


### OPERATION FIVE - STONY ISLAND FEEDER RAMP

PLACE AREA REFLECTIVE CRACK CONTROL TREATMENT LANE 2  
PLACE 1-3/4" - SURFACE LANE 2 AND OUTSIDE SHOULDER

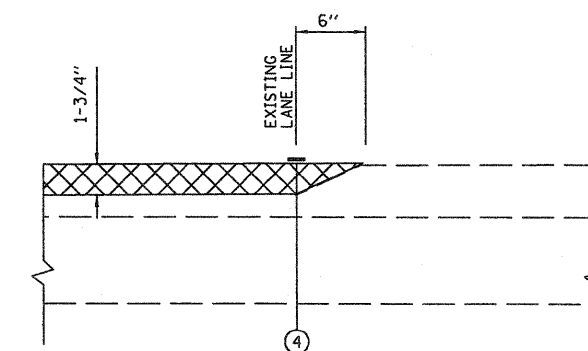


DETAIL 'C'



### OPERATION SIX - STONY ISLAND FEEDER RAMP

PLACE AREA REFLECTIVE CRACK CONTROL TREATMENT LANE 1  
PLACE 1-3/4" SURFACE - LANE 1 AND INSIDE SHOULDER



DETAIL 'D'

FILE NAME =  
0160C08-061-STAGE I.B.dgn

USER NAME = dvoznirak

DESIGNED -

REVISED -

PLOT SCALE = N/A

DRAWN - DMW

REVISED -

PLOT DATE = 2/6/2009

CHECKED -

REVISED -

DATE - 2/6/2009

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
SUGGESTED MAINTENANCE OF TRAFFIC

SCALE: N/A

SHEET NO. 2 OF 9 SHEETS

STA.

TO STA.

F.A.I. SECTION COUNTY TOTAL SHEETS SHEET NO.  
94 (0312-708W, ETC. & 1315RS-4) COOK 167 61

CONTRACT NO. 60C08

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

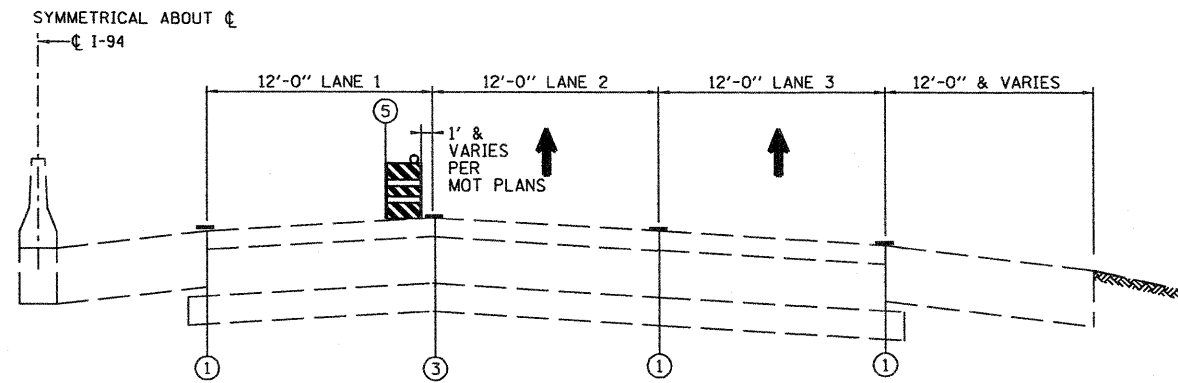
# STAGE I (CONTINUED)

## STAGE I NOTES

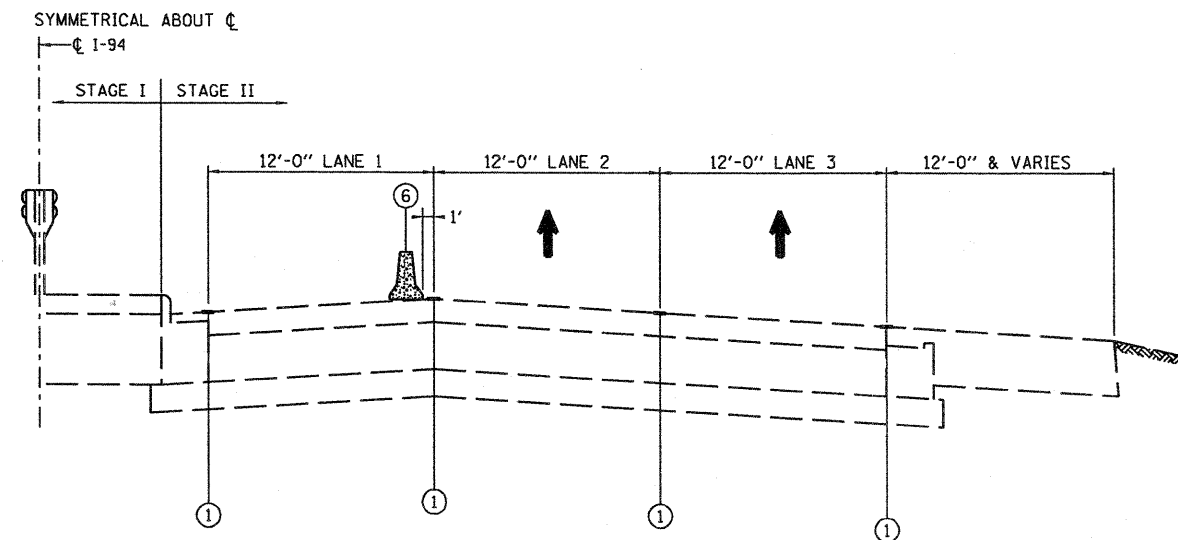
1. STONY ISLAND
  - A. SEQUENCE OF CONSTRUCTION: GUARDRAIL REMOVAL AND REPLACEMENT, PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT.
  - B. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL SCHEDULE GUARDRAIL WORK SO A HAZARD OR MEDIAN IS PROTECTED DURING OPEN TIMES.
  - C. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
2. MAINLINE
  - A. SEQUENCE OF CONSTRUCTION: CLASS A PATCHING, BARRIER WALL AND GLARE SCREEN REPAIRS AND GUARDRAIL REMOVAL AND REPLACEMENT. WORK CAN OCCUR CONCURRENTLY WITH STONY ISLAND.
  - B. CLASS A PATCHING.
    - LANE CLOSURES PER STANDARDS 701400, 701401 AND TC-25 - TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE.
    - WORK SHALL BE PERFORMED FROM 8:00 PM FRIDAY TO 5:00 AM MONDAY.
  - C. BARRIER WALL AND GLARE SCREEN REPAIRS. SHOULDER AND LANE CLOSURES PER STANDARDS 701101, 701400 AND 701401 FOR TRAFFIC CONTROL DURING ALLOWABLE SHOULDER AND LANE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
  - D. GUARDRAIL REMOVAL AND REPLACEMENT.
    - OUTSIDE SHOULDERS. SHOULDER AND LANE CLOSURES AND PARTIAL RAMP CLOSURES PER STANDARDS 701101, 701400 AND 701401 AND DISTRICT DETAIL TC-17 FOR TRAFFIC CONTROL DURING ALLOWABLE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS.
    - MEDIAN. TRAFFIC CONTROL PER MAINTENANCE OF TRAFFIC PLANS. PERMANENT LANE CLOSURES SHOWN IN STAGE I FOR I-94 SHALL NOT EXCEED 30 CALENDAR DAYS. TEMPORARY LANE CLOSURES OUTSIDE THE 30 CALENDAR DAYS ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.
3. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-110310-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMP.
4. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE. A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
5. REMOVAL OF TEMPORARY PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".
6. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL".
7. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
8. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA BINDER AND SURFACE COURSES PLACED.

### LEGEND

- ① EXISTING PAVEMENT MARKING
- ② WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5" (10' DASH - 30' SKIP)
- ③ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4" (YELLOW LEFT & WHITE RIGHT) INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- ④ PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.
- ⑤ VERTICAL BARRICADES WITH STEADY BURNING MONO DIRECTIONAL LIGHT AT 100' C-C SPACING.
- ⑥ TEMPORARY CONCRETE BARRIER WITH TEMPORARY PAVEMENT MARKING 6" PER THE SPECIAL PROVISIONS. - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING CONSTRUCTION ACCESS POINTS. THE PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL BEFORE USE. THE MINIMUM DISTANCE BETWEEN ACCESS POINTS IS 2,700'. THE MAXIMUM WIDTH OF AN ACCESS POINT IS 50'. THE APPROACH END SHALL BE PROTECTED BY IMPACT ATTENUATORS. TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3. A QUANTITY FOR TEMPORARY IMPACT ATTENUATORS HAS BEEN INCLUDED IN THE PLANS FOR USE WITH THE CONSTRUCTION ACCESS POINTS. DURING NON-WORKING HOURS THE ACCESS POINTS SHALL BE CLOSE WITH DRUMS AT 10' C-C SPACING. THE CONTRACTOR MAY REQUEST ADDITIONAL ACCESS POINTS AT NO ADDITIONAL COST TO THE DEPARTMENT.



STAGE I - I-94  
APPROACH TO GUARD RAIL REMOVE AND REPLACE



STAGE I - I-94  
GUARD RAIL REMOVE AND REPLACE

FILE NAME = 0160C08-862-STAGE_I.C.dgn	USER NAME = dvoznioraki	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N/A	DRAWN - DMW	REVISED -		94	(0312-708W, ETC. & 1315RS-4)	COOK	167	62		
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -		CONTRACT NO. 60C08			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
		DATE - 2/6/2009	REVISED -		SCALE: N/A	SHEET NO. 3 OF 9 SHEETS	STA. TO STA.				

# STAGE II

## STAGE II NOTES

- SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. THE TWO LANE SECTION OF I-94 WILL FOLLOW THE SEQUENCE OF LANES 1 AND 3 IN THE OPERATION SECTIONS. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
- LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.
- HMA SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE I IS COMPLETED AND THE I-94 ALTERNATE ROUTE IS SET UP.
- LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
- REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
- THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-I103(K)-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMP.
- GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
- PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
- REMOVAL OF TEMPORARY PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".
- REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL".
- EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
- CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA BINDER AND SURFACE COURSES PLACED.

### LEGEND

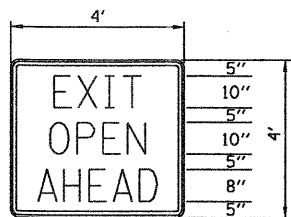
- ① EXISTING PAVEMENT MARKING
- ② WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5" (10' DASH - 30' SKIP)
- ③ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4" (YELLOW LEFT & WHITE RIGHT) INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- ④ PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.
- ⑤ VERTICAL BARRICADES WITH STEADY BURNING MONO DIRECTIONAL LIGHT AT 100' C-C SPACING. VERTICAL BARRICADES ALONG SHOULDERS WILL REMAIN IN PLACE THROUGHOUT OPERATIONS TO PREVENT SHOULDER RIDING. DURING EACH OPERATION VERTICAL BARRICADES WILL THEN BE USED TO SEPARATE THE WORK ZONE AND OPERATING LANES.

BITUMINOUS SURFACE REMOVAL

HMA SURFACE COURSE

### NOTE

STRUCTURAL WORK ON BRIDGES TO BE ACCOMPLISHED IN STAGE II DURING ALLOWABLE SHOULDER AND LANE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.



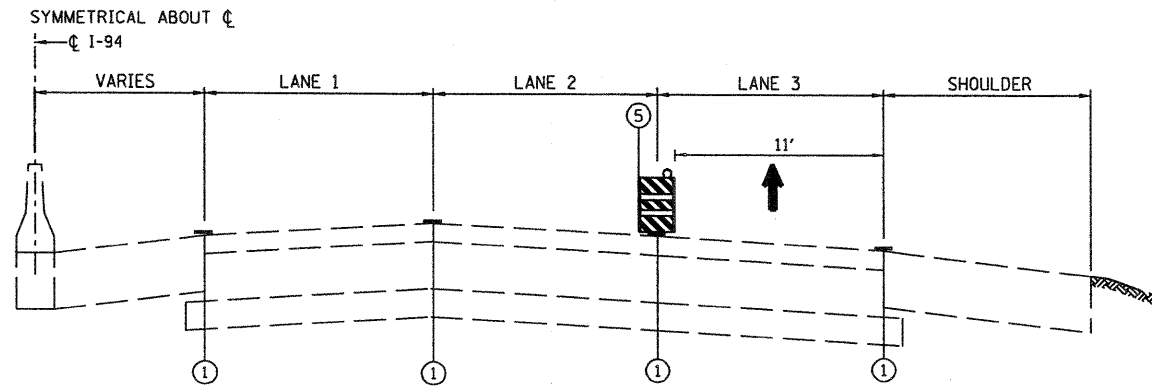
1" BORDER LINE  
GREEN REFLECTIVE BACKGROUND  
WITH WHITE LEGEND

THIS SIGN SHALL BE INSTALLED  
IN ADVANCE OF ALL OPEN/EXIT  
RAMPS WHEN THE RIGHT  
LANES ARE CLOSED.

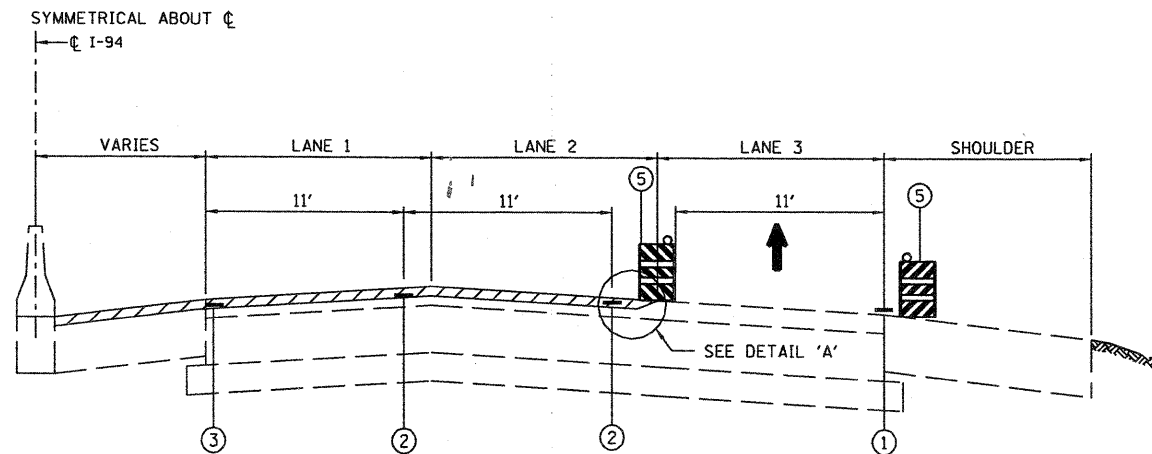


W8-11  
48" x 48"

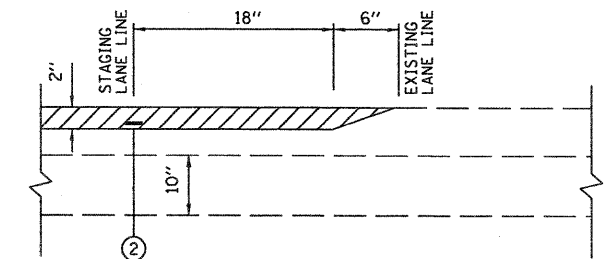
NOTE:  
THIS SIGN SHALL BE INSTALLED  
ON BOTH SIDES OF THE ROADWAY  
500' IN ADVANCE OF AREAS WHERE  
THERE IS A GRADE DIFFERENTIAL  
BETWEEN LANES, AFTER EACH  
ENTRANCE RAMP AND A MINIMUM  
OF EVERY MILE.



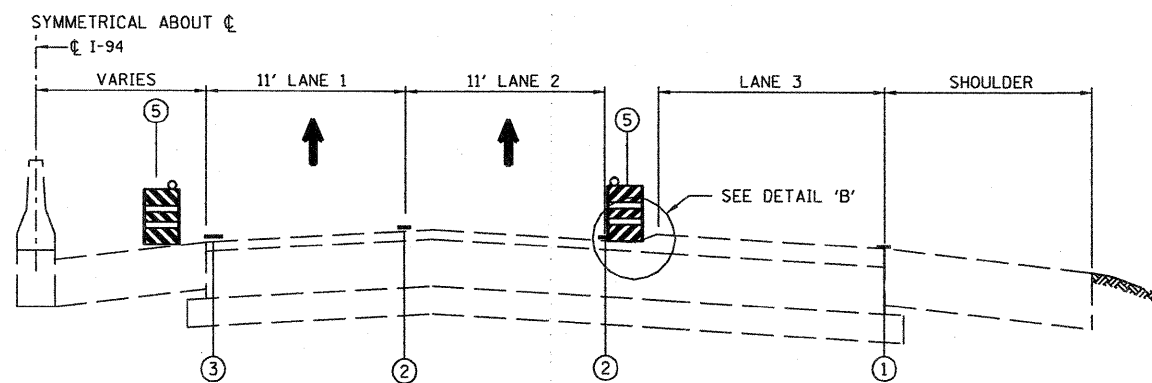
STAGE II - OPERATION ONE - I-94  
PATCH LANES 1 & 2 AND INSIDE SHOULDER



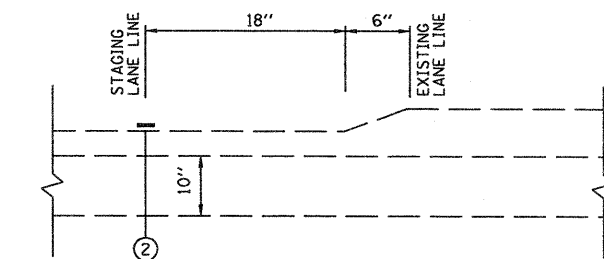
STAGE II - OPERATION TWO - I-94  
HMA SURFACE REMOVAL 2" - LANES 1 & 2 & INSIDE SHOULDER



DETAIL 'A'



STAGE II - OPERATION THREE - I-94  
PATCH LANE 3 AND OUTSIDE SHOULDER



DETAIL 'B'

FILE NAME = D168C08-063-STAGE.II.A.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = N/A	DRAWN - DWH	REVISED -			94	0312-708W, ETC. & 1315RS-4	COOK	167	63	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -			CONTRACT NO. 60C08					
		DATE = 2/6/2009	REVISED -			SCALE: N/A	SHEET NO. 4 OF 9 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

# STAGE II (CONTINUED)

## STAGE II NOTES

- SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. THE TWO LANE SECTION OF I-94 WILL FOLLOW THE SEQUENCE OF LANES 1 AND 3 IN THE OPERATION SECTIONS. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
- LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS.
- HMA SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE I IS COMPLETED AND THE I-94 ALTERNATE ROUTE IS SET UP.
- LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
- REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE. A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
- THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-1103(O-48)) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMPS.
- GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
- PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
- REMOVAL OF TEMPORARY PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "WORK ZONE PAVEMENT MARKING REMOVAL".
- REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL".
- EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
- CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA BINDER AND SURFACE COURSES PLACED.

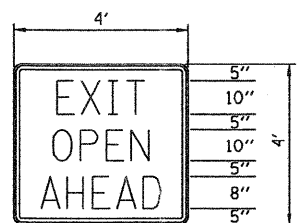
## LEGEND

- ① EXISTING PAVEMENT MARKING
- ② WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5" (10' DASH - 30' SKIP)
- ③ WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4" (YELLOW LEFT & WHITE RIGHT) INSTALLED WITHIN 24 HOURS OF MILLING OR BINDER PLACEMENT.
- ④ PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.
- ⑤ VERTICAL BARRICADES WITH STEADY BURNING MONO DIRECTIONAL LIGHT AT 100' C-C SPACING. VERTICAL BARRICADES ALONG SHOULDERS WILL REMAIN IN PLACE BETWEEN OPERATIONS TO PREVENT SHOULDER RIDING. DURING EACH OPERATION VERTICAL BARRICADES WILL THEN BE USED TO SEPARATE THE WORK ZONE AND OPERATING LANES.

- BITUMINOUS SURFACE REMOVAL
- HMA SURFACE COURSE

## NOTE

STRUCTURAL WORK ON BRIDGES TO BE ACCOMPLISHED IN STAGE II DURING ALLOWABLE SHOULDER AND LANE CLOSURES IDENTIFIED IN THE SPECIAL PROVISIONS. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.



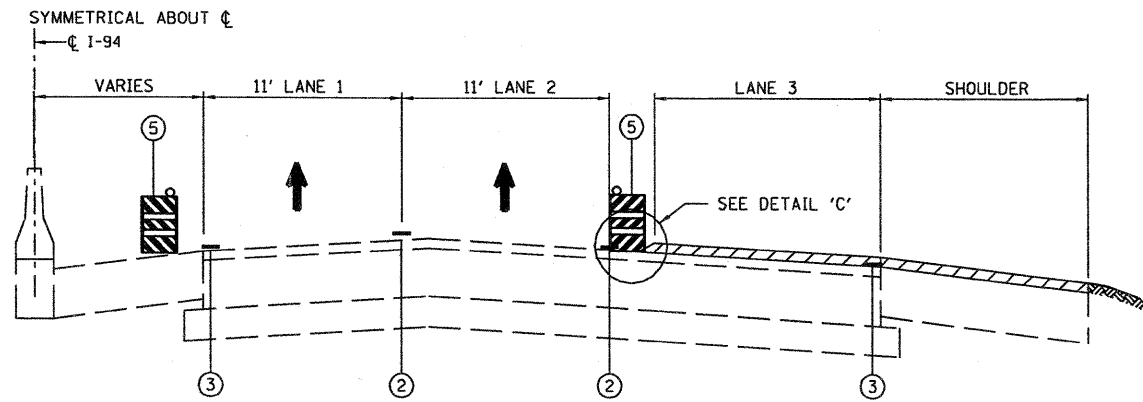
1" BORDER LINE  
GREEN REFLECTIVE BACKGROUND  
WITH WHITE LEGEND

THIS SIGN SHALL BE INSTALLED  
IN ADVANCE OF ALL OPEN/EXIT  
RAMPS WHEN THE RIGHT  
LANES ARE CLOSED.

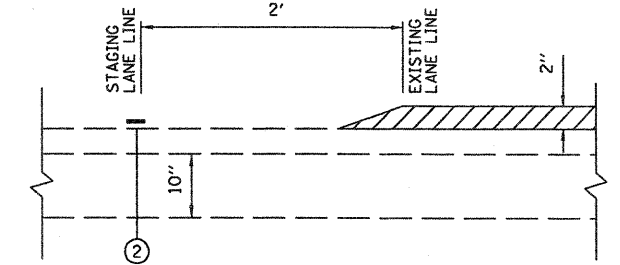


W8-11  
48" x 48"

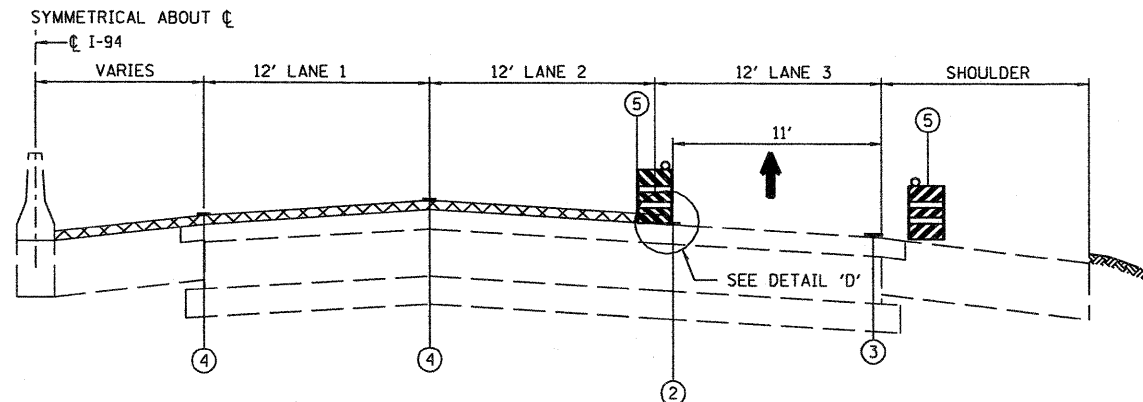
NOTE:  
THIS SIGN SHALL BE INSTALLED  
ON BOTH SIDES OF THE ROADWAY  
500' IN ADVANCE OF AREAS WHERE  
THERE IS A GRADE DIFFERENTIAL  
BETWEEN LANES, AFTER EACH  
ENTRANCE RAMP AND A MINIMUM  
OF EVERY MILE.



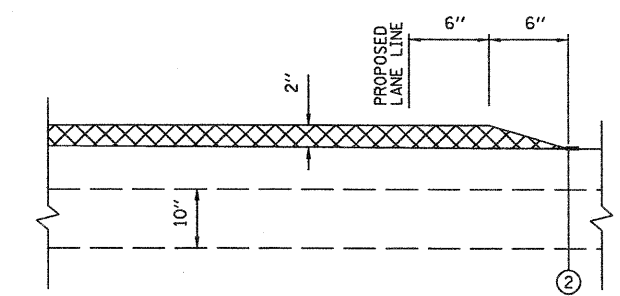
STAGE II - OPERATION FOUR - I-94  
HMA SURFACE REMOVAL 2" - LANE 3 & OUTSIDE SHOULDER



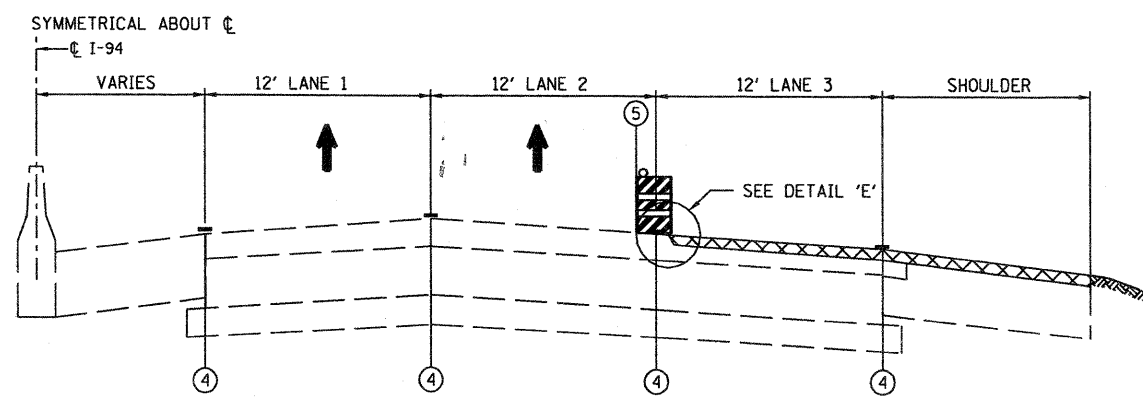
DETAIL 'C'



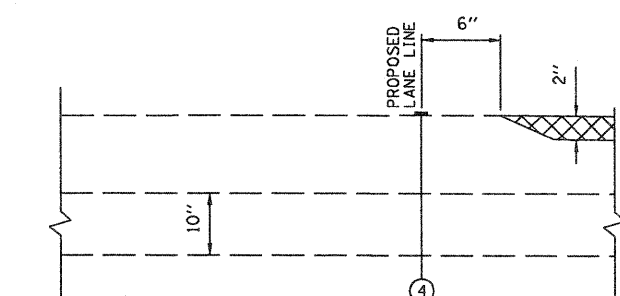
STAGE II- OPERATION FIVE - I-94  
PLACE SURFACE 2" - LANES 1 & 2 & INSIDE SHOULDER



DETAIL 'D'



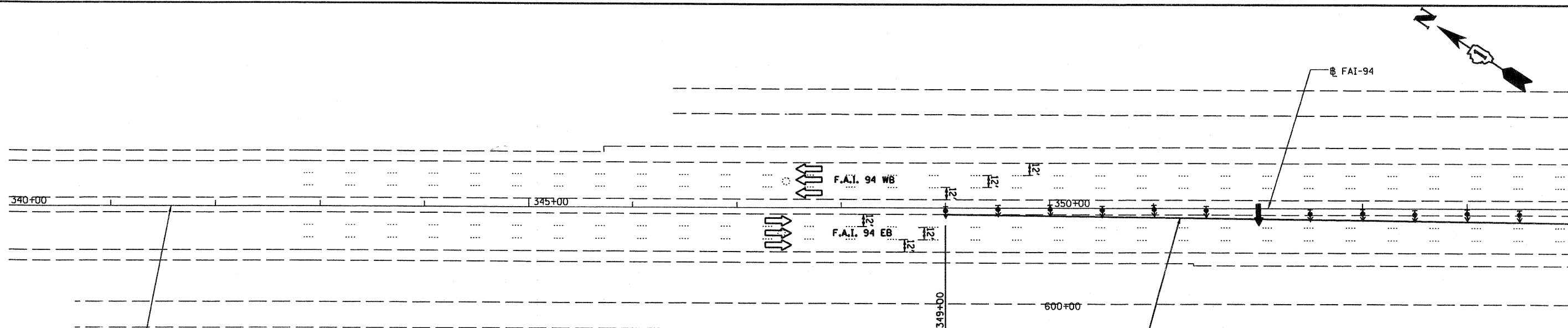
STAGE II - OPERATION SIX - I-94  
PLACE SURFACE 2" - LANE 3 & OUTSIDE SHOULDER



DETAIL 'E'

FILE NAME = D160C08-064-STAGE.II.B.dgn	USER NAME = dvoznierski	DESIGNED - DRAWN - DMW	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC</b>	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 64
PLOT SCALE = N/A	PLOT DATE = 2/6/2009	CHECKED - DATE - 2/6/2009	REVISED -			SCALE: N/A	SHEET NO. 5 OF 9 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 60C08

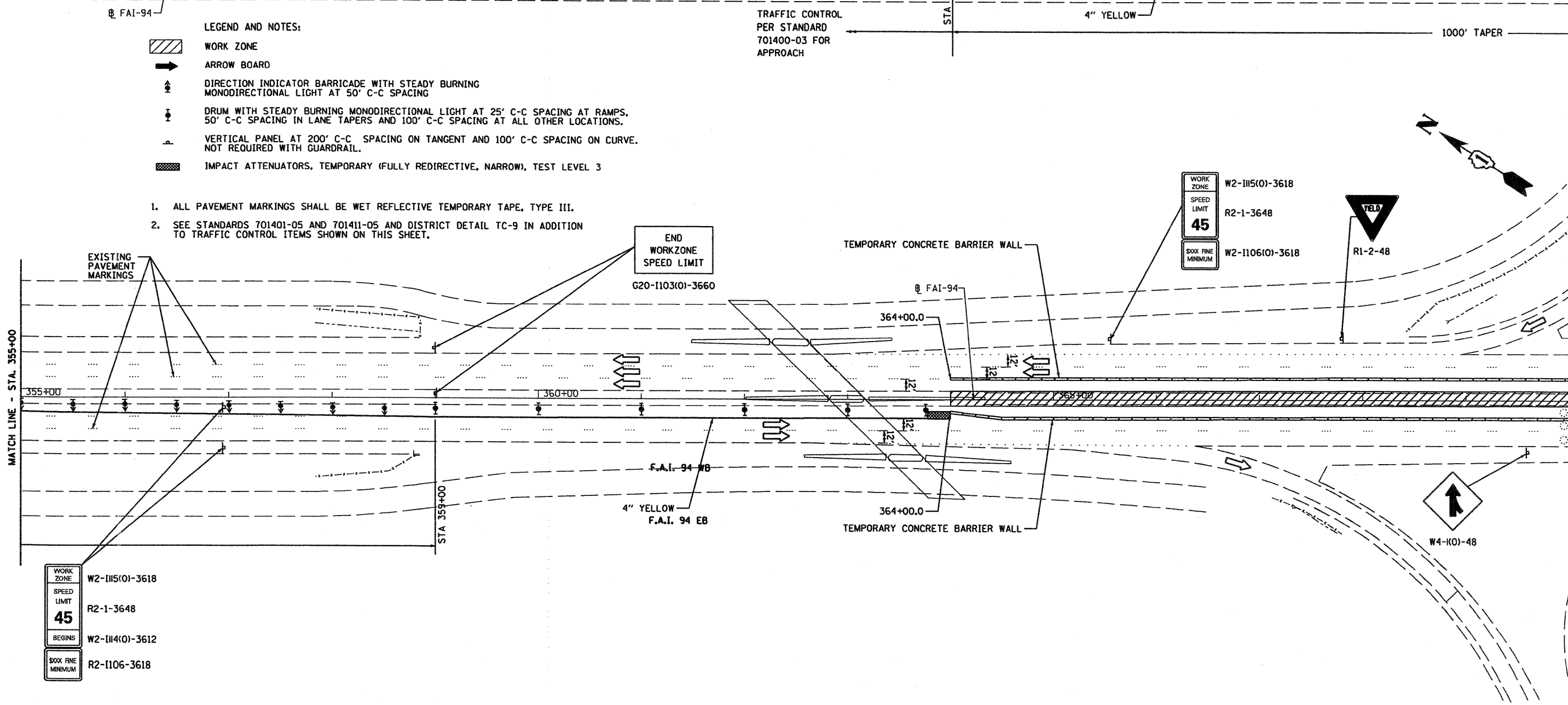




**LEGEND AND NOTES:**

- WORK ZONE
- ARROW BOARD
- DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' C-C SPACING
- DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 25' C-C SPACING AT RAMPS, 50' C-C SPACING IN LANE TAPERS AND 100' C-C SPACING AT ALL OTHER LOCATIONS.
- VERTICAL PANEL AT 200' C-C SPACING ON TANGENT AND 100' C-C SPACING ON CURVE. NOT REQUIRED WITH GUARDRAIL.
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

1. ALL PAVEMENT MARKINGS SHALL BE WET REFLECTIVE TEMPORARY TAPE, TYPE III.
2. SEE STANDARDS 701401-05 AND 701411-05 AND DISTRICT DETAIL TC-9 IN ADDITION TO TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.



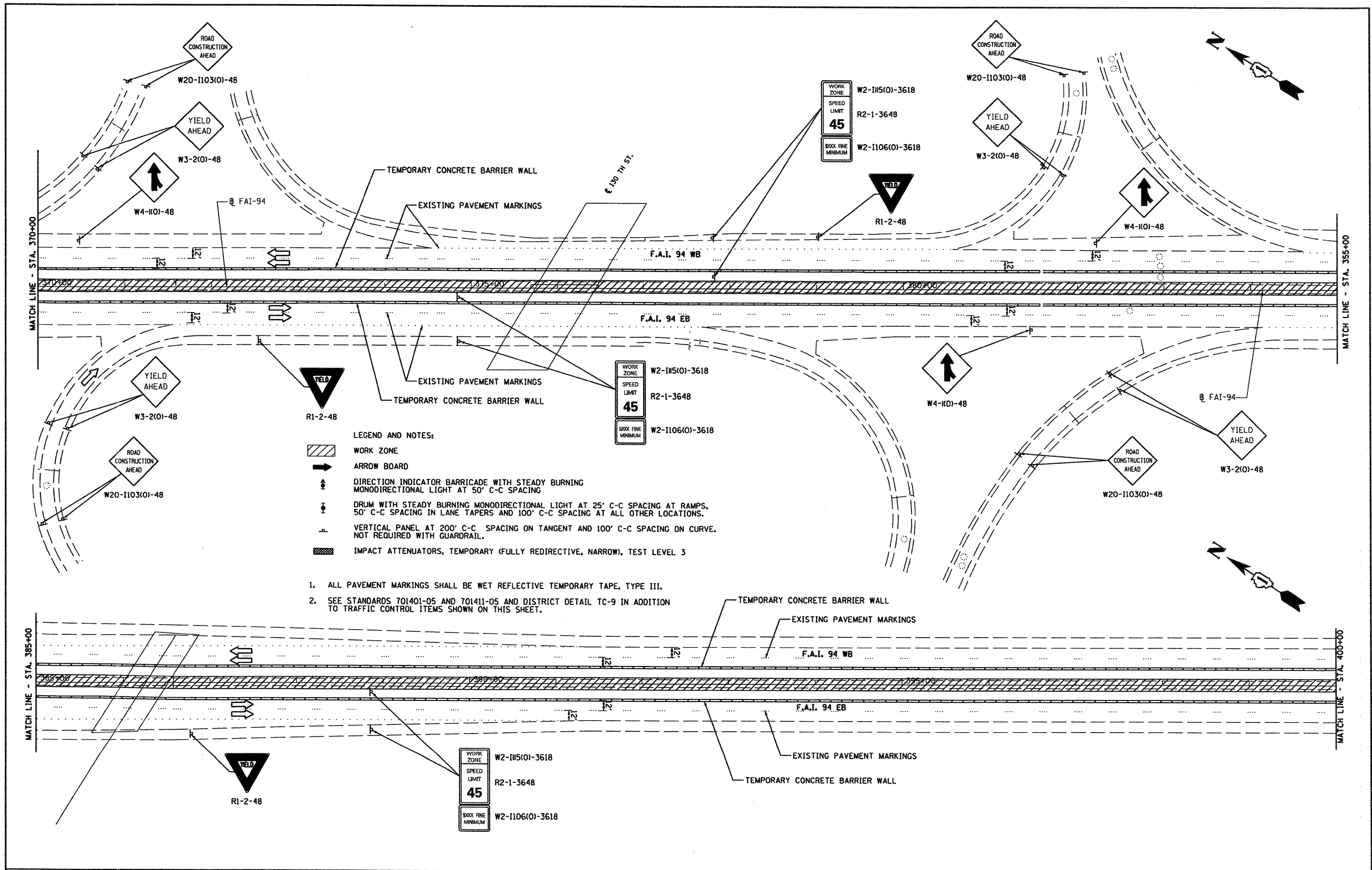
WORK ZONE	W2-1115(O)-3618
SPEED LIMIT	R2-1-3648
45	
BEGINS	W2-1114(O)-3612
\$XXX FINE MINIMUM	R2-1106-3618

WORK ZONE	W2-1115(O)-3618
SPEED LIMIT	R2-1-3648
45	
\$XXX FINE MINIMUM	W2-1106(O)-3618

YIELD  
R1-2-48

↑  
W4-1(O)-48

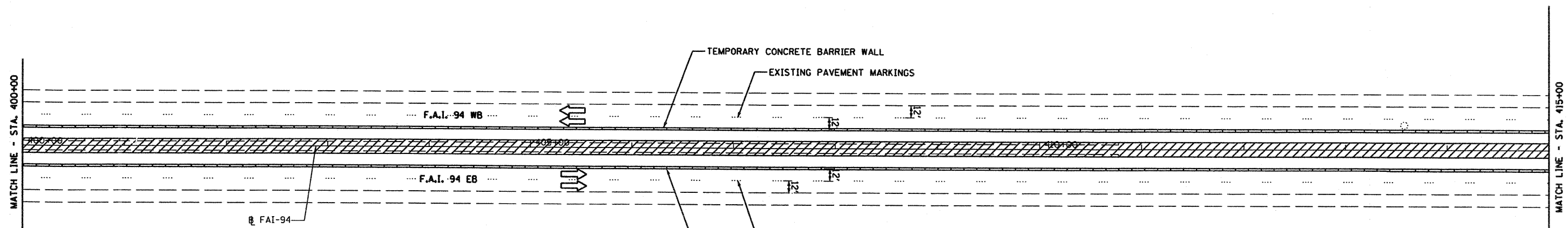
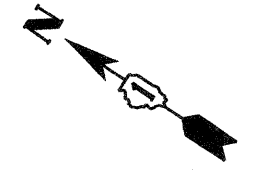
FILE NAME = D168C08-B65-STAGE_PLAN.STGL.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC - STAGE I PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.00' / IN.	CHECKED -	REVISED -			94	K0312-708W, ETC. & 1315RS-4	COOK	167	65
PLOT DATE = 2/8/2009	DATE -	REVISED -		SCALE: 1" = 50'	SHEET NO. 6 OF 9 SHEETS	STA. 340+00	TO STA. 370+00	CONTRACT NO. 60C08		
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



- LEGEND AND NOTES:**
- WORK ZONE
  - ARROW BOARD
  - DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' C-C SPACING
  - DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 25' C-C SPACING AT RAMP, 50' C-C SPACING IN LANE TAPERS AND 100' C-C SPACING AT ALL OTHER LOCATIONS.
  - VERTICAL PANEL AT 200' C-C SPACING ON TANGENT AND 100' C-C SPACING ON CURVE. NOT REQUIRED WITH GUARDRAIL.
  - IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

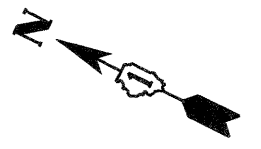
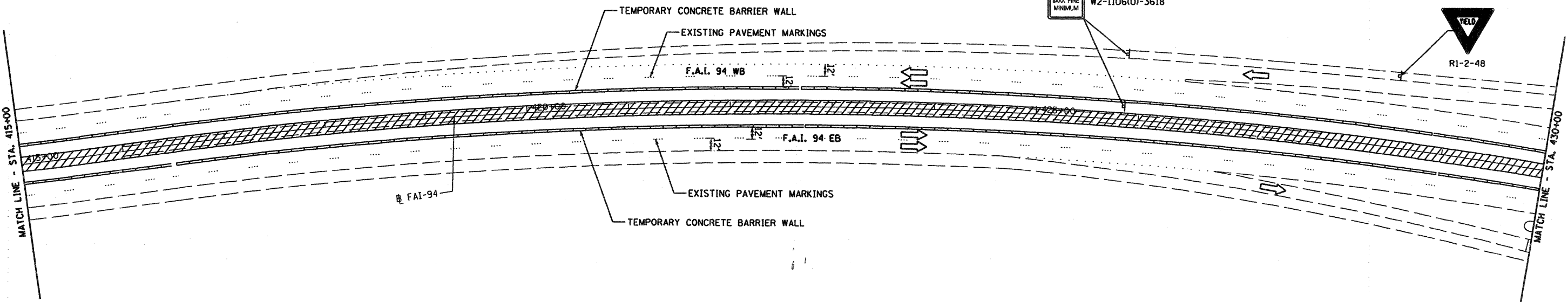
1. ALL PAVEMENT MARKINGS SHALL BE WET REFLECTIVE TEMPORARY TAPE, TYPE III.
2. SEE STANDARDS 701401-05 AND 701411-05 AND DISTRICT DETAIL TC-9 IN ADDITION TO TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.

FILE NAME = D160C88-866-STAGE_PLAN.STD1.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC - STAGE I PLAN</b>	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 66	
	PLOT SCALE = 100.00' / IN.	DRAWN -	REVISED -			SCALE: 1" = 50'		SHEET NO. 7 OF 9 SHEETS		STA. 370+00 TO STA. 400+00	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -			CONTRACT NO. 60C08		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	



- LEGEND AND NOTES:**
- WORK ZONE
  - ARROW BOARD
  - DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' C-C SPACING
  - DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 25' C-C SPACING AT RAMP, 50' C-C SPACING IN LANE TAPERS AND 100' C-C SPACING AT ALL OTHER LOCATIONS.
  - VERTICAL PANEL AT 200' C-C SPACING ON TANGENT AND 100' C-C SPACING ON CURVE. NOT REQUIRED WITH GUARDRAIL.
  - IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

1. ALL PAVEMENT MARKINGS SHALL BE WET REFLECTIVE TEMPORARY TAPE, TYPE III.
2. SEE STANDARDS 701401-05 AND 701411-05 AND DISTRICT DETAIL TC-9 IN ADDITION TO TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.

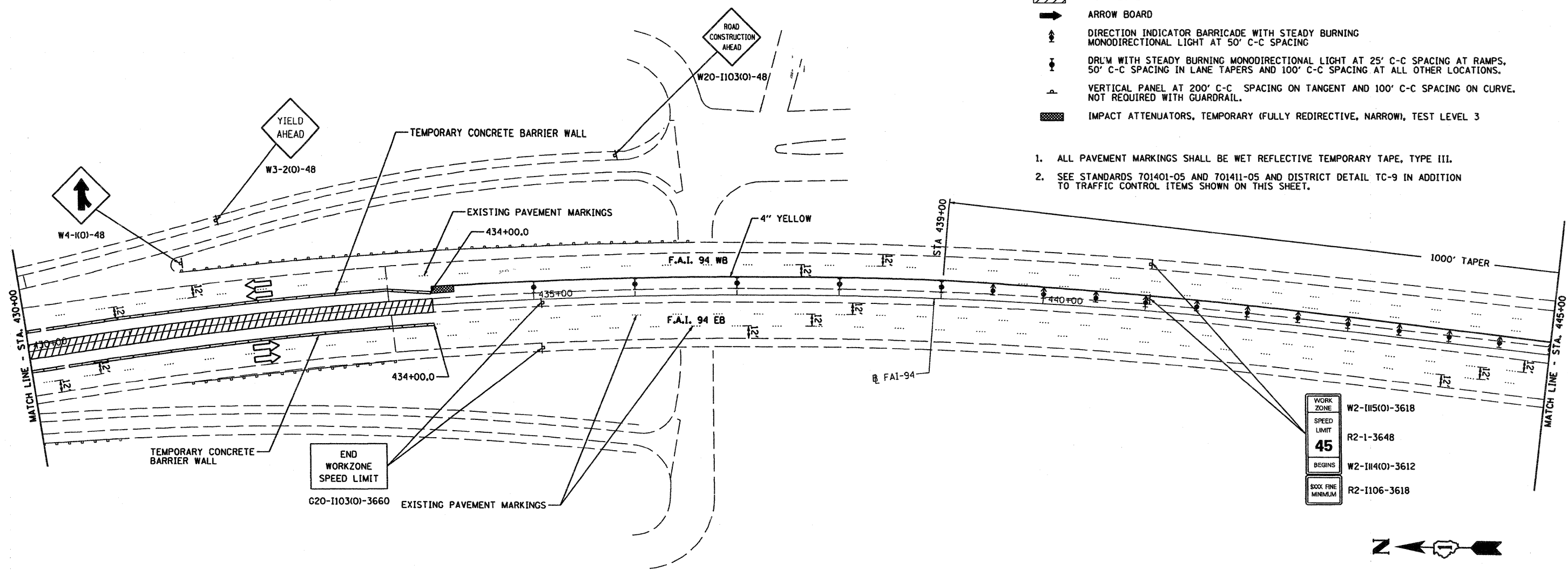


FILE NAME = D16808-867-STAGE_PLAN_STG1.dgn	USER NAME = dwoznioraki	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC - STAGE I PLAN</b>			F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 67
	PLOT SCALE = 100.00' / IN.	DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET NO. 8	OF 9 SHEETS	STA. 400+00	TO STA. 430+00	CONTRACT NO. 60C08		
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

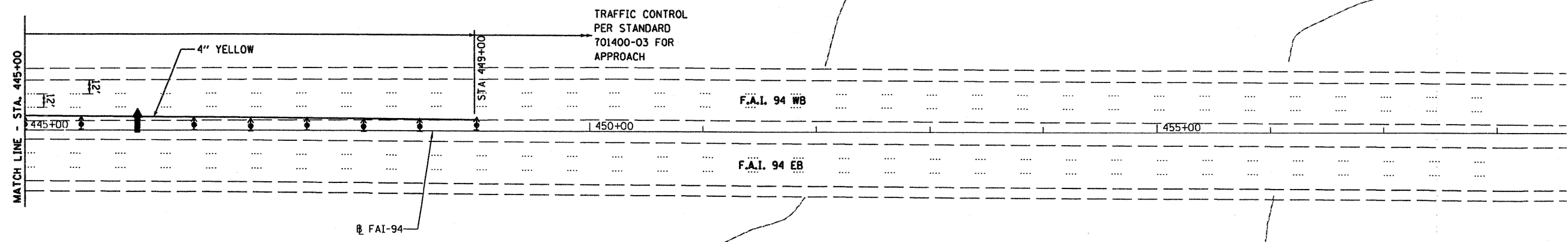


- LEGEND AND NOTES:**
- WORK ZONE
  - ARROW BOARD
  - DIRECTION INDICATOR BARRICADE WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 50' C-C SPACING
  - DRUM WITH STEADY BURNING MONODIRECTIONAL LIGHT AT 25' C-C SPACING AT RAMP, 50' C-C SPACING IN LANE TAPERS AND 100' C-C SPACING AT ALL OTHER LOCATIONS.
  - VERTICAL PANEL AT 200' C-C SPACING ON TANGENT AND 100' C-C SPACING ON CURVE. NOT REQUIRED WITH GUARDRAIL.
  - IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

1. ALL PAVEMENT MARKINGS SHALL BE WET REFLECTIVE TEMPORARY TAPE, TYPE III.
2. SEE STANDARDS 701401-05 AND 701411-05 AND DISTRICT DETAIL TC-9 IN ADDITION TO TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET.

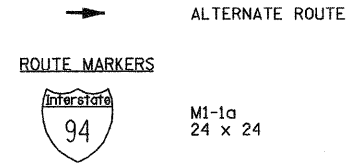


WORK ZONE	W2-1115(01)-3618
SPEED LIMIT	R2-1-3648
<b>45</b>	
BEGINS	W2-1114(01)-3612
SIXX FINE MINIMUM	R2-1106-3618

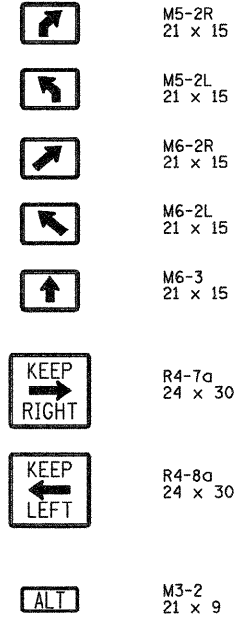


FILE NAME = 0160C08-868-STAGE_PLAN_STG1.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SUGGESTED MAINTENANCE OF TRAFFIC - STAGE I PLAN</b>		F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 68
	PLOT SCALE = 100.00' / IN.	DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET NO. 9 OF 9 SHEETS	STA. 430+00 TO STA. 450+00	CONTRACT NO. 60C08		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -								
		DATE -	REVISED -								

**LEGEND**



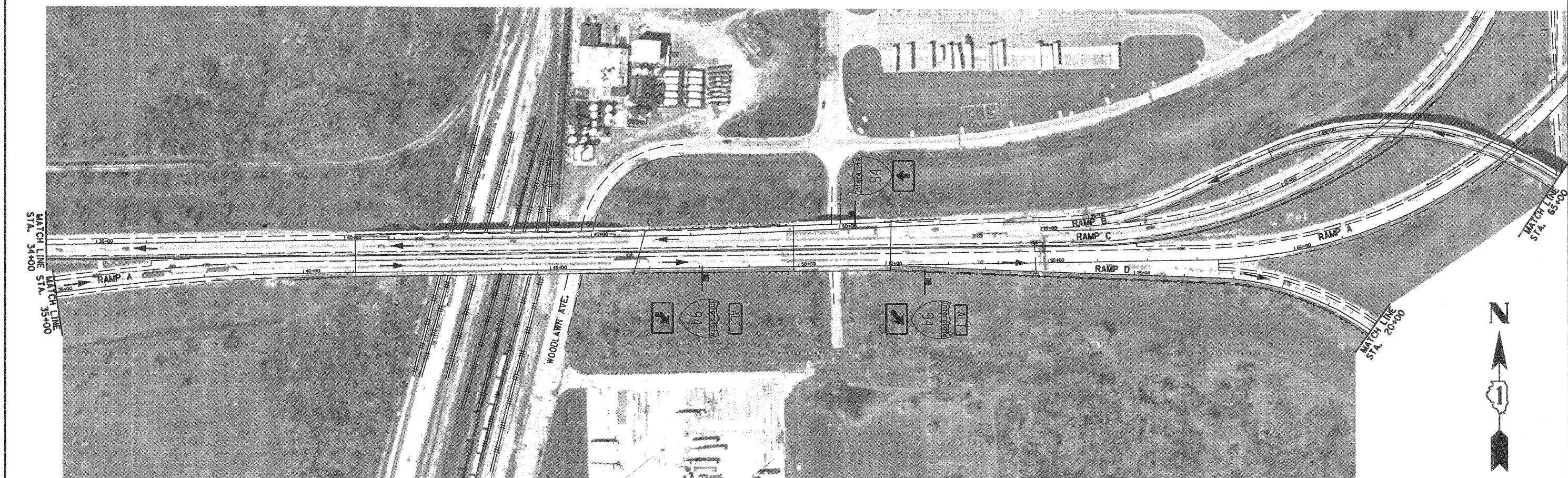
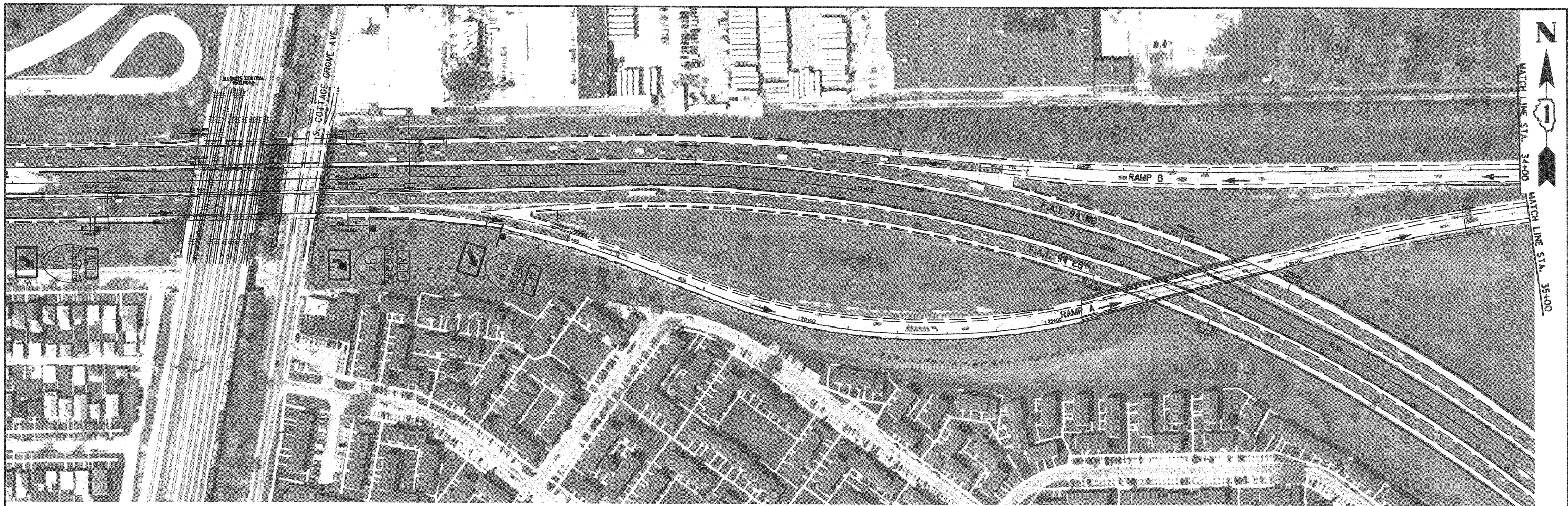
**ARROW SIGNS**



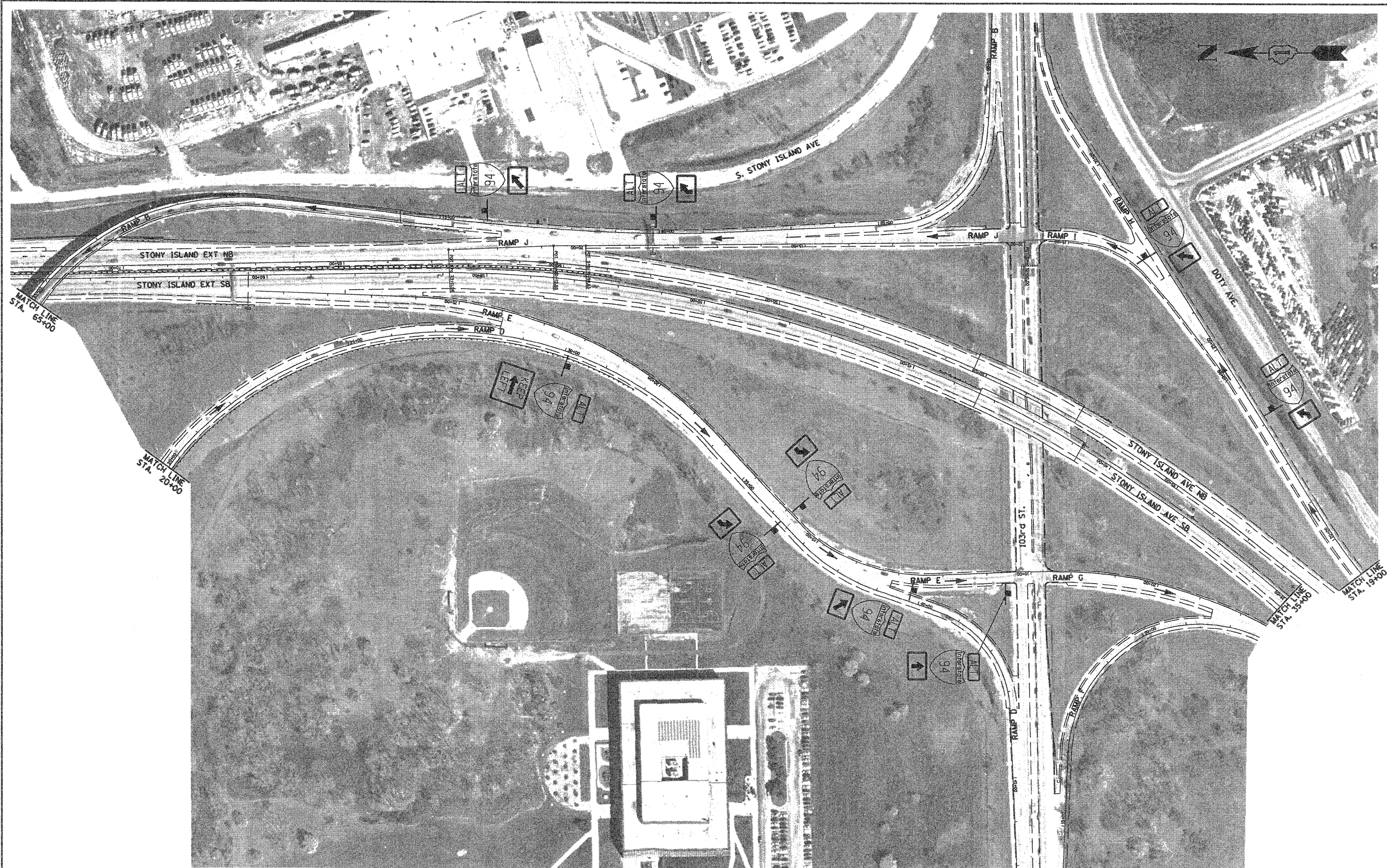
**ALTERNATE ROUTE NOTES**

1. THIS WORK SHALL CONSIST OF THE FURNISHING, INSTALLATION, MAINTENANCE, RELOCATION AND REMOVAL OF SIGNS AND SUPPORTS FOR THE ALTERNATE ROUTE. THIS WORK SHALL BE PERFORMED ACCORDING TO SECTION 701 OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, IDOT STANDARDS, DISTRICT DETAILS AND THE ALTERNATE ROUTE PLANS CONTAINED HEREIN.
2. ALL TRAFFIC CONTROL DEVICES PER THE ALTERNATE ROUTE PLAN WILL BE IN PLACE BEFORE MILLING AND RESURFACING ON I-94 CAN BEGIN.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
4. THE I-94 ALTERNATE ROUTE WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING.

FILE NAME = D169C08-869-STAGE DETOUR NOTES.dgn	USER NAME = dwoznierski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) ALTERNATE ROUTE NOTES AND LEGEND</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = N/A	CHECKED -	REVISED -				94	10312-708W, ETC. & 1315RS-4	COOK	167	69	
PLOT DATE = 2/7/2009	DATE - 2/7/2009	REVISED -	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
							CONTRACT NO. 60C08					



FILE NAME = DIG8088-878-STONEY_ISLAND_ALT.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94)</b> <b>I-94 ALTERNATE ROUTE</b>		F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 70	
PLOT SCALE = 208.00' / IN.		CHECKED -	REVISED -		SCALE: 1" = 100'	SHEET NO. 1 OF 3 SHEETS	STA. TO STA.	CONTRACT NO. 60C08				
PLOT DATE = 2/6/2009		DATE - 2/6/2009	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



FILE NAME =  
D168C08-871-STONEY\_ISLAND\_AL.T.dgn

USER NAME = dvoznarski  
DRAWN - DMW  
CHECKED -  
PLOT SCALE = 208.00' / IN.  
PLOT DATE = 2/6/2009

DESIGNED -  
DATE - 2/6/2009

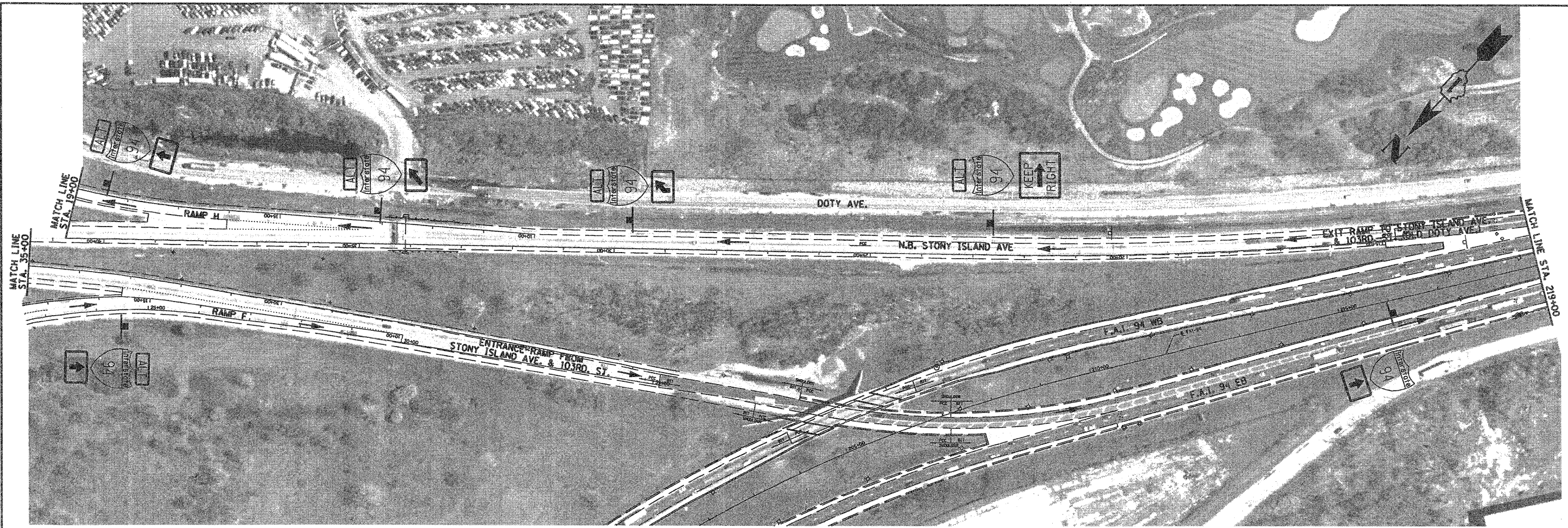
REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
I-94 ALTERNATE ROUTE**

SCALE: 1" = 100' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0312-708W, ETC. & 1315RS-4	COOK	167	71
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60C08	



FILE NAME = D168C08-872-STONEY_ISLAND_ALT.dgn	USER NAME = dwoznisraki	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) I-94 ALTERNATE ROUTE</b>		F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 72
	PLOT SCALE = 288.00' / IN.	DRAWN - DMW	REVISED -		SCALE: 1" = 100'	SHEET NO. 3 OF 3 SHEETS	STA. 10 STA.	CONTRACT NO. 60C08		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -								
		DATE - 2/6/2009	REVISED -								



**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-03

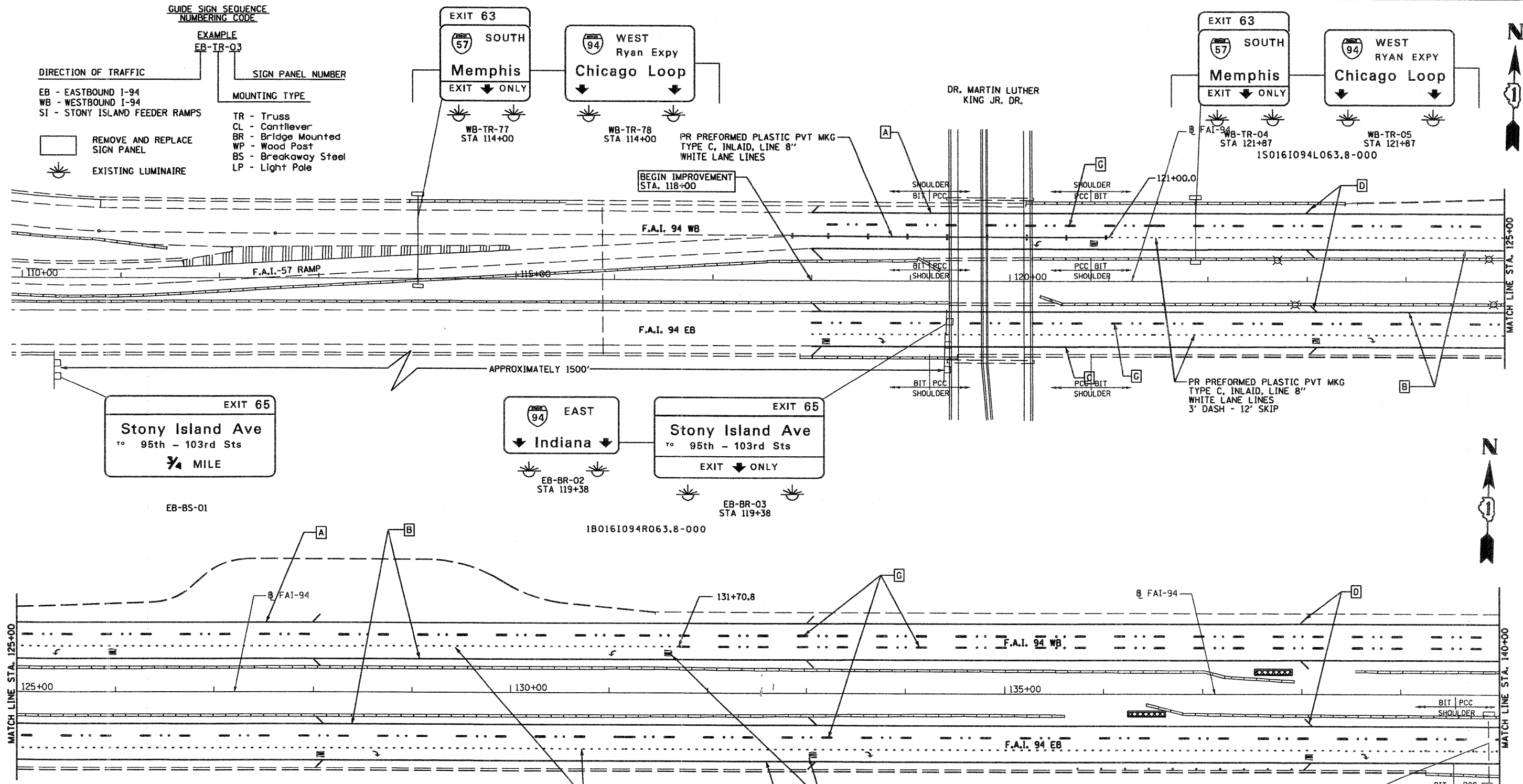
DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMP

SIGN PANEL NUMBER

MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

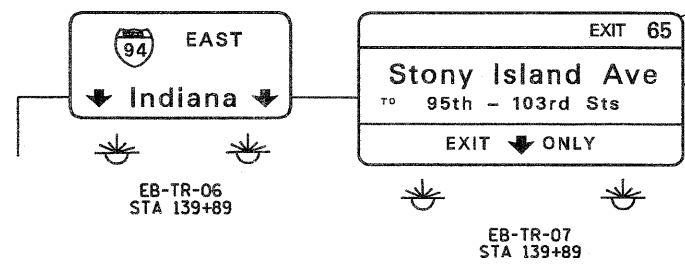
REMOVE AND REPLACE SIGN PANEL

EXISTING LUMINAIRE

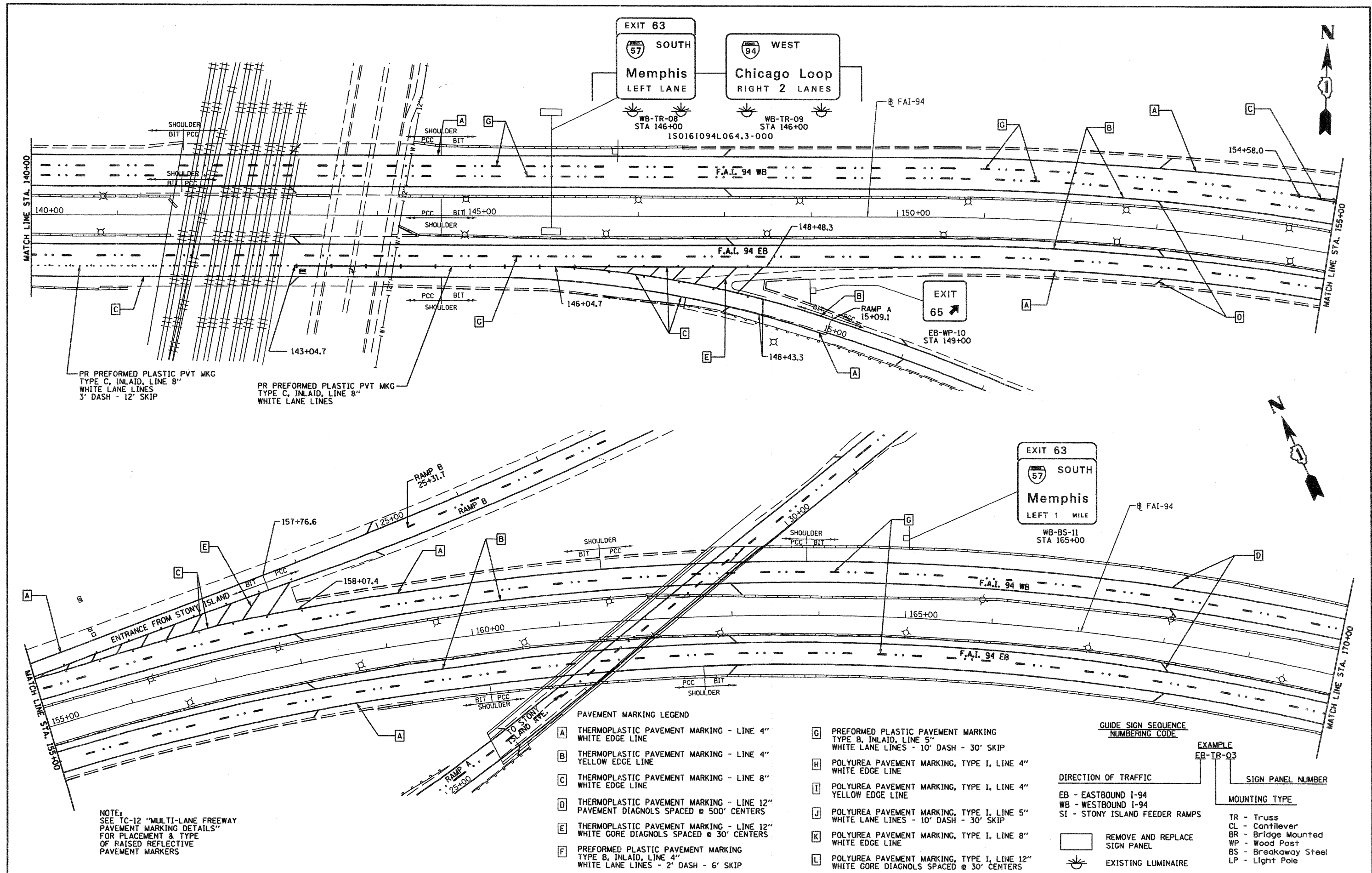


- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE C, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

- PR PREFORMED PLASTIC PVT MKG TYPE C, INLAID, LINE 8" WHITE LANE LINES 3' DASH - 12' SKIP
- PR THERMOPLASTIC PVT MKG LETTERS AND SYMBOLS SPACED @ 500' MAX



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS



PR PREFORMED PLASTIC PVT MKG  
TYPE C, INLAID, LINE 8"  
WHITE LANE LINES  
3' DASH - 12' SKIP

PR PREFORMED PLASTIC PVT MKG  
TYPE C, INLAID, LINE 8"  
WHITE LANE LINES

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS"  
FOR PLACEMENT & TYPE  
OF RAISED REFLECTIVE  
PAVEMENT MARKERS

- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS

**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-03

**DIRECTION OF TRAFFIC**  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMP

**SIGN PANEL NUMBER**

**MOUNTING TYPE**  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE SIGN PANEL

EXISTING LUMINAIRE

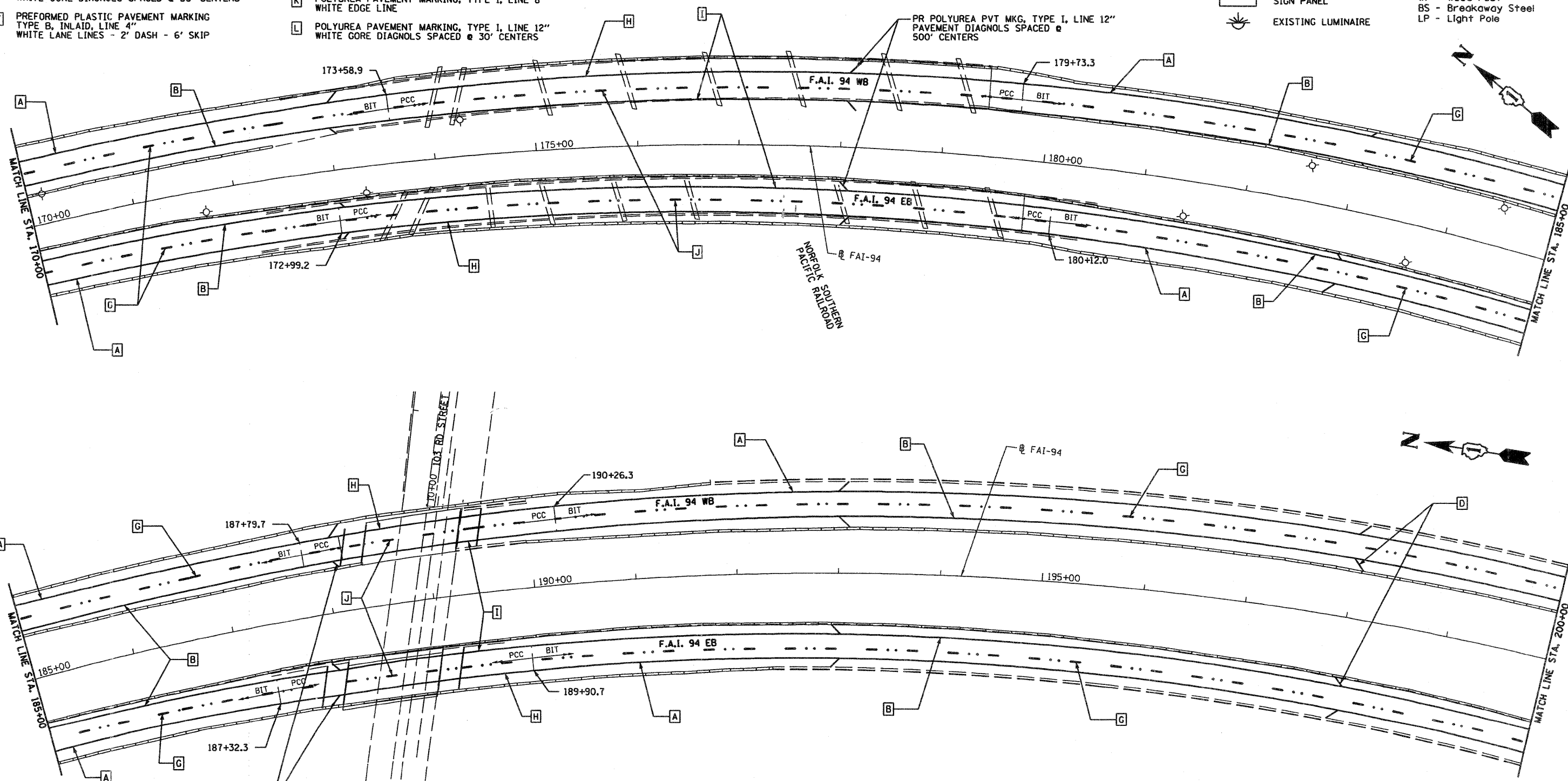
PAVEMENT MARKING LEGEND

- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
- F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

GUIDE SIGN SEQUENCE NUMBERING CODE

- EXAMPLE  
EB-TR-03
- DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMP
- SIGN PANEL NUMBER
- MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

- REMOVE AND REPLACE SIGN PANEL
- EXISTING LUMINAIRE



PR POLYUREA PVT MKG, TYPE I, LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS

NOTE: SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D160C08-075-PMK\_3.dgn

USER NAME = dwozniarski  
DESIGNED -  
DRAWN - DMW  
CHECKED -  
DATE - 2/6/2009

REVISED -  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
PAVEMENT MARKING AND SIGNING PLANS

SCALE: 1" = 50' SHEET NO. 3 OF 21 SHEETS STA. 170+00 TO STA. 200+00

F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 75
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 60C08				

GUIDE SIGN SEQUENCE  
NUMBERING CODE

EXAMPLE  
EB-TR-03

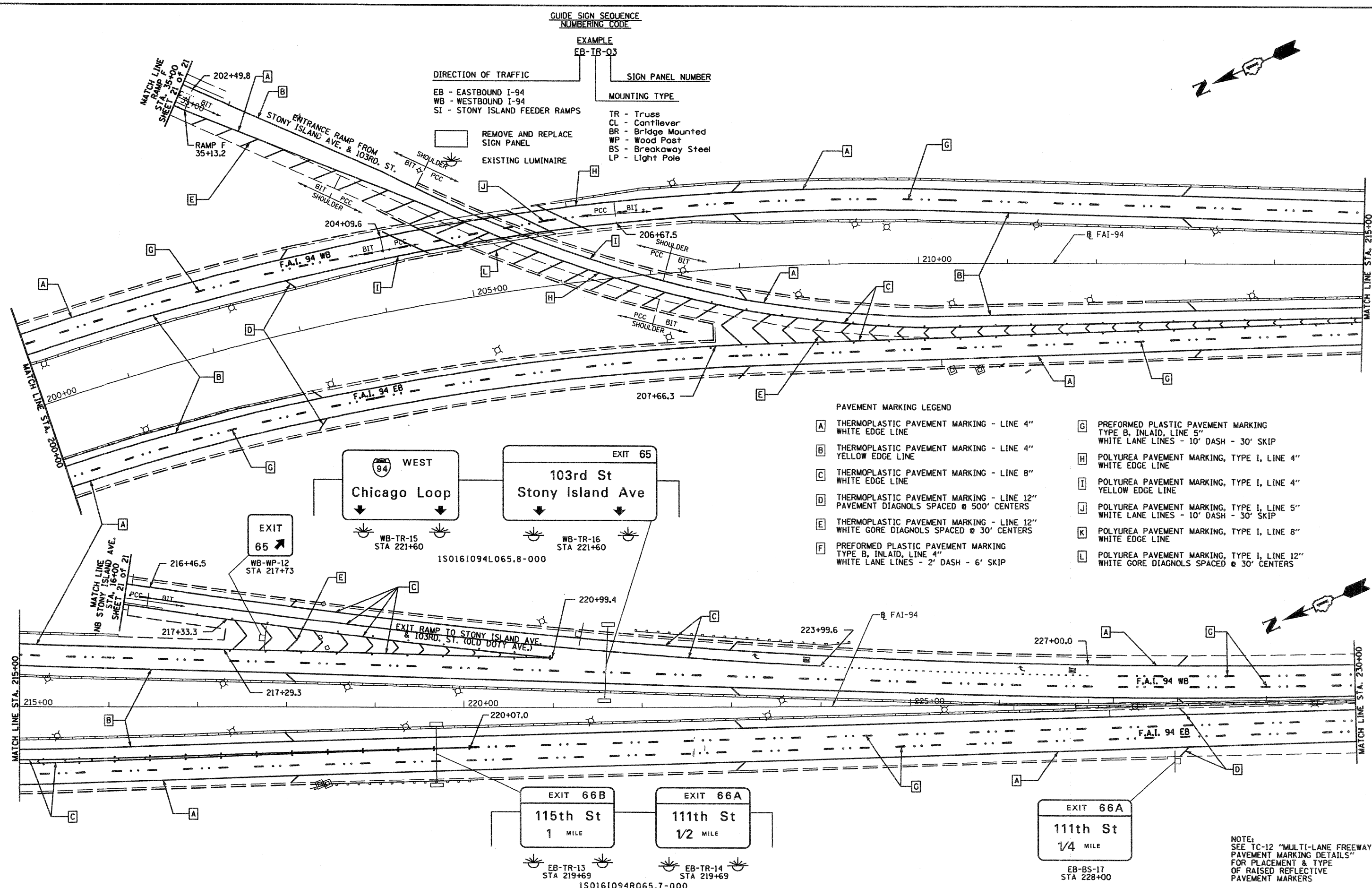
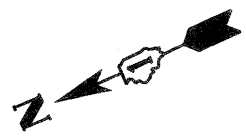
DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

SIGN PANEL NUMBER

MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE SIGN PANEL

EXISTING LUMINAIRE



- PAVEMENT MARKING LEGEND
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
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  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
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  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =  
D160C08-076-PHK\_4.dgn

USER NAME = dwoznarski	DESIGNED -	REVISED -
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	REVISED -
PLOT DATE = 2/6/2009	CHECKED -	REVISED -
	DATE - 2/6/2009	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BISHOP FORD EXPRESSWAY (I-94)  
PAVEMENT MARKING AND SIGNING PLANS

F.A.I. RTE. 94	SECTION (0312-708W, ETC. & 1315RS-4)	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 76
SCALE: 1" = 50'		SHEET NO. 4 OF 21 SHEETS		STA. 200+00 TO STA. 230+00
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 60C08		



**GUIDE SIGN SEQUENCE  
NUMBERING CODE**

**EXAMPLE**  
EB-TR-03

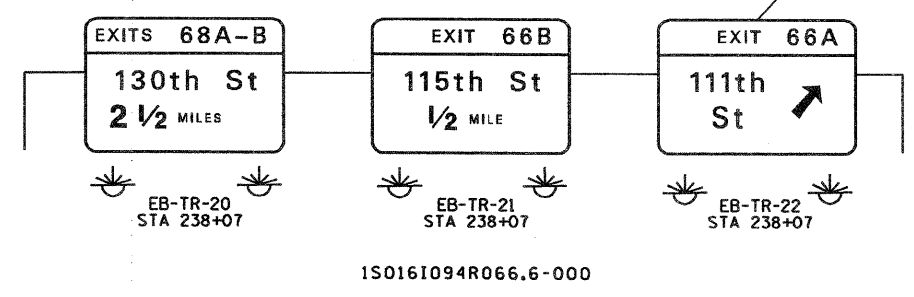
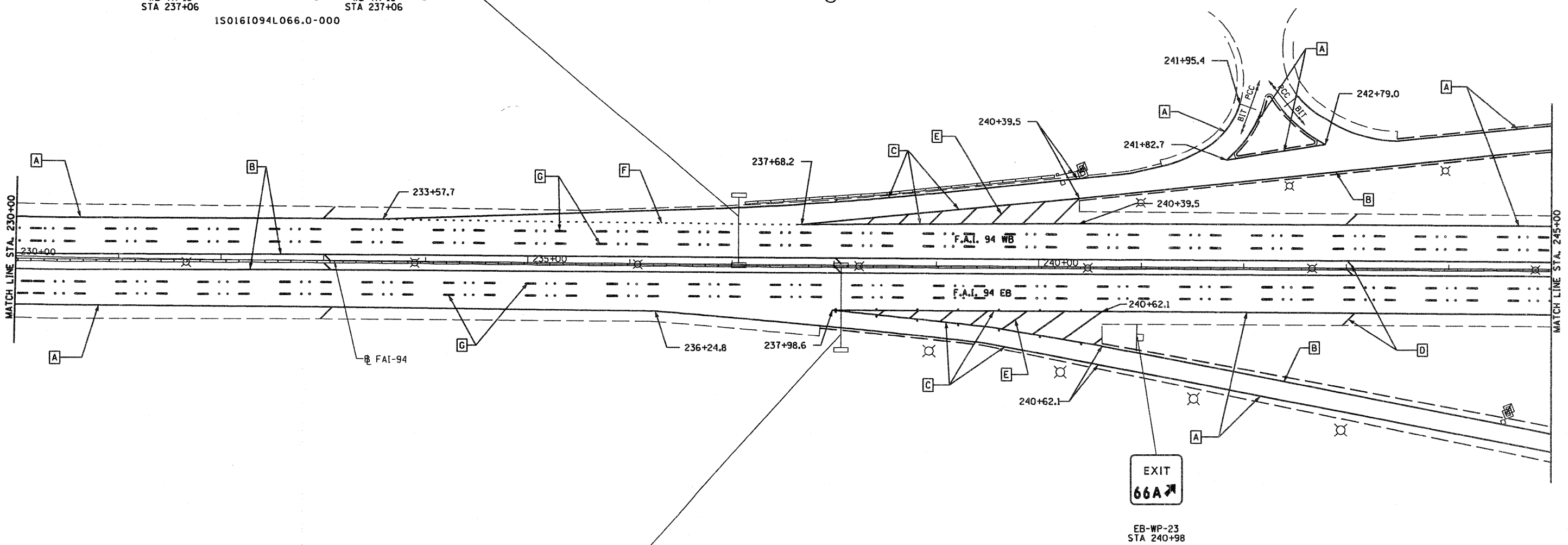
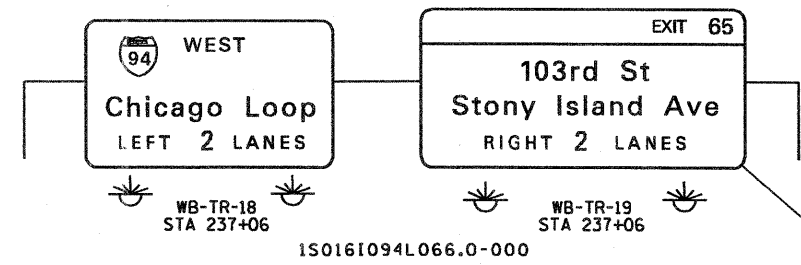
**DIRECTION OF TRAFFIC**  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

**SIGN PANEL NUMBER**

**MOUNTING TYPE**  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE SIGN PANEL

EXISTING LUMINAIRE

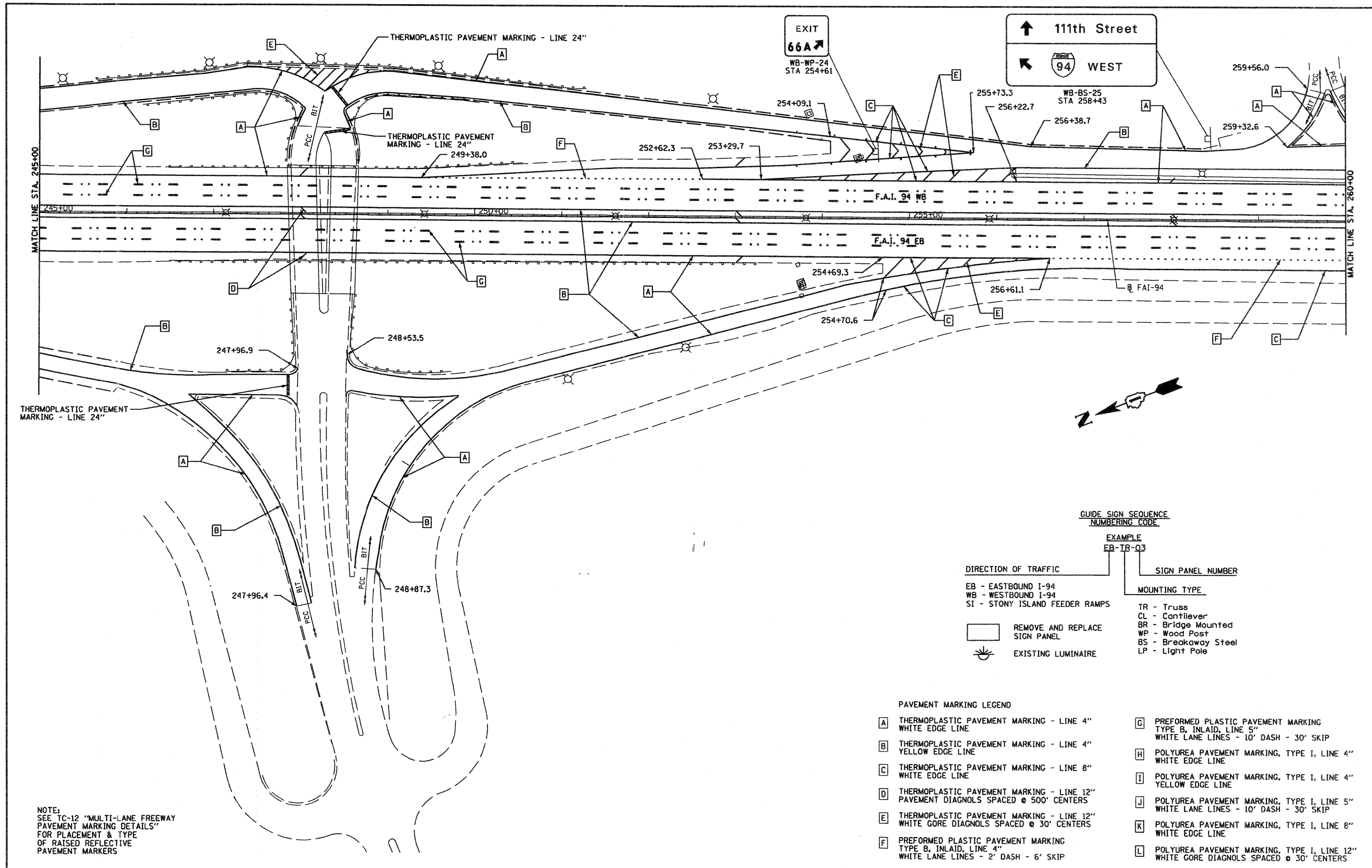


**PAVEMENT MARKING LEGEND**

- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
- F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D160C08-077-PHK_5.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>		F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 77	
	PLDT SCALE = 100.00' / IN.	CHECKED -	REVISED -				CONTRACT NO. 60C08					
	PLDT DATE = 2/6/2009	DATE = 2/6/2009	REVISED -				SCALE: 1" = 50'	SHEET NO. 5 OF 21 SHEETS	STA. 230+00 TO STA. 245+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS"  
FOR PLACEMENT & TYPE  
OF RAISED REFLECTIVE  
PAVEMENT MARKERS

**GUIDE SIGN SEQUENCE  
NUMBERING CODE**

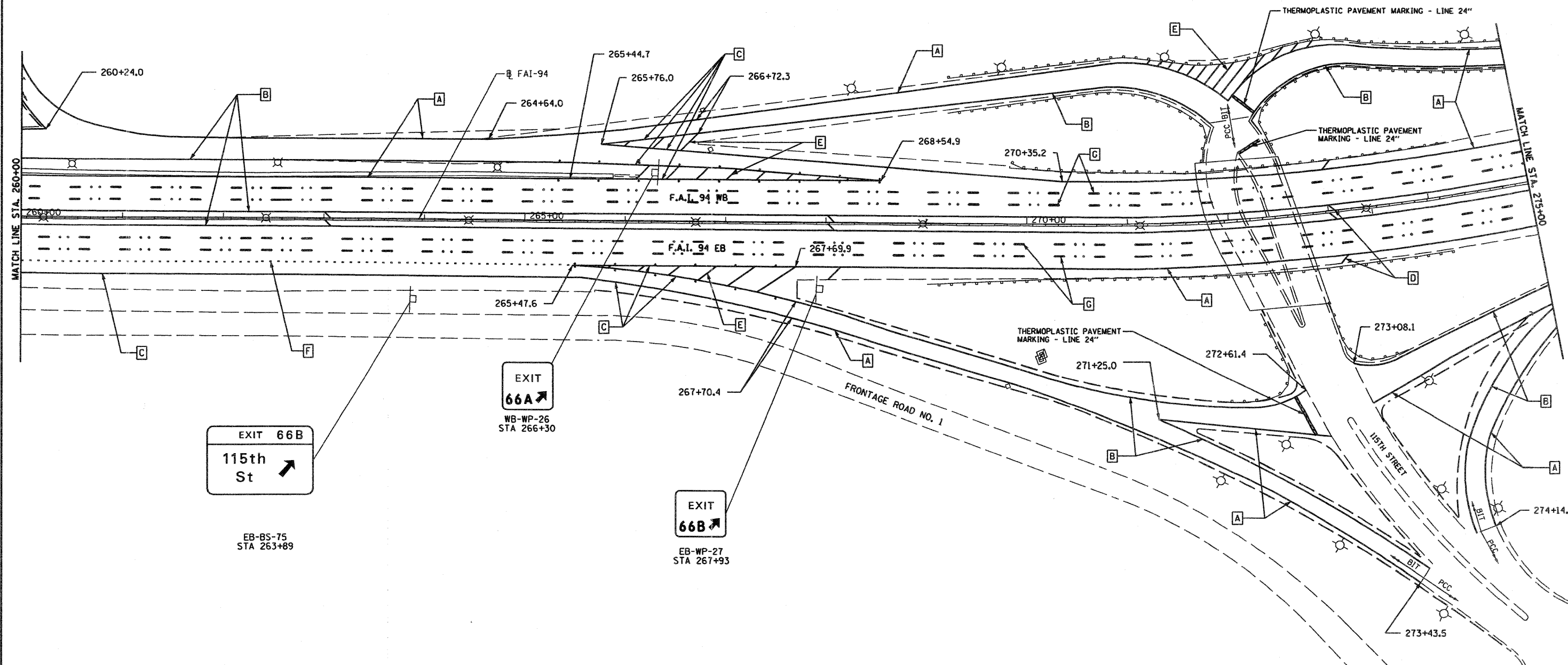
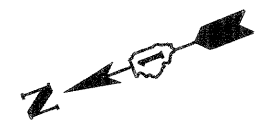
EXAMPLE  
EB-TR-Q3

<b>DIRECTION OF TRAFFIC</b>	<b>SIGN PANEL NUMBER</b>
EB - EASTBOUND I-94	
WB - WESTBOUND I-94	
SI - STONY ISLAND FEEDER RAMPS	
<b>MOUNTING TYPE</b>	
TR - Truss	
CL - Cantilever	
BR - Bridge Mounted	
WP - Wood Post	
BS - Breakaway Steel	
LP - Light Pole	

**PAVEMENT MARKING LEGEND**

<b>A</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE	<b>C</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
<b>B</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE	<b>H</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
<b>C</b> THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE	<b>I</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
<b>D</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS	<b>J</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
<b>E</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS	<b>K</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
<b>F</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP	<b>L</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

FILE NAME = 0160C08-078-PMK_6.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 78	
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	CHECKED -	REVISED -			SCALE: 1" = 50' SHEET NO. 6 OF 21 SHEETS STA. 245+00 TO STA. 260+00					
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISED -	REVISED -			CONTRACT NO. 60C08					
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



**PAVEMENT MARKING LEGEND**

- A** THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B** THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C** THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D** THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E** THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS
- F** PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
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- H** POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I** POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J** POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K** POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L** POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS

**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-03

**DIRECTION OF TRAFFIC**

- EB - EASTBOUND I-94
- WB - WESTBOUND I-94
- SI - STONY ISLAND FEEDER RAMPS

**SIGN PANEL NUMBER**

**MOUNTING TYPE**

- TR - Truss
- CL - Cantilever
- BR - Bridge Mounted
- WP - Wood Post
- BS - Breakaway Steel
- LP - Light Pole

- REMOVE AND REPLACE SIGN PANEL
- EXISTING LUMINAIRE

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D:\60C08-879-PMK_7.dgn	USER NAME = dwoznioraki	DESIGNED - DRAWN - DMW	REVISED - REVISED -
	PLOT SCALE = 100.00' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISED -

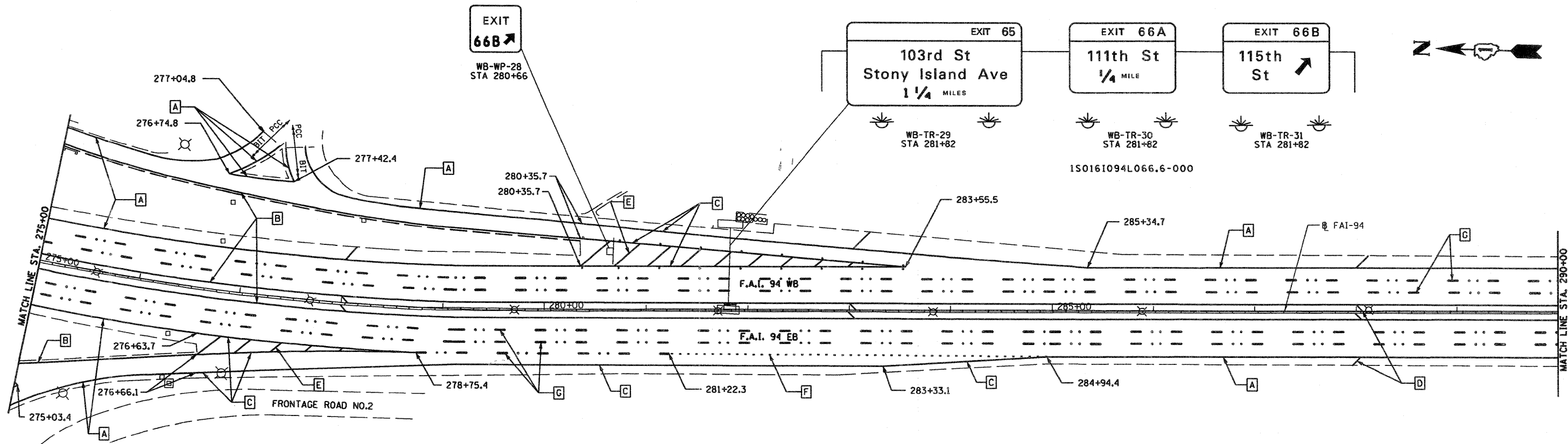
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BISHOP FORD EXPRESSWAY (I-94)  
PAVEMENT MARKING AND SIGNING PLANS**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	0312-708W, ETC. & 1315RS-4	COOK	167	79
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

SCALE: 1" = 50' SHEET NO. 7 OF 21 SHEETS STA. 260+0 TO STA. 275+00

CONTRACT NO. 60C08



**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-03

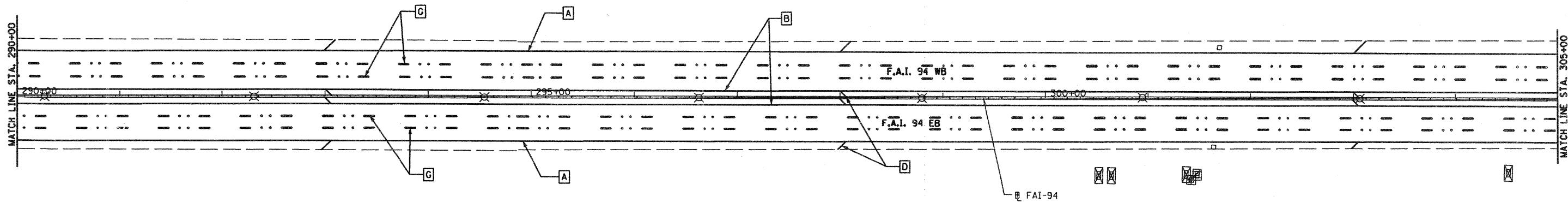
DIRECTION OF TRAFFIC	SIGN PANEL NUMBER	MOUNTING TYPE
EB - EASTBOUND I-94		TR - Truss
WB - WESTBOUND I-94		CL - Cantilever
SI - STONY ISLAND FEEDER RAMPS		BR - Bridge Mounted
		WP - Wood Post
		BS - Breakaway Steel
		LP - Light Pole

	REMOVE AND REPLACE SIGN PANEL
	EXISTING LUMINAIRE

**PAVEMENT MARKING LEGEND**

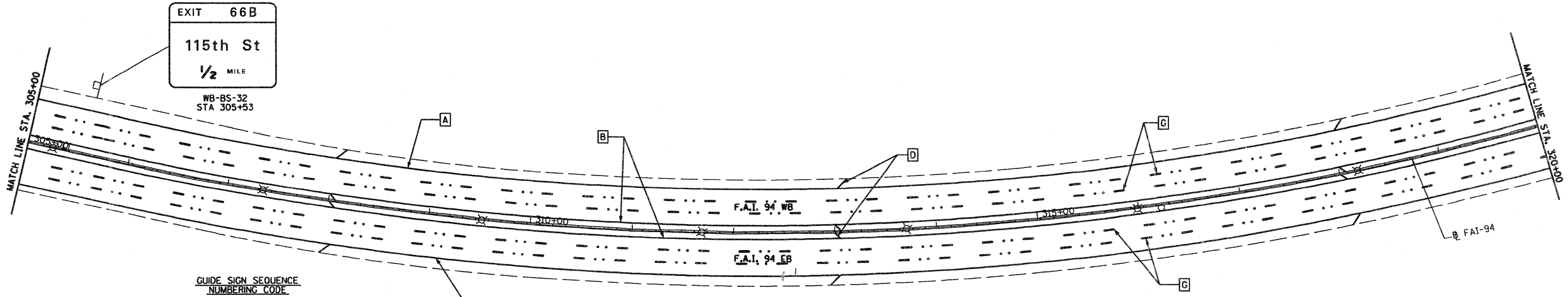
- |  |  |
|--|--|
| <b>A</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE  | <b>G</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP |
| <b>B</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE                                       | <b>H</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE  |
| <b>C</b> THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE  | <b>I</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE                                       |
| <b>D</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS               | <b>J</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP                 |
| <b>E</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS              | <b>K</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE  |
| <b>F</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP | <b>L</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS              |



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = 0160C08-080-PMK_8.dgn	USER NAME = dvoznitski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 80	
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 8 OF 21 SHEETS	STA. 275+00	TO STA. 305+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISED -	REVISED -			CONTRACT NO. 60C08					





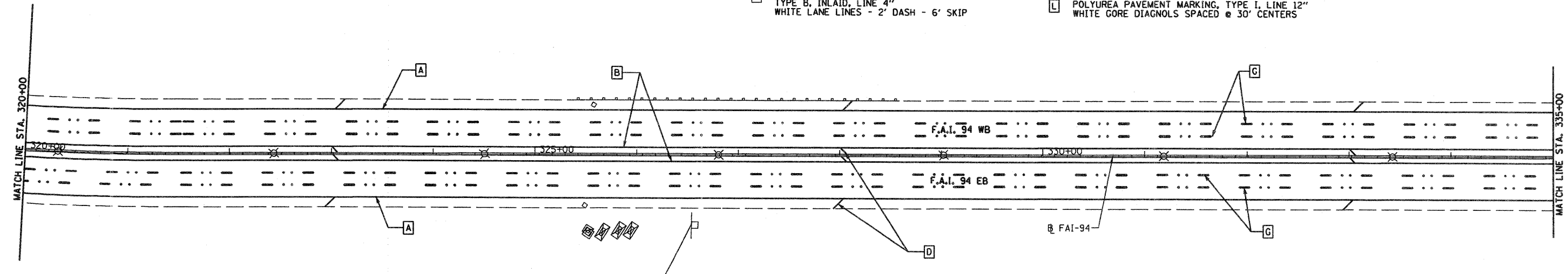
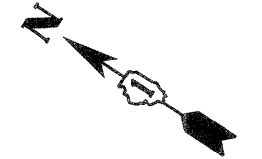
**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-03

- |                                |                          |
|--------------------------------|--------------------------|
| <b>DIRECTION OF TRAFFIC</b>    | <b>SIGN PANEL NUMBER</b> |
| EB - EASTBOUND I-94            |                          |
| WB - WESTBOUND I-94            |                          |
| SI - STONY ISLAND FEEDER RAMPS |                          |
|                                | <b>MOUNTING TYPE</b>     |
|                                | TR - Truss               |
|                                | CL - Cantilever          |
|                                | BR - Bridge Mounted      |
|                                | WP - Wood Post           |
|                                | BS - Breakaway Steel     |
|                                | LP - Light Pole          |
- REMOVE AND REPLACE SIGN PANEL  
 EXISTING LUMINAIRE

**PAVEMENT MARKING LEGEND**

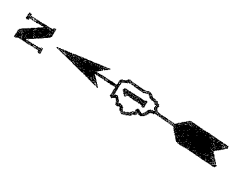
- |  |  |
|--|--|
| <b>A</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE  | <b>G</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP |
| <b>B</b> THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE                                       | <b>H</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE  |
| <b>C</b> THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE  | <b>I</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE                                       |
| <b>D</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS               | <b>J</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP                 |
| <b>E</b> THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS              | <b>K</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE  |
| <b>F</b> PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP | <b>L</b> POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS              |



EXITS 68A-B  
130th St  
1 MILE  
EB-BS-33  
STA 326+57

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

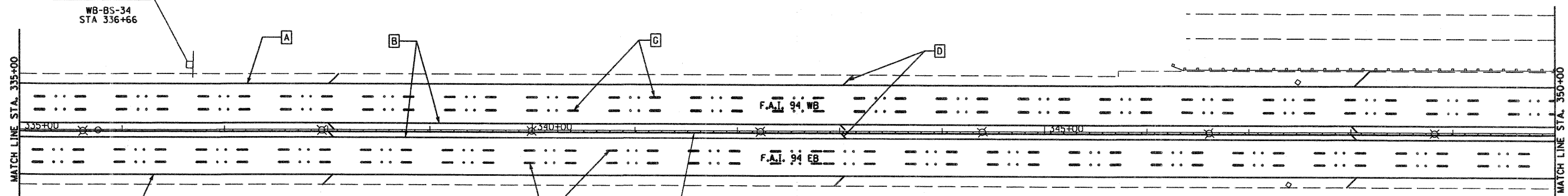
FILE NAME = D160C08-081-PMK_9.dgn	USER NAME = dwozniarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION 0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 81		
	PLOT SCALE = 100.00' / IN.	DRAWN - DMW	REVISED -			SCALE: 1" = 50'	SHEET NO. 9 OF 21 SHEETS	STA. 305+00	TO STA. 335+00	CONTRACT NO. 60C08		
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
		DATE - 2/6/2009	REVISED -									



EXITS 66A-B

115th St  
111th St  
1 MILE

WB-BS-34  
STA 336+66



GUIDE SIGN SEQUENCE  
NUMBERING CODE

EXAMPLE  
EB-TR-03

DIRECTION OF TRAFFIC

EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

SIGN PANEL NUMBER

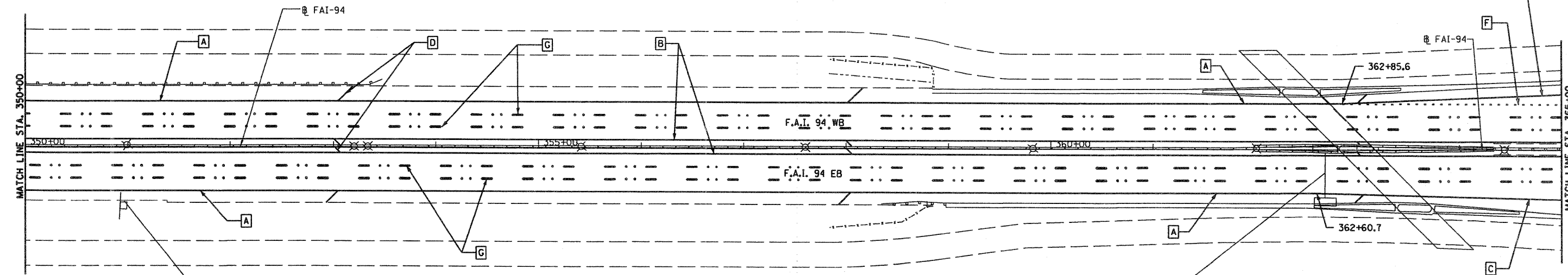
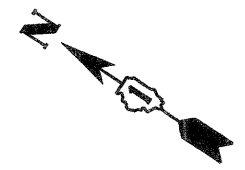
MOUNTING TYPE

TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE  
SIGN PANEL  
EXISTING LUMINAIRE

PAVEMENT MARKING LEGEND

- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
- F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS



EXIT 68A  
WEST  
130th St  
1/4 MILE

EB-BS-35  
STA 350+96

EXITS 70A-B  
Dolton Ave  
2 MILES

EB-TR-36  
STA 362+69

EXIT 68B  
EAST  
130th St  
1/4 MILE

EB-TR-37  
STA 362+69

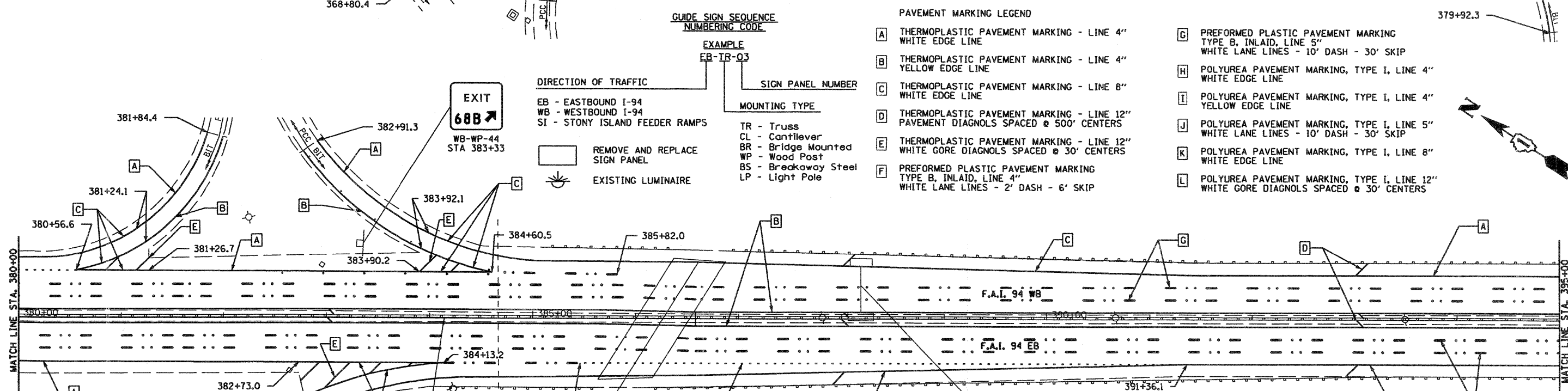
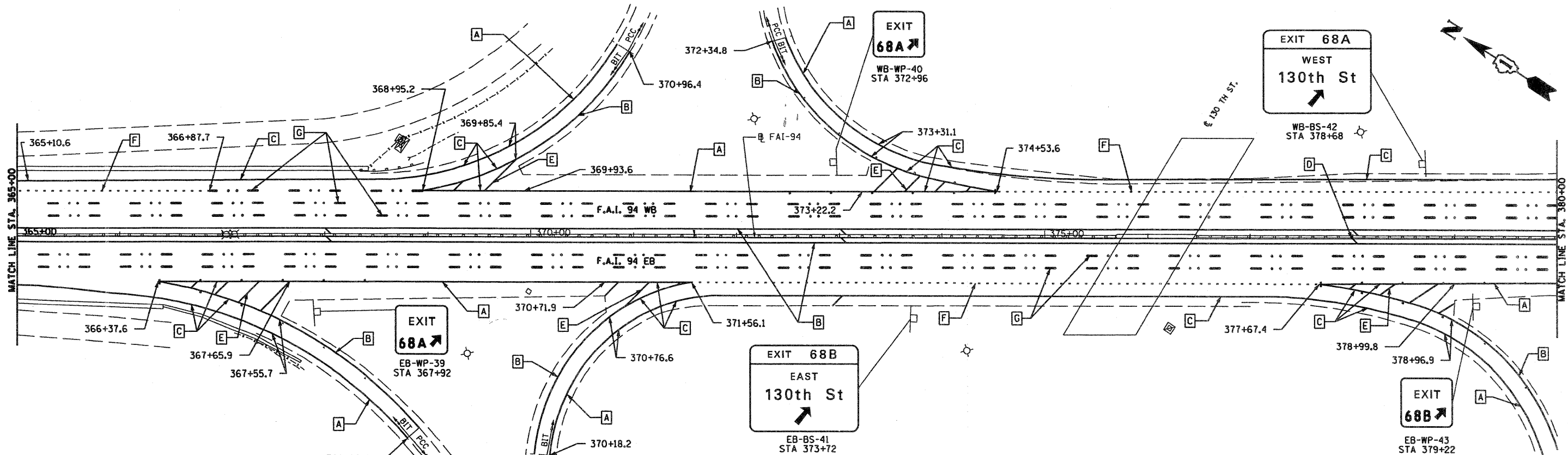
EXIT 68A  
WEST  
130th St

EB-TR-38  
STA 362+69

1S0161094R068.4-000

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS"  
FOR PLACEMENT & TYPE  
OF RAISED REFLECTIVE  
PAVEMENT MARKERS

FILE NAME = 0160C08-082-PMK.18.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 82
PLOT SCALE = 100.00 / IN.	CHECKED -	REVISIED -	SCALE: 1" = 50'			SHEET NO. 10 OF 21 SHEETS	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08	
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISIED -	STA. 335+00 TO STA. 365+00							



**GUIDE SIGN SEQUENCE NUMBERING CODE**

EXAMPLE  
EB-TR-Q3

DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMP

SIGN PANEL NUMBER

MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE SIGN PANEL

EXISTING LUMINAIRE

**PAVEMENT MARKING LEGEND**

A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE

B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE

C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE

D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGONLS SPACED @ 500' CENTERS

E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGONLS SPACED @ 30' CENTERS

F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP

G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP

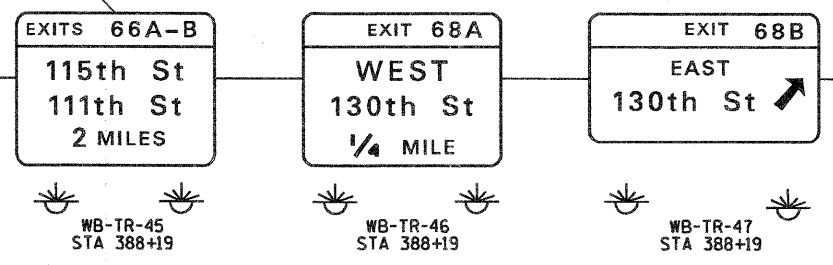
H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE

I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE

J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP

K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE

L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGONLS SPACED @ 30' CENTERS



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D168C08-883-PMK.11.dgn	USER NAME = dvoznitski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1/8" = 100' / IN.	DRAWN - DMW	REVISED -			94	10312-708W, ETC. & 1315RS-4	COOK	167	83	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -			CONTRACT NO. 60C08					
		DATE - 2/6/2009	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

EXIT **68B**  
 EAST  
 130th St  
 1/4 MILE  
 WB-BS-49  
 STA 399+52

ILLINOIS INT'L PORT  
 EXITS  
 Lake Calumet **68B**  
 Harborside Cmplx **66A**  
 Iriquois Landing **65**  
 WB-BS-50  
 STA 404+92

EXIT **69**  
 Beaubien Woods  
 Forest Preserve  
 1/2 MILE  
 EB-BS-48  
 STA 397+66

EXITS **68A-B**  
 130th St  
 1/4 MILE  
 WB-BS-51  
 STA 416+67

EXIT **69**  
 Beaubien Woods  
 Forest Preserve  
 1/4 MILE  
 EB-BS-52  
 STA 416+74

GUIDE SIGN SEQUENCE  
 NUMBERING CODE

EXAMPLE  
 EB-TR-03

DIRECTION OF TRAFFIC  
 EB - EASTBOUND I-94  
 WB - WESTBOUND I-94  
 SI - STONY ISLAND FEEDER RAMPS

SIGN PANEL NUMBER

MOUNTING TYPE  
 TR - Truss  
 CL - Cantilever  
 BR - Bridge Mounted  
 WP - Wood Post  
 BS - Breakaway Steel  
 LP - Light Pole

REMOVE AND REPLACE  
 SIGN PANEL

EXISTING LUMINAIRE

PAVEMENT MARKING LEGEND

**A** THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE

**B** THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE

**C** THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE

**D** THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS

**E** THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

**F** PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP

**G** PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP

**H** POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE

**I** POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE

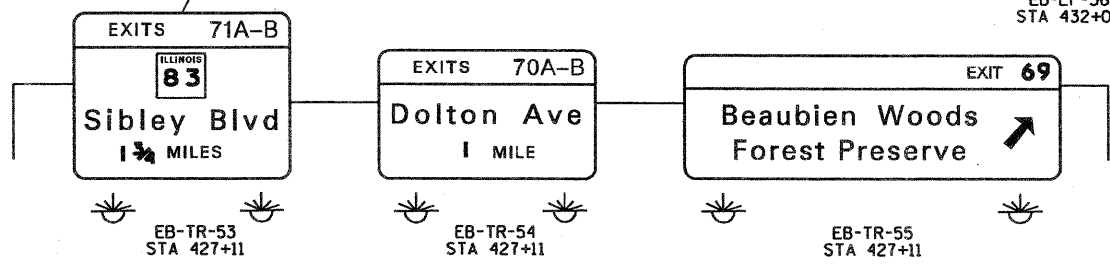
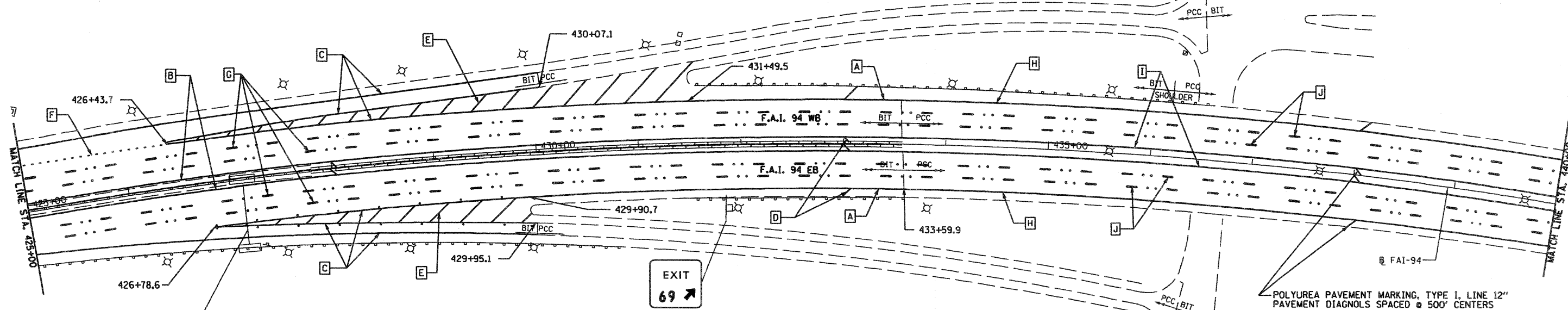
**J** POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP

**K** POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE

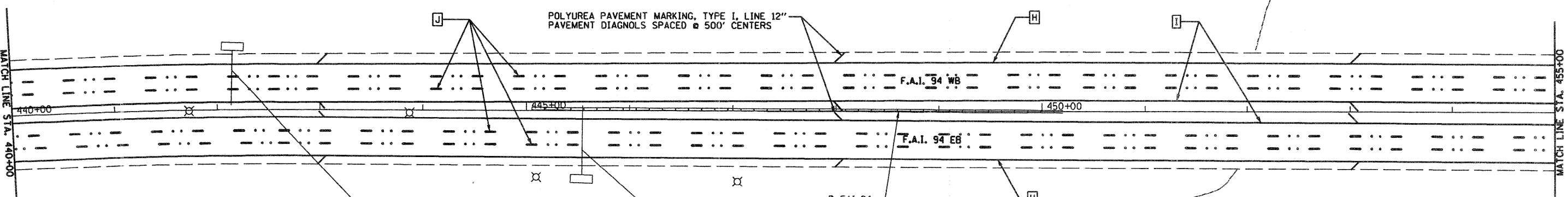
**L** POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

NOTE:  
 SEE TC-12 "MULTI-LANE FREEWAY  
 PAVEMENT MARKING DETAILS"  
 FOR PLACEMENT & TYPE  
 OF RAISED REFLECTIVE  
 PAVEMENT MARKERS

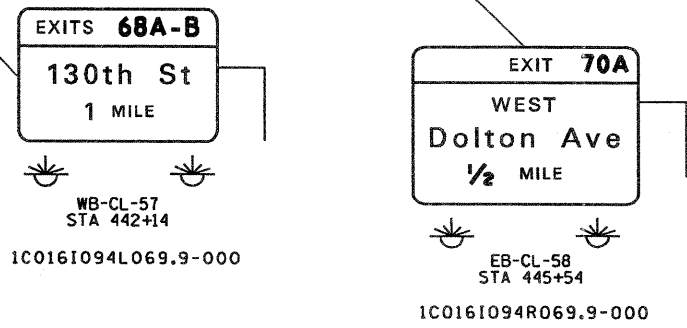
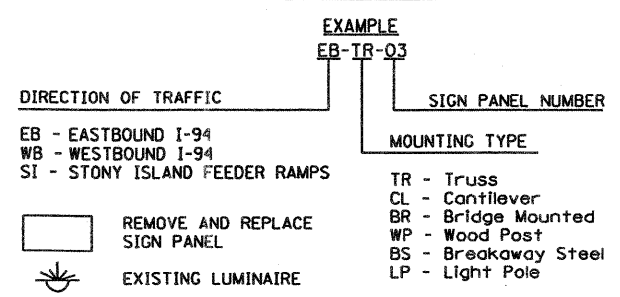
FILE NAME = D:\60C08-884-PMK_12.dgn	USER NAME = dvoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 84		
PLOT SCALE = 100.00' / IN.	CHECKED -	DATE = 2/6/2009	REVISED -			SCALE: 1" = 50'	SHEET NO. 12 OF 21 SHEETS	STA. 395+00	TO STA. 425+00	CONTRACT NO. 60C08		
PLOT DATE = 2/6/2009	DATE = 2/6/2009	REVISED -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						



150161094R069.6-000



**GUIDE SIGN SEQUENCE NUMBERING CODE**



1C0161094L069.9-000

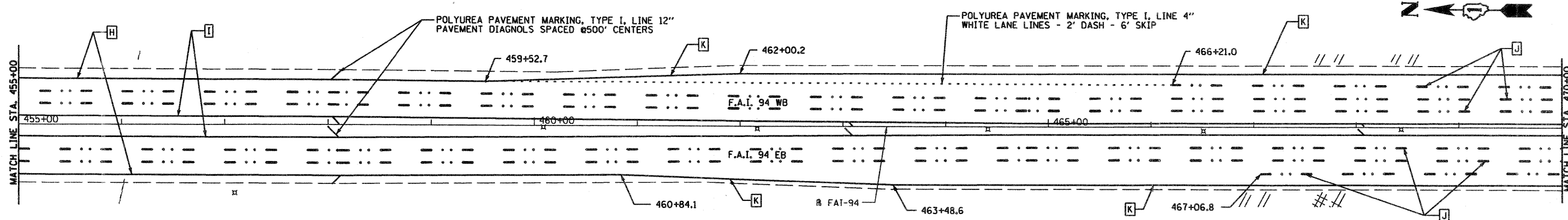
1C0161094R069.9-000

**PAVEMENT MARKING LEGEND**

- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS
- F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE CORE DIAGNOLS SPACED @ 30' CENTERS

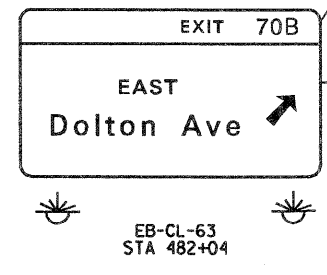
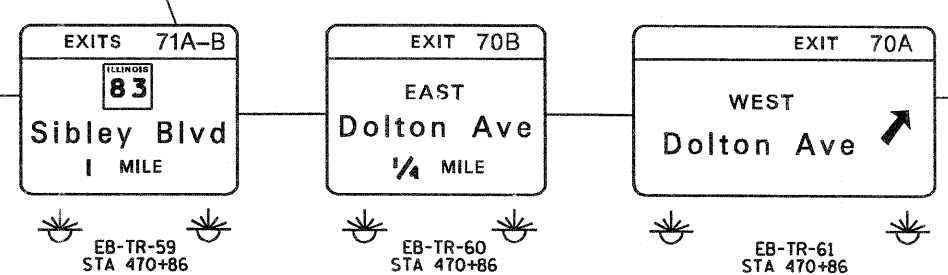
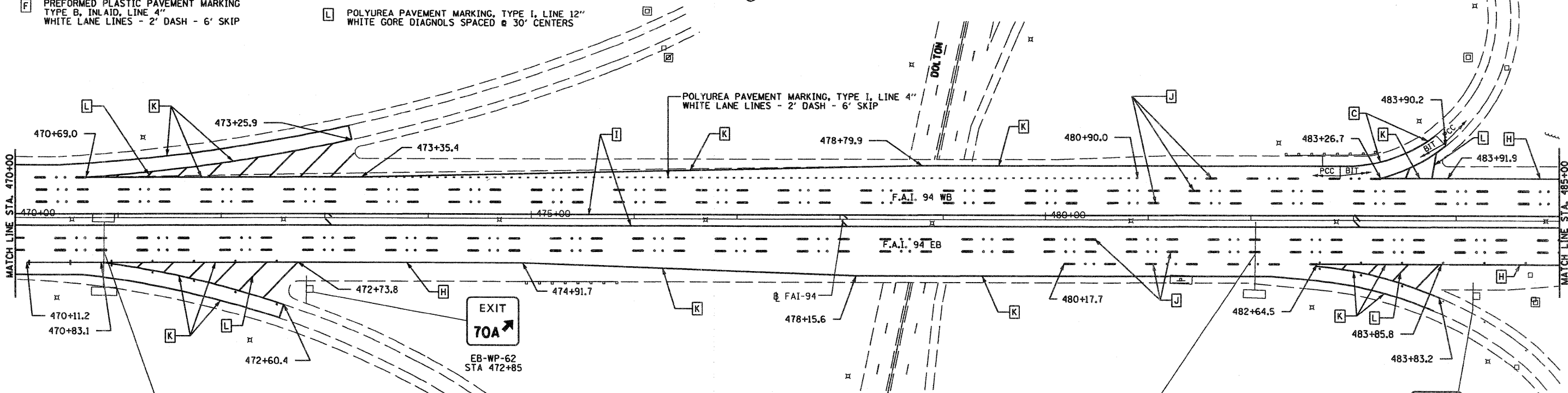
NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D:\60C08-805-PMK_13.dgn	USER NAME = dvoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION K0312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 85	
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 13 OF 21 SHEETS	STA. 425+00	TO STA. 455+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISOR -	REVISOR -			CONTRACT NO. 60C08					



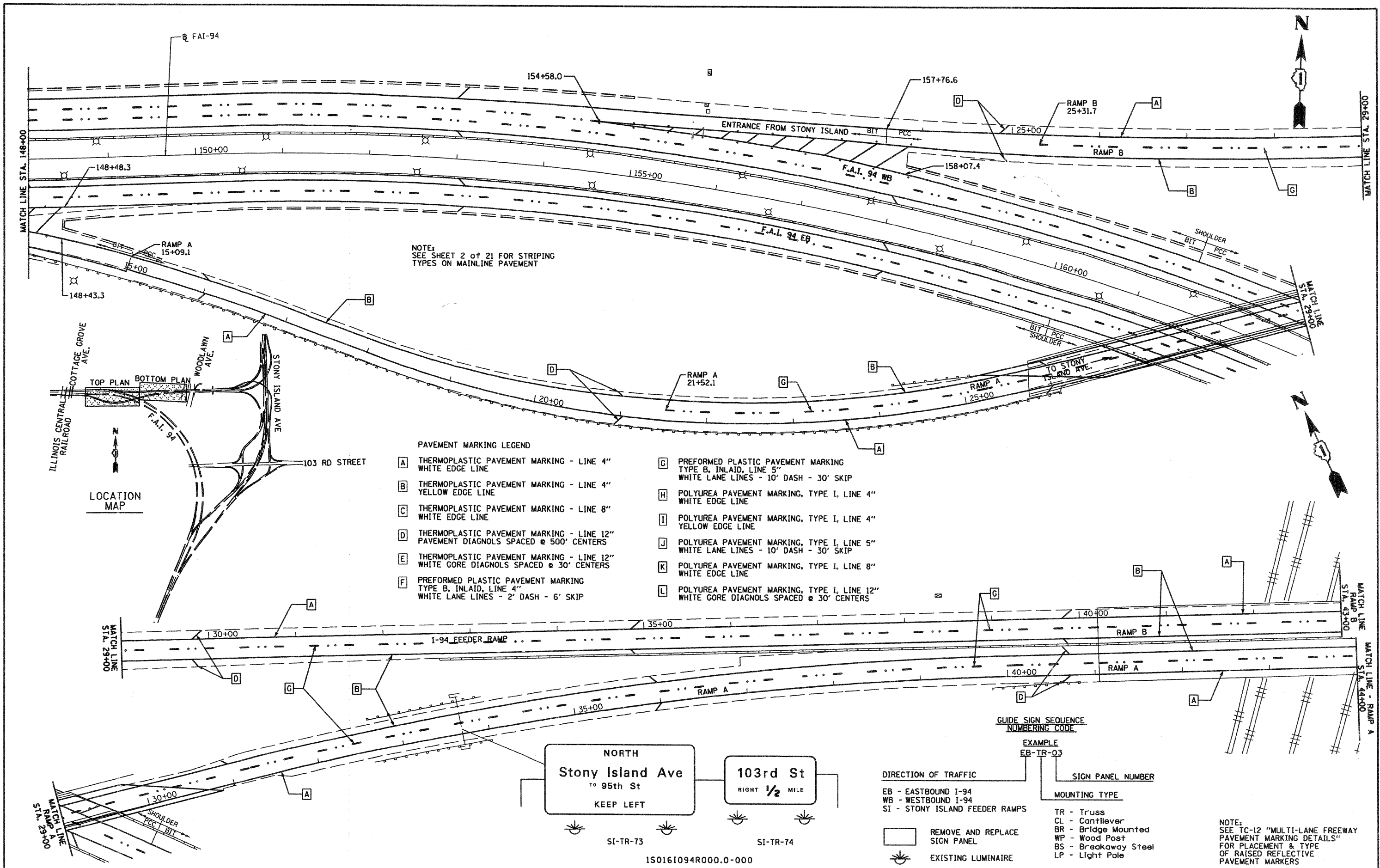
- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

- GUIDE SIGN SEQUENCE NUMBERING CODE**
- EXAMPLE  
EB-TR-03
- DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMP
- SIGN PANEL NUMBER
- MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole
- REMOVE AND REPLACE SIGN PANEL
- EXISTING LUMINAIRE



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS





NOTE:  
SEE SHEET 2 OF 21 FOR STRIPING  
TYPES ON MAINLINE PAVEMENT

- PAVEMENT MARKING LEGEND
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

LOCATION MAP

GUIDE SIGN SEQUENCE  
NUMBERING CODE

EXAMPLE  
EB-TR-03

DIRECTION OF TRAFFIC  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

SIGN PANEL NUMBER

MOUNTING TYPE  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

NORTH  
Stony Island Ave  
TO 95th St  
KEEP LEFT

103rd St  
RIGHT 1/2 MILE

SI-TR-73

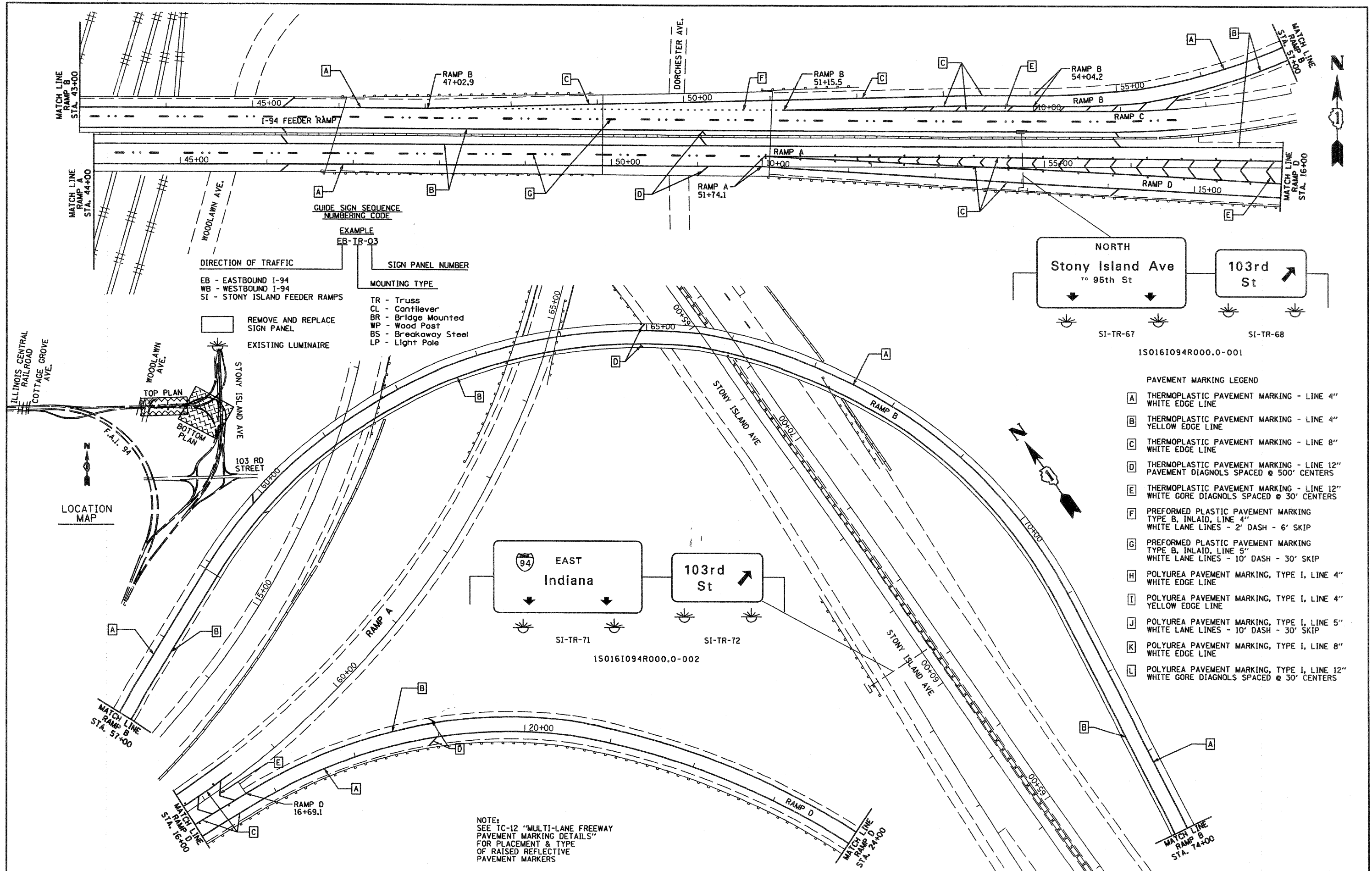
SI-TR-74

1S0161094R000.0-000

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS"  
FOR PLACEMENT & TYPE  
OF RAISED REFLECTIVE  
PAVEMENT MARKERS

FILE NAME = 0160C88-888-PMK_16.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>		F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 88
PLOT SCALE = 1/8" = 1' IN.	PLOT DATE = 2/6/2009	CHECKED - DATE - 2/6/2009	REVISED -		SCALE: 1" = 50'	SHEET NO. 16 OF 21 SHEETS	STA. 29+00 TO STA. 43+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08	





**GUIDE SIGN SEQUENCE NUMBERING CODE**

**EXAMPLE**  
EB-TR-03

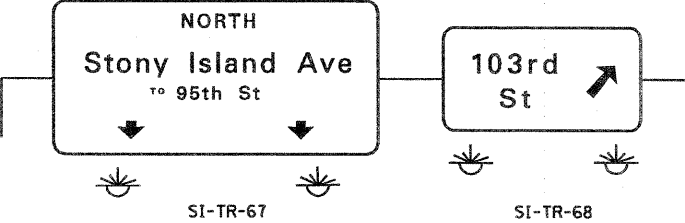
**DIRECTION OF TRAFFIC**  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

**SIGN PANEL NUMBER**

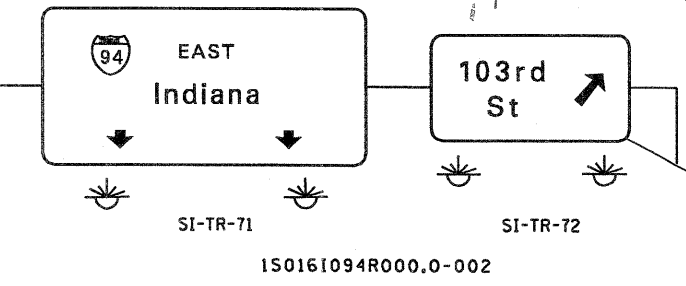
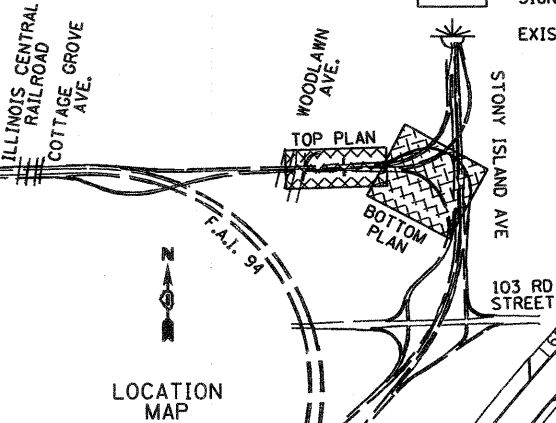
**MOUNTING TYPE**  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

**REMOVE AND REPLACE SIGN PANEL**

**EXISTING LUMINAIRE**

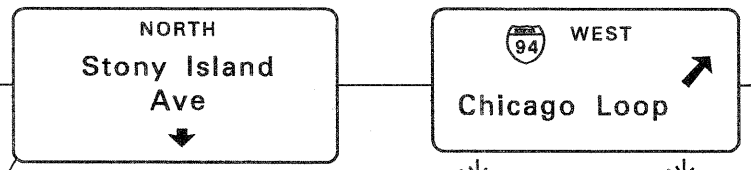
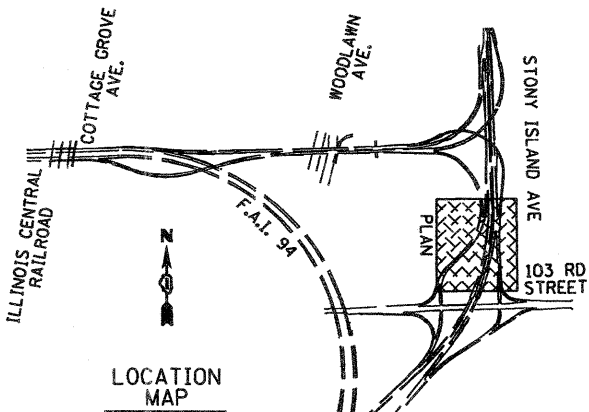


- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

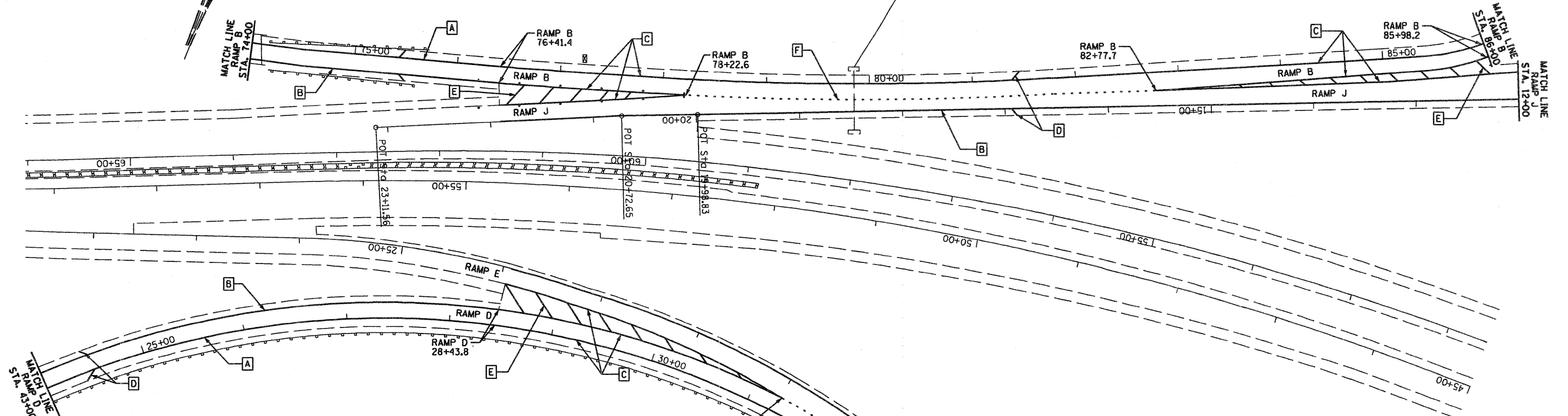


**NOTE:**  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D160C88-889-PMK_17.dgn	USER NAME = dvoznitski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNAGE PLAN</b>		F.A.T. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.00' / IN.	DRAWN - DMW	CHECKED -	REVISED -		94	0312-708W, ETC. & 1315RS-4	COOK	167	89		
PLOT DATE = 2/6/2009	DATE - 2/6/2009	REVISED -	REVISED -		SCALE: 1" = 50'			SHEET NO. 17 OF 21 SHEETS		STA. 43+00 TO STA. T4+00	
					CONTRACT NO. 60C08			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



SI-TR-69  
SI-TR-70  
150161094L000.0-001



- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP

- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

**GUIDE SIGN SEQUENCE NUMBERING CODE**

**EXAMPLE**  
EB-TR-03

**DIRECTION OF TRAFFIC**  
EB - EASTBOUND I-94  
WB - WESTBOUND I-94  
SI - STONY ISLAND FEEDER RAMPS

**SIGN PANEL NUMBER**

**MOUNTING TYPE**  
TR - Truss  
CL - Cantilever  
BR - Bridge Mounted  
WP - Wood Post  
BS - Breakaway Steel  
LP - Light Pole

REMOVE AND REPLACE SIGN PANEL  
EXISTING LUMINAIRE

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME =  
0160C08-890-PMK\_18.dgn

USER NAME = dwoznarski  
DESIGNED -  
DRAWN - DMW  
PLOT SCALE = 100.00' / IN.  
CHECKED -  
PLOT DATE = 2/6/2009  
DATE - 2/6/2009

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

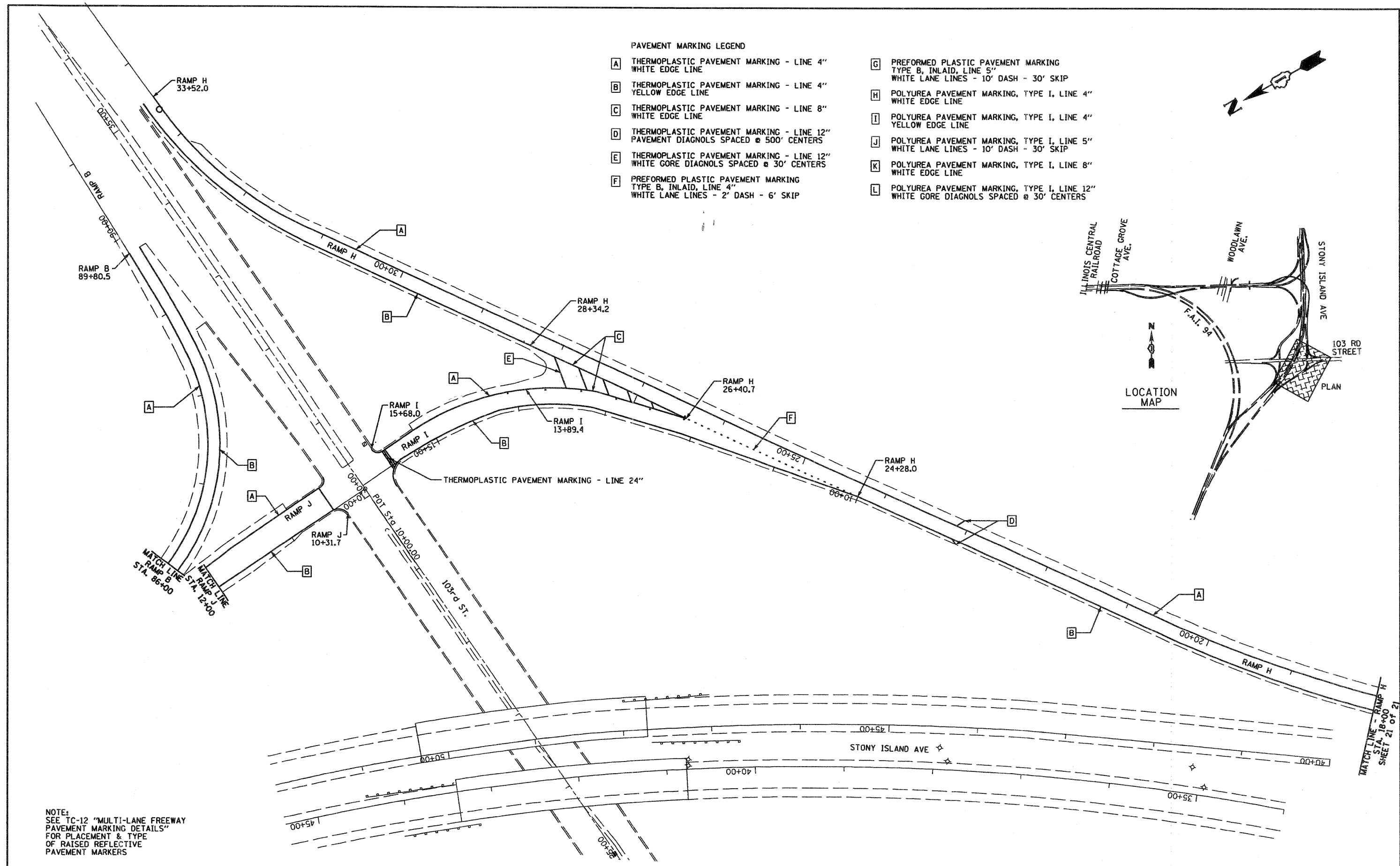
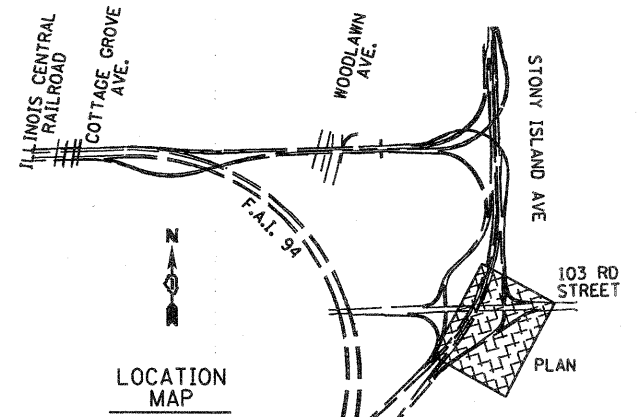
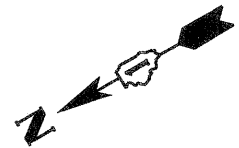
**BISHOP FORD EXPRESSWAY (I-94)  
PAVEMENT MARKING AND SIGNING PLANS**

SCALE: 1" = 50'  
SHEET NO. 18 OF 21 SHEETS  
STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	K0312-708W, ETC. & 1315RS-4	COOK	167	90
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60C08	

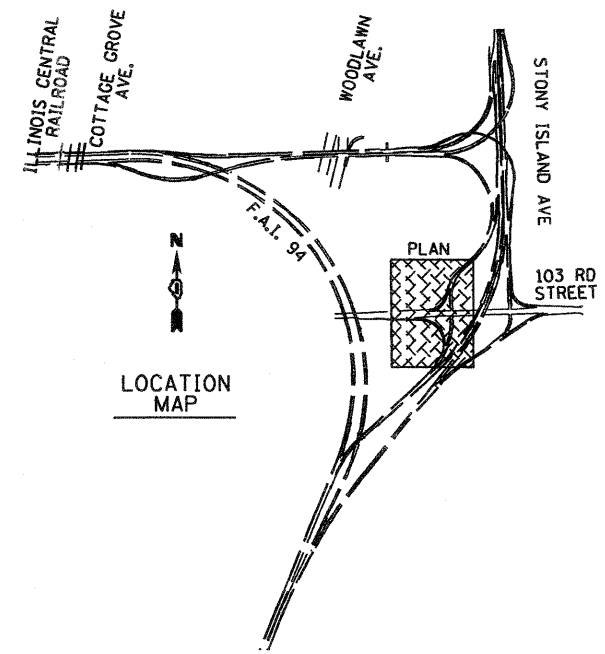
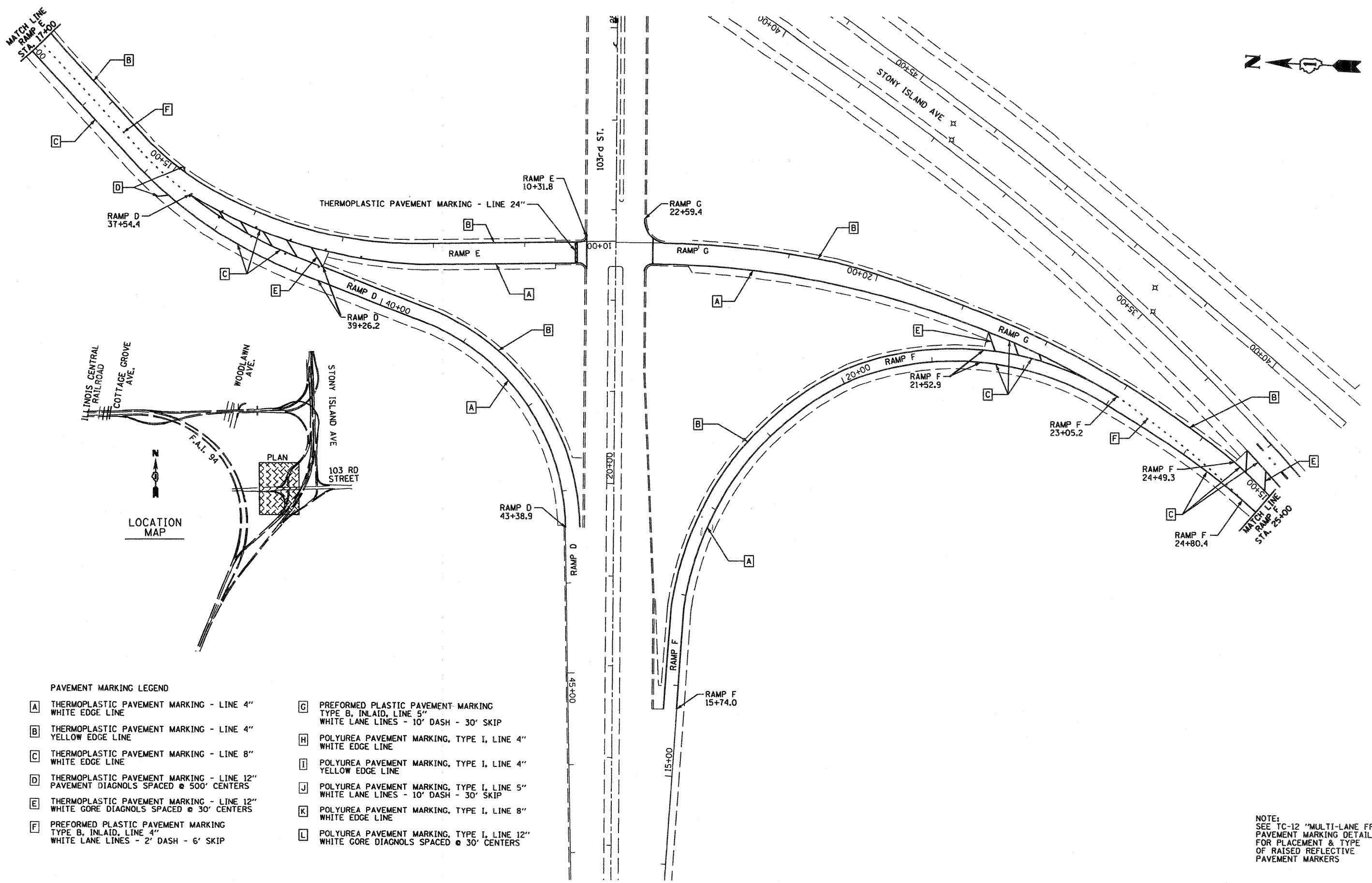
PAVEMENT MARKING LEGEND

- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
- C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
- D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
- E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
- F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
- G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS



NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY  
PAVEMENT MARKING DETAILS"  
FOR PLACEMENT & TYPE  
OF RAISED REFLECTIVE  
PAVEMENT MARKERS

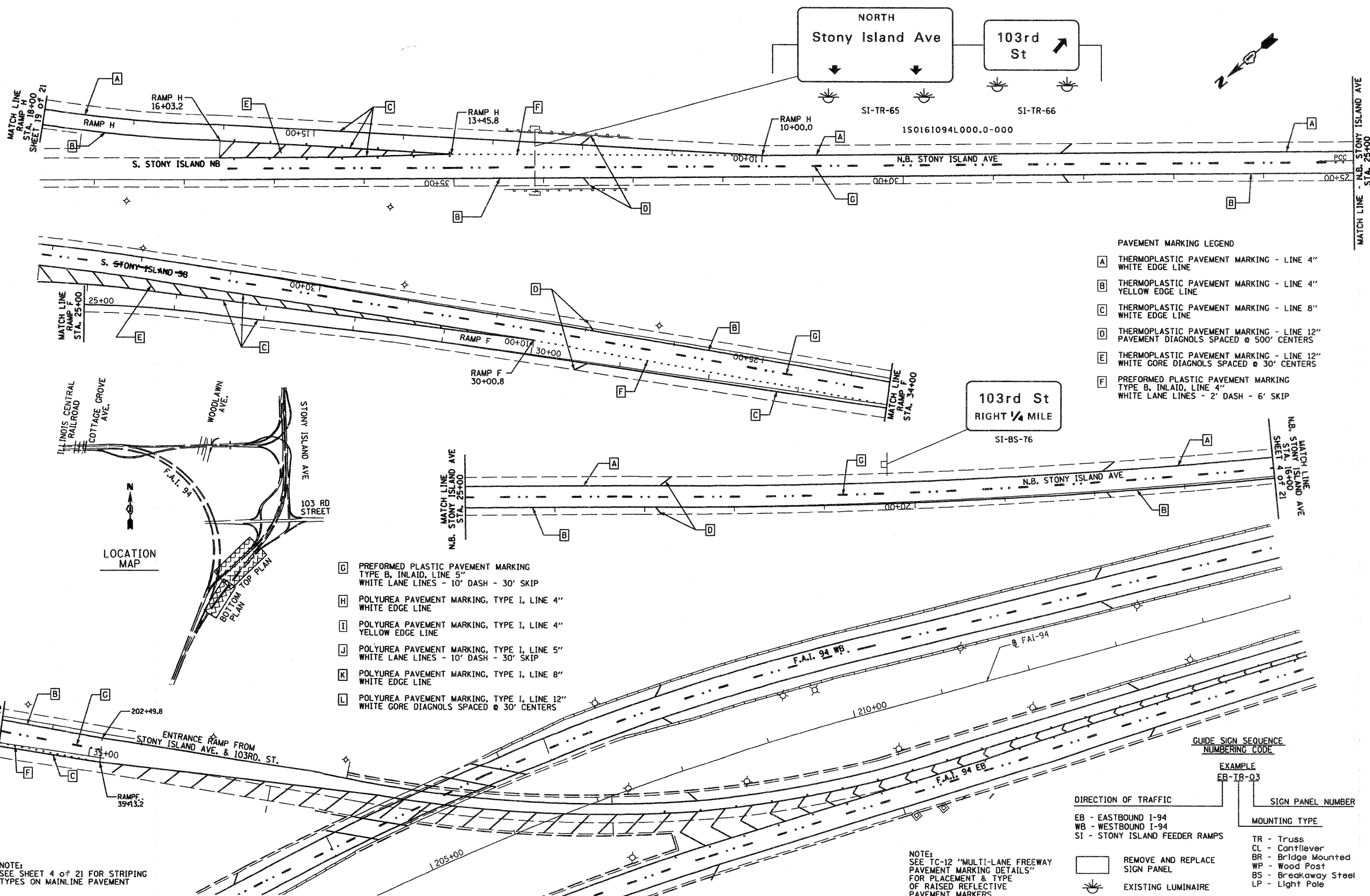
FILE NAME = D168C08-091-PMK.19.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>		F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 91
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	DATE = 2/6/2009	CONTRACT NO. 60C08		SCALE: 1" = 50'	SHEET NO. 19 OF 21 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



- PAVEMENT MARKING LEGEND**
- A THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - B THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - C THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - D THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - E THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - F PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP
  - G PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - H POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
  - I POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
  - J POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
  - K POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
  - L POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

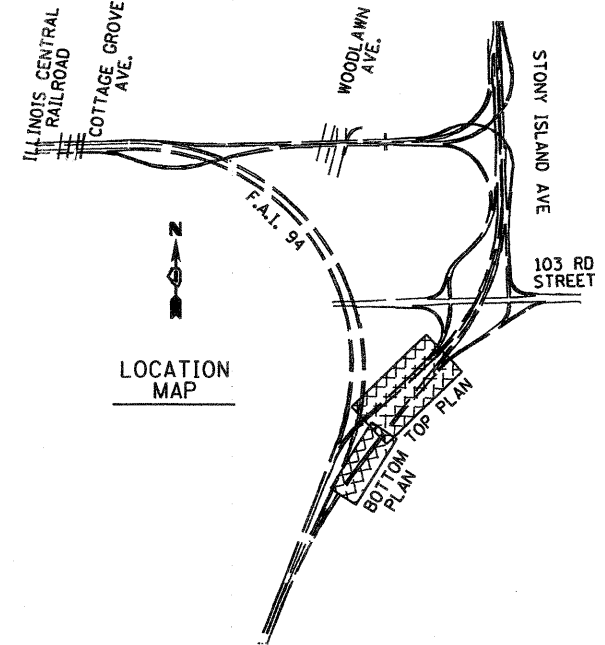
NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME = D168028-892-PMK_28.dgn	USER NAME = dwoznarski	DESIGNED - DRAWN - DMW	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 100.00' / IN.	PLOT DATE = 2/6/2009	CHECKED -	REVISED -					94	10312-708W, ETC. & 1315RS-4	COOK	167	92
				SCALE: 1" = 50'		SHEET NO. 20 OF 21 SHEETS		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- PAVEMENT MARKING LEGEND**
- [A] THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE EDGE LINE
  - [B] THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW EDGE LINE
  - [C] THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE EDGE LINE
  - [D] THERMOPLASTIC PAVEMENT MARKING - LINE 12" PAVEMENT DIAGNOLS SPACED @ 500' CENTERS
  - [E] THERMOPLASTIC PAVEMENT MARKING - LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS
  - [F] PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 4" WHITE LANE LINES - 2' DASH - 6' SKIP

**LOCATION MAP**



- [G] PREFORMED PLASTIC PAVEMENT MARKING TYPE B, INLAID, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- [H] POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" WHITE EDGE LINE
- [I] POLYUREA PAVEMENT MARKING, TYPE I, LINE 4" YELLOW EDGE LINE
- [J] POLYUREA PAVEMENT MARKING, TYPE I, LINE 5" WHITE LANE LINES - 10' DASH - 30' SKIP
- [K] POLYUREA PAVEMENT MARKING, TYPE I, LINE 8" WHITE EDGE LINE
- [L] POLYUREA PAVEMENT MARKING, TYPE I, LINE 12" WHITE GORE DIAGNOLS SPACED @ 30' CENTERS

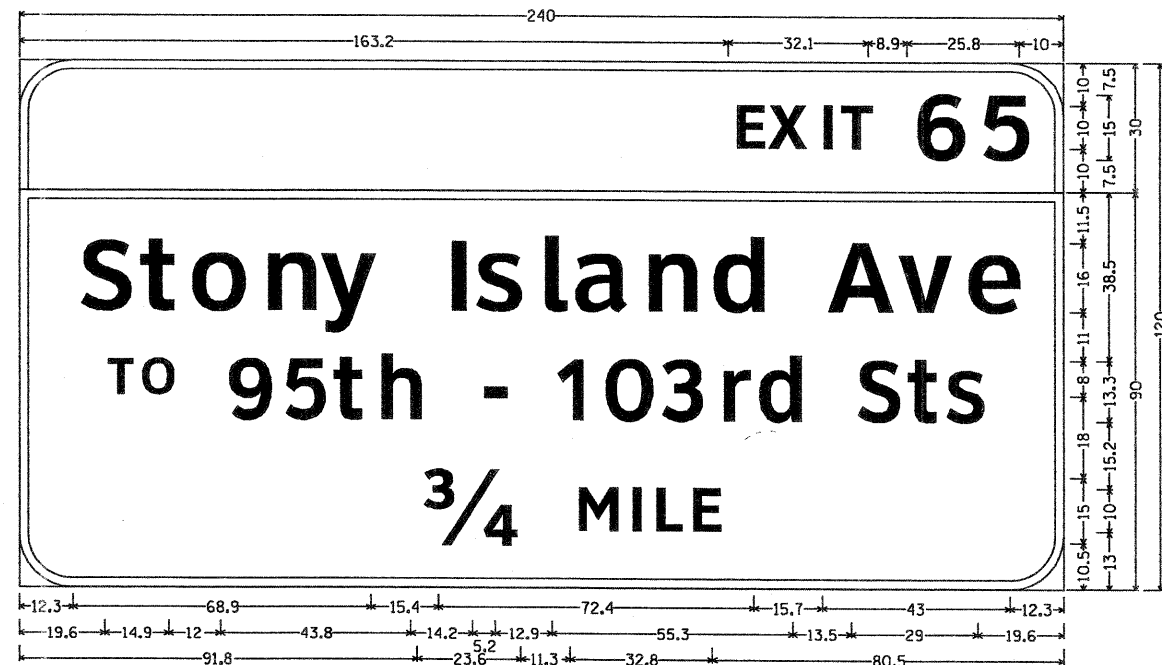
**GUIDE SIGN SEQUENCE NUMBERING CODE**

- DIRECTION OF TRAFFIC**
- EB - EASTBOUND I-94
  - WB - WESTBOUND I-94
  - SI - STONY ISLAND FEEDER RAMPS
- EXAMPLE**  
EB-TR-03
- SIGN PANEL NUMBER**
- MOUNTING TYPE**
- TR - Truss
  - CL - Cantilever
  - BR - Bridge Mounted
  - WP - Wood Post
  - BS - Breakaway Steel
  - LP - Light Pole
- REMOVE AND REPLACE SIGN PANEL**
- EXISTING LUMINAIRE**

NOTE:  
SEE TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT & TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS

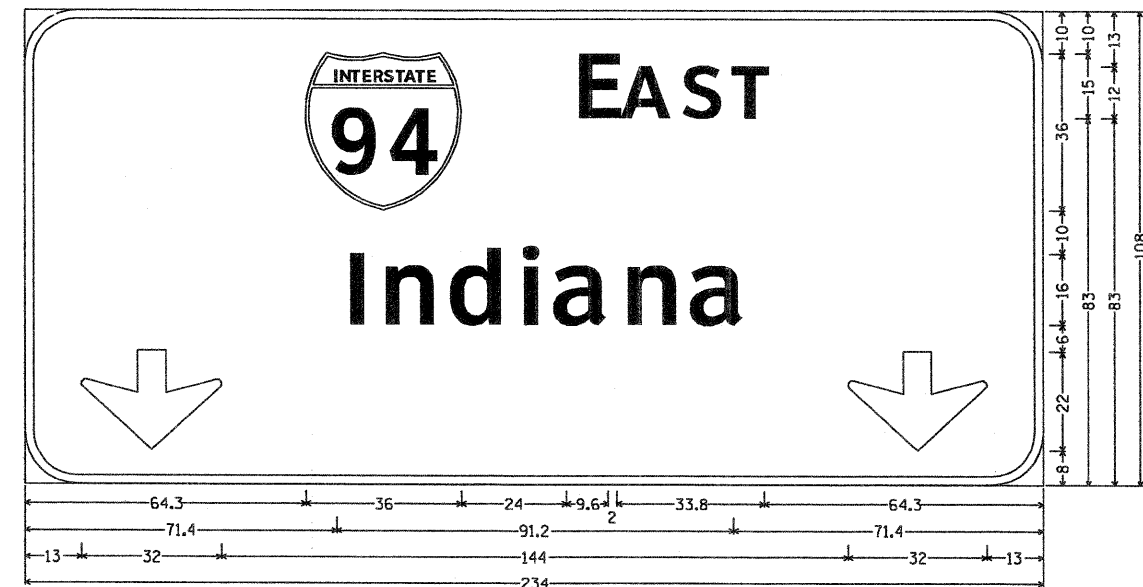
NOTE:  
SEE SHEET 4 OF 21 FOR STRIPING TYPES ON MAINLINE PAVEMENT

FILE NAME = D168C08-893-PMK_21.dgn	USER NAME = dwoznaraki	DESIGNED - DRAWN - DMW	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) PAVEMENT MARKING AND SIGNING PLANS</b>	F.A.I. RTE. 94	SECTION 40312-708W, ETC. & 1315IRS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 93		
PLOT SCALE = 100.00' / IN.		CHECKED -	REVISED -			SCALE: 1" = 50'	SHEET NO. 21 OF 21 SHEETS	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08		
PLOT DATE = 2/5/2009		DATE = 2/6/2009	REVISED -			STA.	TO STA.					



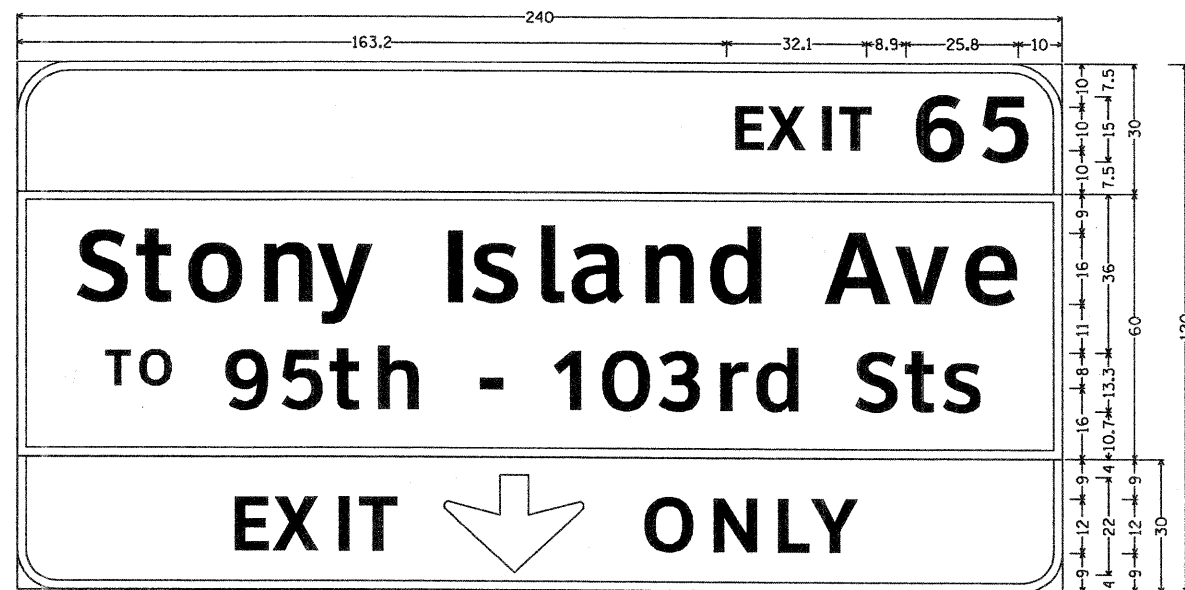
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 65] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [Stony Island Ave] ClearviewHwy-5-W-R; [TO 95th - 103rd Sts] ClearviewHwy-5-W-R; [3/4 MILE] ClearviewHwy-5-W-R;

EB-B5-01



9.0" Radius, 2.0" Border, White on Green;  
 [EAST] ClearviewHwy-5-W; [Indiana] ClearviewHwy-5-W-R; Down Arrow 22.0" 270L; Down Arrow 22.0" 270L;

EB-BR-02



9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 65] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [Stony Island Ave] ClearviewHwy-5-W-R; [TO 95th - 103rd Sts] ClearviewHwy-5-W-R;  
 9.0" Radius, 2.0" Border, Black on Yellow;  
 [EXIT] ClearviewHwy-5-W; Down Arrow 22.0" 270L; [ONLY] ClearviewHwy-5-W;

EB-BR-03  
 AND  
 EB-TR-07

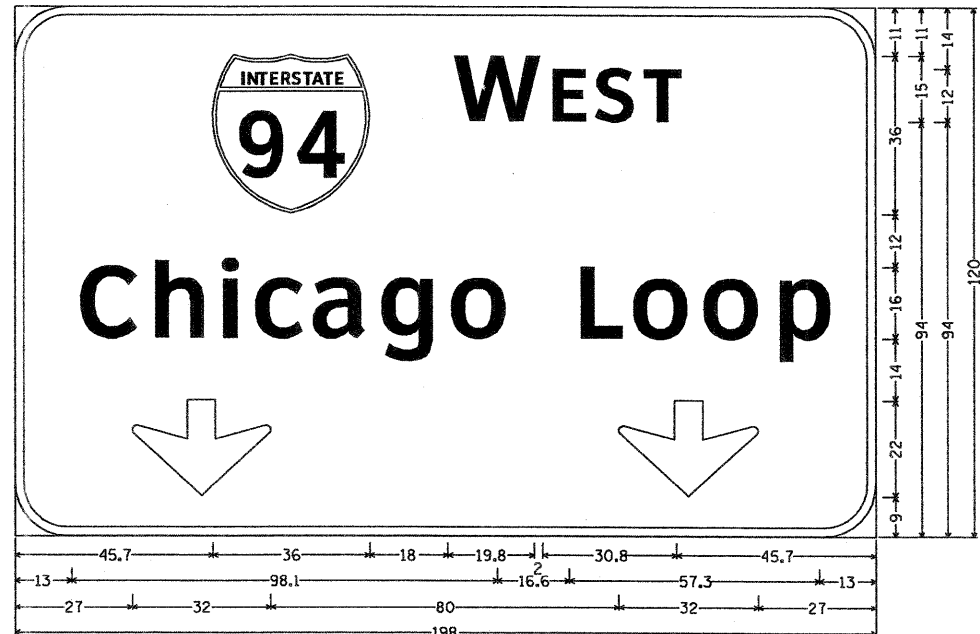


9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 63] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [SOUTH] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, Black on Yellow;  
 [EXIT] ClearviewHwy-5-W; Down Arrow 22.0" 270L; [ONLY] ClearviewHwy-5-W;

WB-TR-04  
 AND  
 WB-TR-77

ALL DIMENSIONS ARE INCHES

FILE NAME = 0168008-094-Sign_1.dgn	USER NAME = dwozniarski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = N/A	CHECKED -	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	94	
PLOT DATE = 2/6/2009	DATE = 2/6/2009	REVISOR -	REVISOR -	SCALE: N/A	SHEET NO. 1 OF 15 SHEETS	STA.	TO STA.	CONTRACT NO. 60C08			
							FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



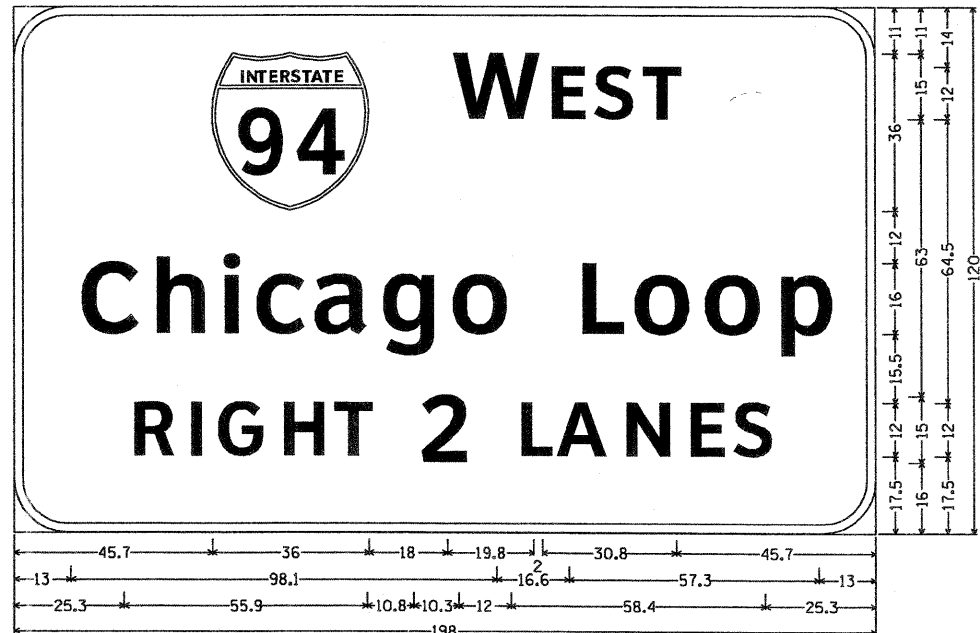
9.0" Radius, 2.0" Border, White on Green;  
 [W EST] ClearviewHwy-5-W; [Chicago Loop] ClearviewHwy-5-W-R; Down Arrow 22.0" 270L; Down Arrow 22.0" 270L;

WB-TR-15



9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 63] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [S OUTH] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W;  
 [LEFT LANE] ClearviewHwy-5-W;

WB-TR-08



9.0" Radius, 2.0" Border, White on Green;  
 [W EST] ClearviewHwy-5-W; [Chicago Loop] ClearviewHwy-5-W-R; [RIGHT 2 LANES] ClearviewHwy-5-W;

WB-TR-09

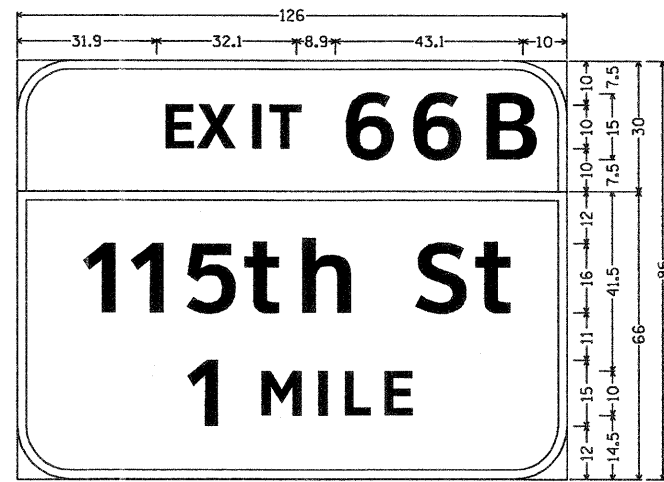


9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 63] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [S OUTH] ClearviewHwy-5-W; [Memphis] ClearviewHwy-5-W;  
 [LEFT 1 MILE] ClearviewHwy-5-W;

WB-BS-11

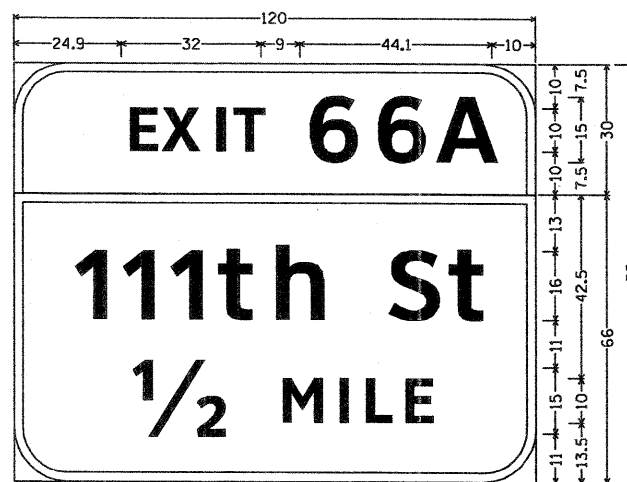
ALL DIMENSIONS ARE INCHES

FILE NAME = D168088-095-Sign-2.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N/A	DRAWN - DMW, CDS	REVISED -		94	(0312-708W, ETC. & 1315RS-4	COOK	167	95			
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -		CONTRACT NO. 60C08			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	DATE - 2/6/2009	REVISED -		SCALE: N/A	SHEET NO. 2 OF 15 SHEETS	STA.	TO STA.					



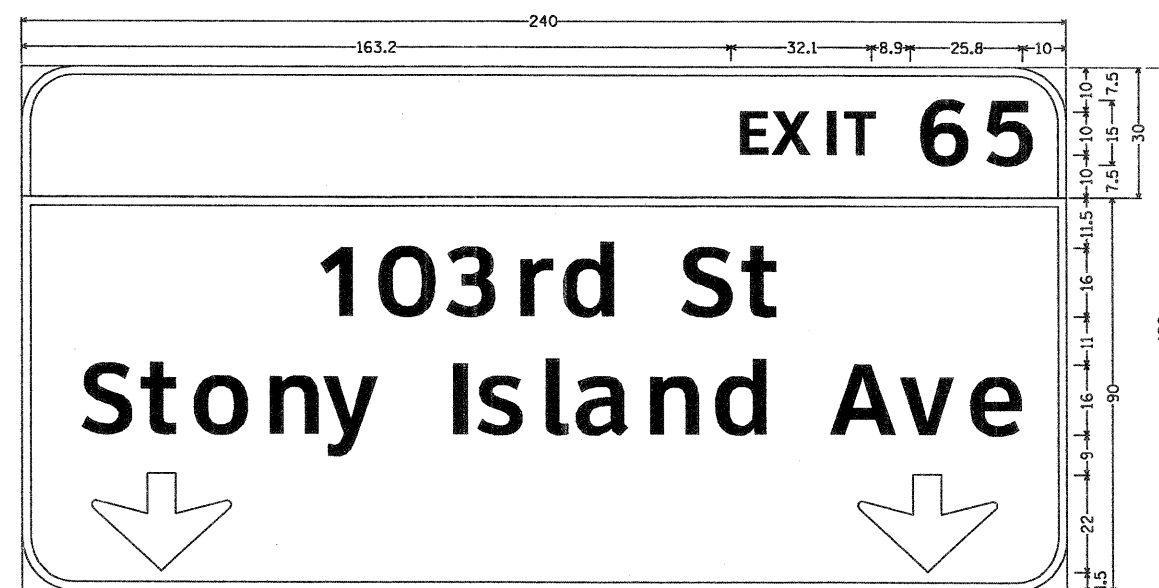
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 66B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [115th St] ClearviewHwy-5-W-R; [1 MILE] ClearviewHwy-5-W;

EB-TR-13



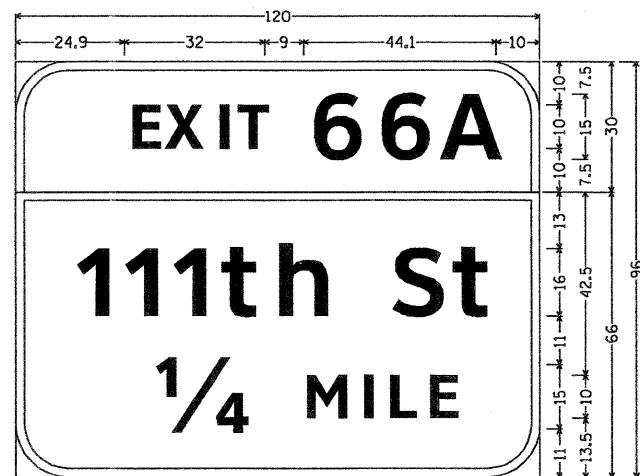
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 66A] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [111th St] ClearviewHwy-5-W-R; [1/2 MILE] ClearviewHwy-5-W;

EB-TR-14



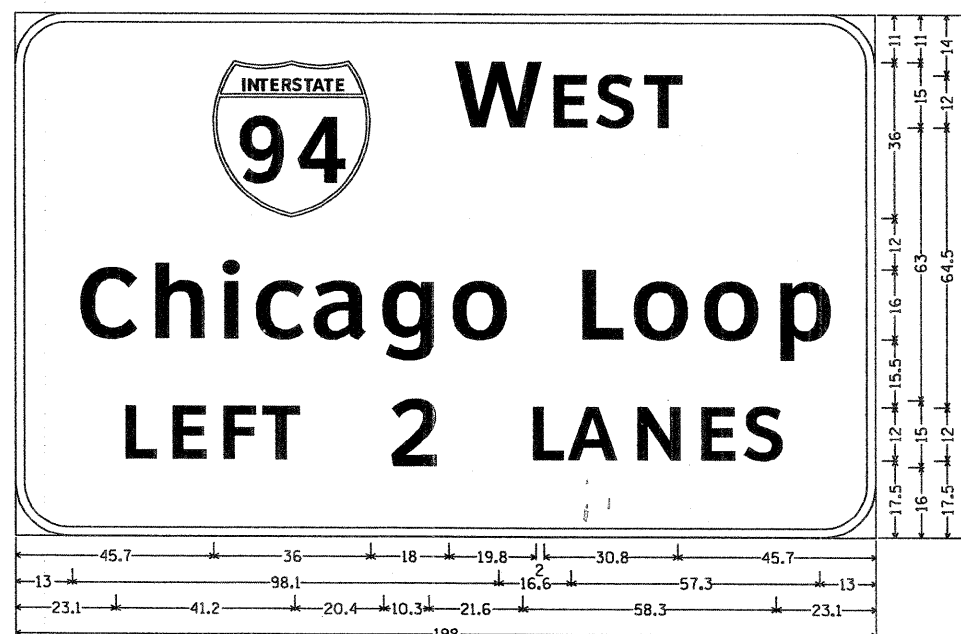
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 65] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [103rd St] ClearviewHwy-5-W-R; [Stony Island Ave] ClearviewHwy-5-W-R; Down Arrow 22.0" 270L; Down Arrow 22.0" 270L;

WB-TR-16



9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 66A] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [111th St] ClearviewHwy-5-W-R; [1/4 MILE] ClearviewHwy-5-W;

EB-BS-17  
 AND  
 WB-TR-30



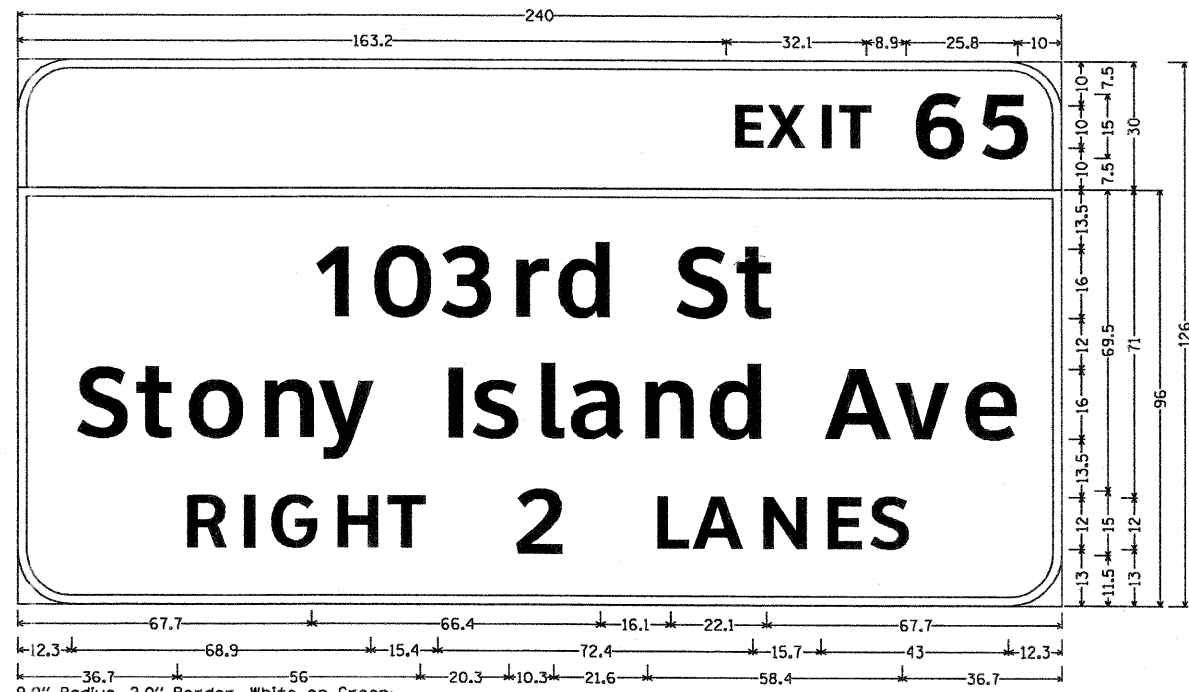
9.0" Radius, 2.0" Border, White on Green;  
 [WEST] ClearviewHwy-5-W; [Chicago Loop] ClearviewHwy-5-W-R; [LEFT 2 LANES] ClearviewHwy-5-W;

WB-TR-18

FILE NAME = D160C08-896-Sign-3.dgn				USER NAME = dwoznarski				DESIGNED -				REVISED -				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS				F.A.I. RTE. 94		SECTION 0312-708W, ETC. & 1315RS-4		COUNTY COOK		TOTAL SHEETS 167		SHEET NO. 96	
PLOT SCALE = N/A				DRAWN - DMW, GDS				CHECKED -				REVISED -												SCALE: N/A		SHEET NO. 3 OF 11 SHEETS		STA. TO STA.		CONTRACT NO. 60C08			
PLOT DATE = 2/6/2009				DATE - 2/6/2009				REVISED -																FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

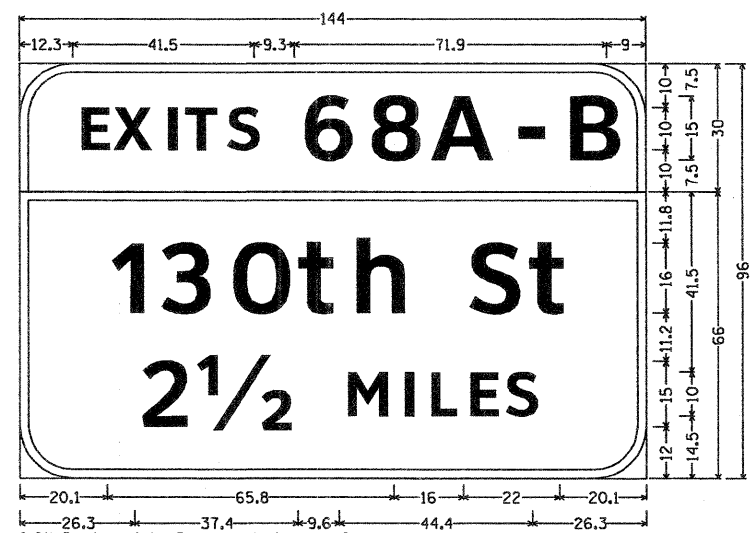
ALL DIMENSIONS ARE INCHES





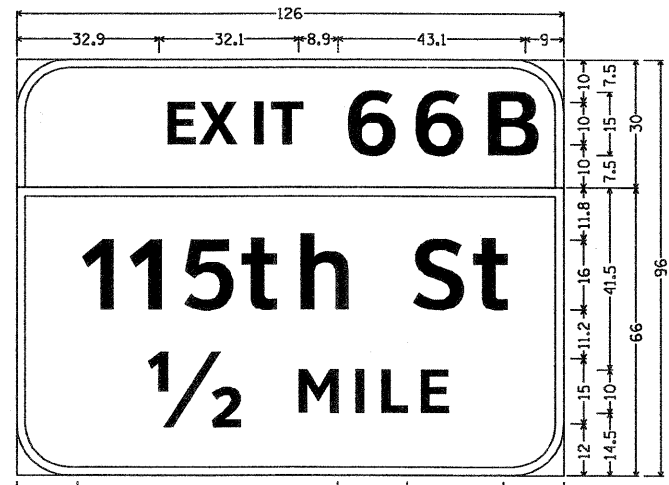
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 65] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [103rd St] ClearviewHwy-5-W-R; [Stony Island Ave] ClearviewHwy-5-W-R; [RIGHT 2 LANES] ClearviewHwy-5-W;

WB-TR-19



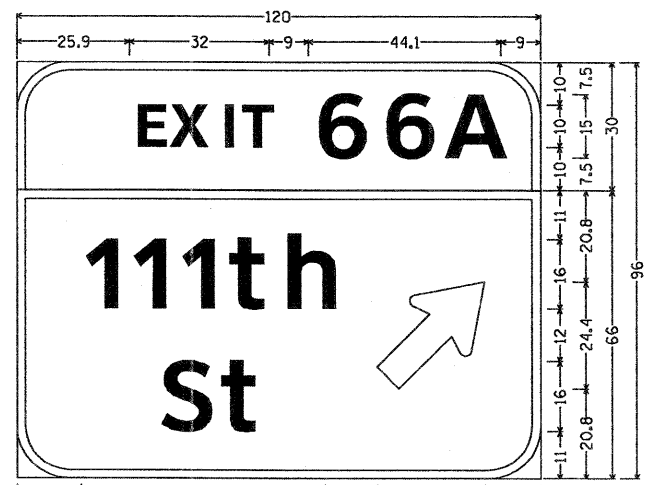
9.0" Radius, 2.0" Border, White on Green;  
 [EXITS 68A-B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [130th St] ClearviewHwy-5-W-R; [2 1/2 MILES] ClearviewHwy-5-W;

EB-TR-20



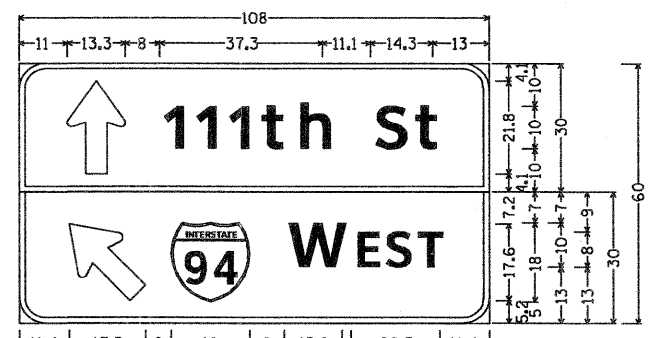
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 66B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [115th St] ClearviewHwy-5-W-R; [1/2 MILE] ClearviewHwy-5-W;

EB-TR-21  
 AND  
 WB-BS-32



9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 66A] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [111th] ClearviewHwy-5-W-R; [St] ClearviewHwy-5-W-R;  
 Standard Arrow Custom 31.1" X 18.8" 45L;

EB-TR-22

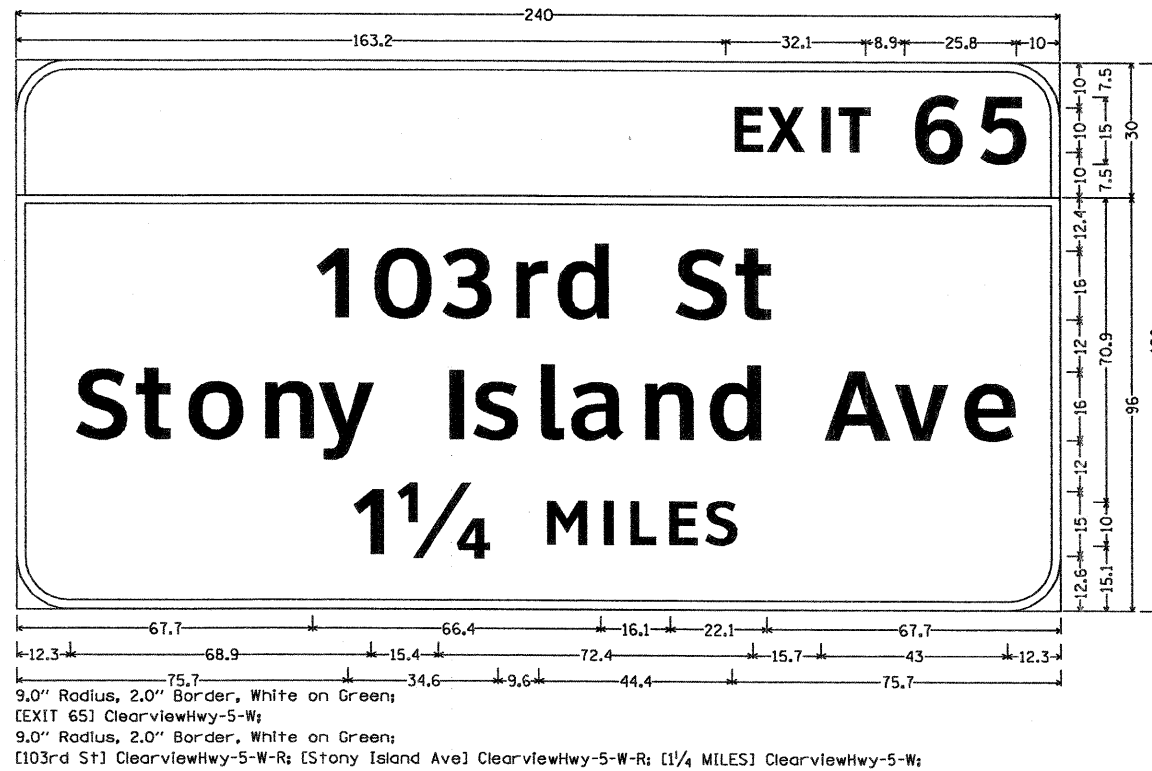


6.0" Radius, 1.3" Border, White on Green;  
 Standard Arrow Custom 21.8" X 13.3" 90L;  
 [111th St] ClearviewHwy-5-W;  
 6.0" Radius, 1.3" Border, White on Green;  
 Standard Arrow Custom 22.3" X 13.5" 135L;  
 [WEST] ClearviewHwy-5-W;

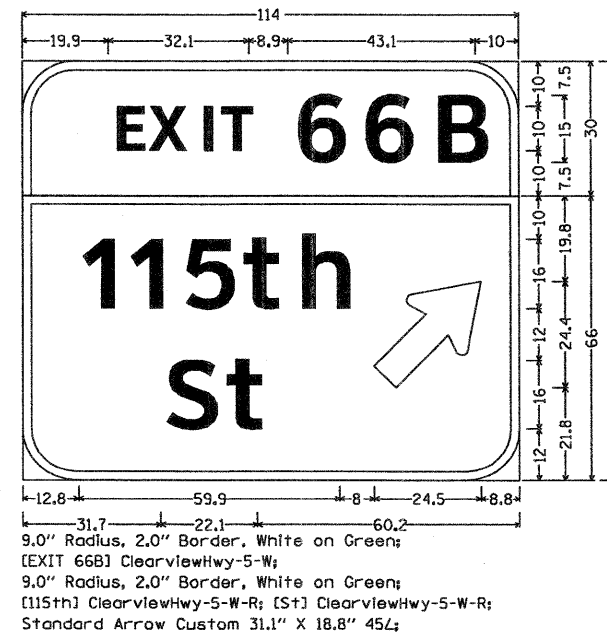
WB-BS-25

ALL DIMENSIONS ARE INCHES

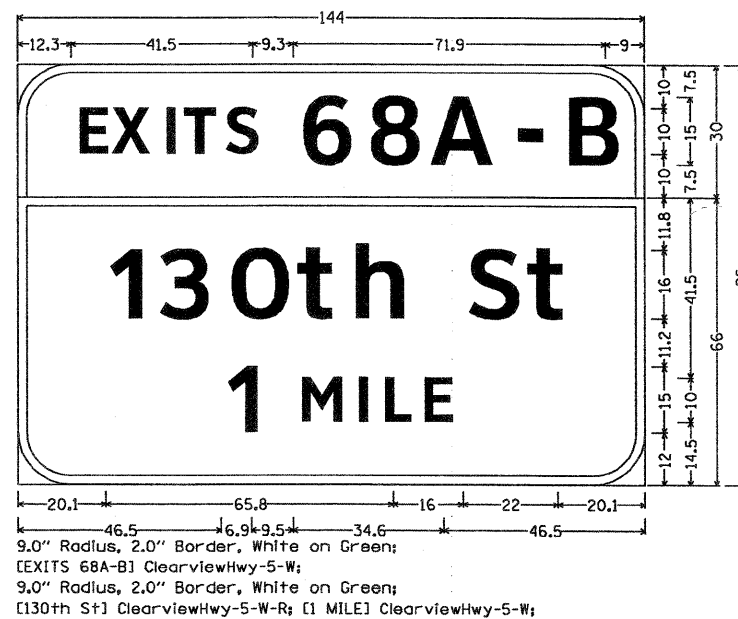
FILE NAME = D162C08-897-Sign_4.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N/A	CHECKED -	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	97
PLOT DATE = 2/6/2009	DATE = 2/6/2009	REVISED -	REVISED -	SCALE: N/A	SHEET NO. 4 OF 15 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08



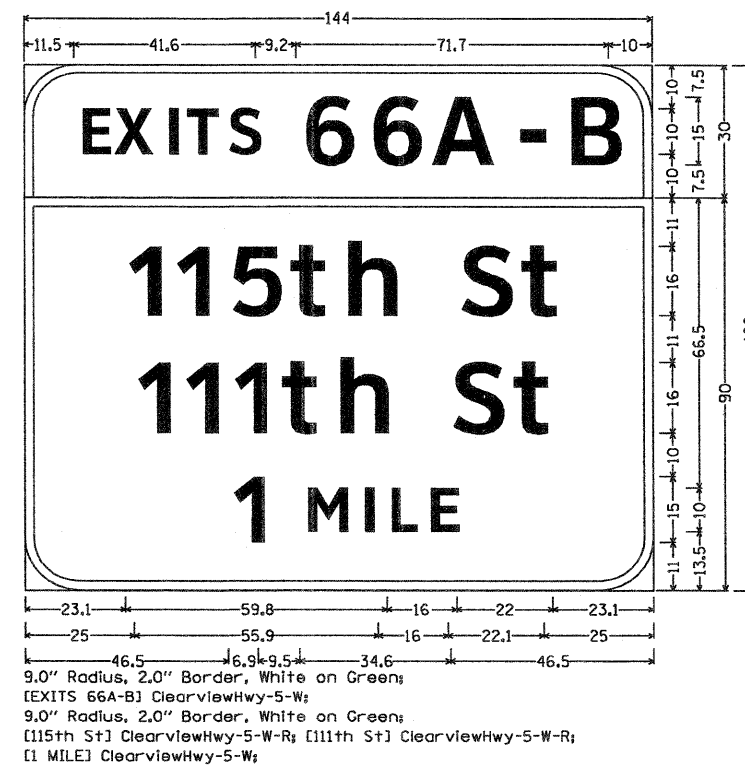
WB-TR-29



WB-TR-31



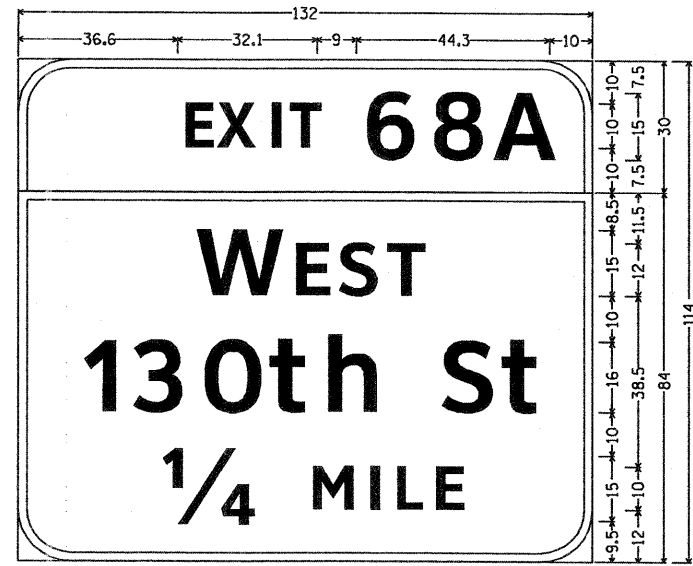
EB-BS-33  
 AND  
 WB-CL-57



WB-BS-34

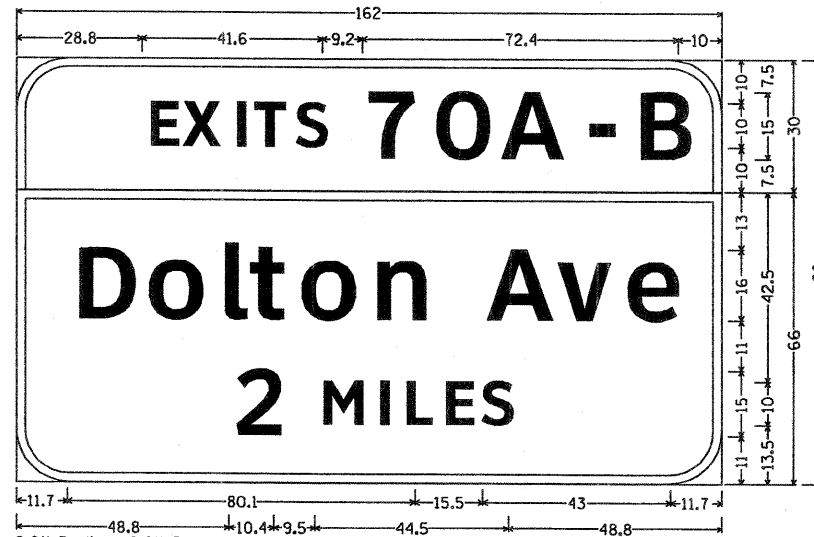
ALL DIMENSIONS ARE INCHES

FILE NAME = D160C08-098-Sign_5.dgn	USER NAME = dwoznierski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = N/A	DRAWN - DMW, CDS	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	98
PLOT DATE = 2/6/2009	CHECKED -	REVISED -	CONTRACT NO. 60C08							
	DATE - 2/6/2009	REVISED -	SCALE: N/A			SHEET NO. 5 OF 15 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



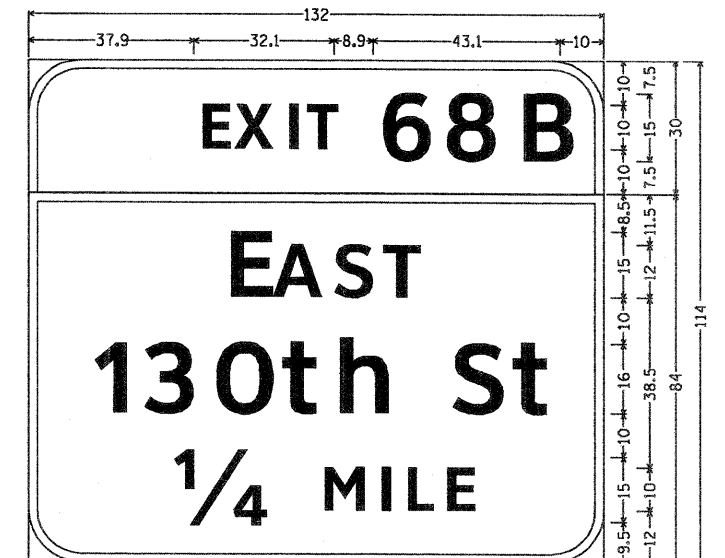
39.7 19.8 30.8 39.7  
14.1 65.8 2 16 22 14.1  
31.6 24.7 9.6 34.5 31.6  
9.0" Radius, 2.0" Border, White on Green;  
[EXIT 68A] ClearviewHwy-5-W;  
9.0" Radius, 2.0" Border, White on Green;  
[W EST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
[1/4 MILE] ClearviewHwy-5-W;

**EB-BS-35  
AND  
WB-TR-46**



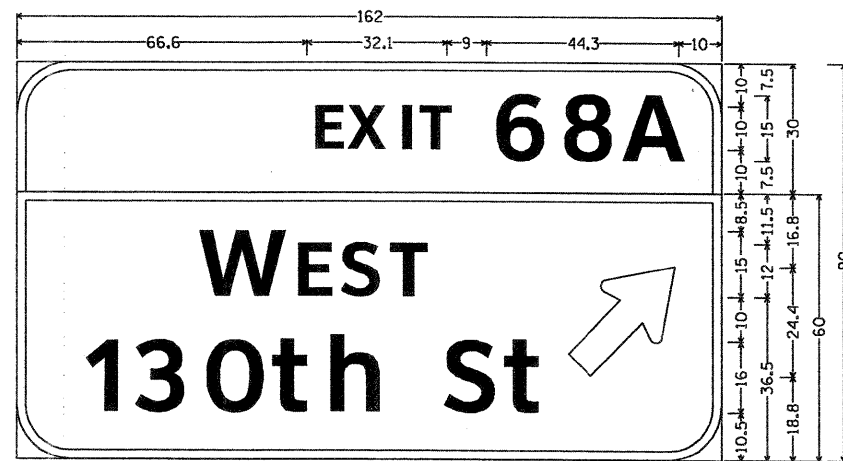
11.7 48.8 80.1 15.5 43 48.8 11.7  
48.8 10.4 9.5 44.5 48.8  
9.0" Radius, 2.0" Border, White on Green;  
[EXITS 70A-B] ClearviewHwy-5-W;  
9.0" Radius, 2.0" Border, White on Green;  
[Dolton Ave] ClearviewHwy-5-W-R; [2 MILES] ClearviewHwy-5-W;

**EB-TR-36**



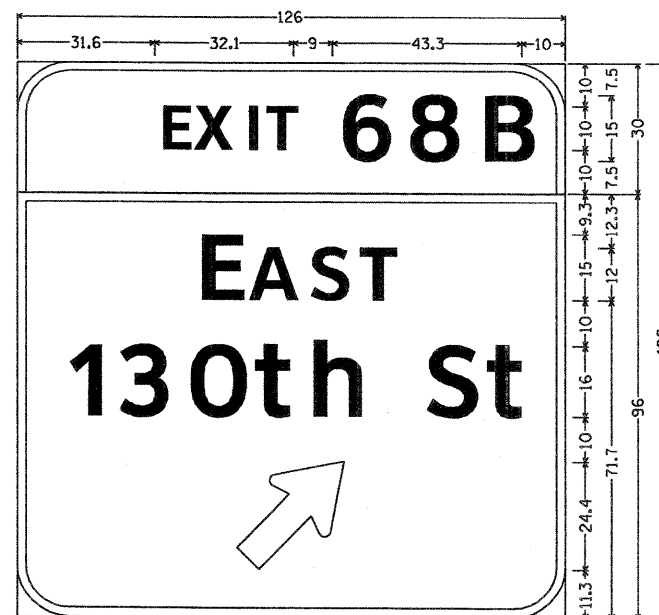
43.3 9.6 33.8 43.3  
14.1 65.8 2 16 22 14.1  
31.6 24.7 9.6 34.5 31.6  
9.0" Radius, 2.0" Border, White on Green;  
[EXIT 68B] ClearviewHwy-5-W;  
9.0" Radius, 2.0" Border, White on Green;  
[E AST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
[1/4 MILE] ClearviewHwy-5-W;

**EB-TR-37  
AND  
WB-BS-49**



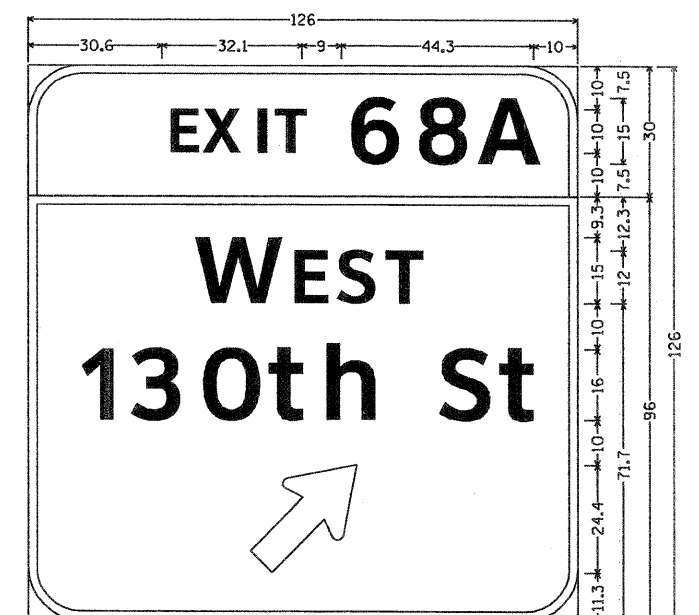
40.5 19.8 30.8 33.6 24.5 10.8  
14.8 65.8 2 16 22.1 43.3  
9.0" Radius, 2.0" Border, White on Green;  
[EXIT 68A] ClearviewHwy-5-W;  
9.0" Radius, 2.0" Border, White on Green;  
[W EST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
Standard Arrow Custom 31.1" X 18.8" 45L;

**EB-TR-38**



39.7 9.6 33.8 39.7  
11.1 65.8 3.2 16 22 11.1  
50.8 24.4 50.8  
9.0" Radius, 2.0" Border, White on Green;  
[EXIT 68B] ClearviewHwy-5-W;  
9.0" Radius, 2.0" Border, White on Green;  
[E AST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
Standard Arrow Custom 31.1" X 18.8" 45L;

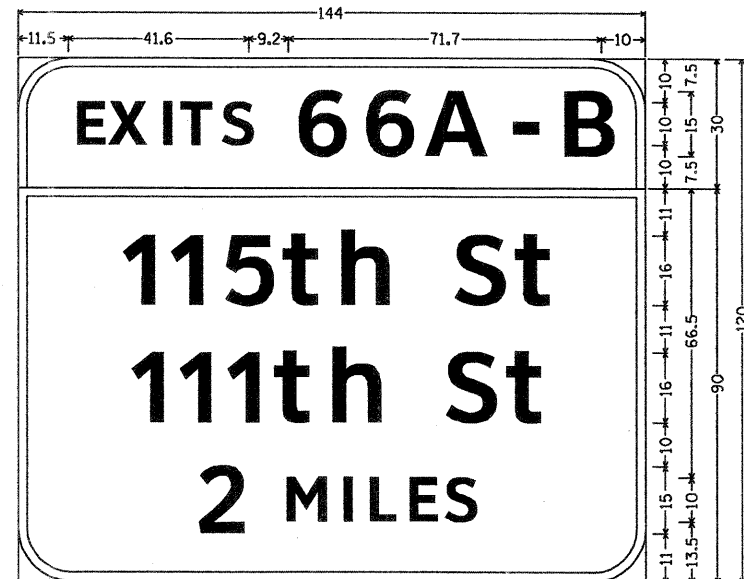
**EB-BS-41**



36.7 19.8 30.8 36.7  
11.1 65.8 2 16 22 11.1  
50.8 24.4 50.8  
12.0" Radius, 2.0" Border, White on Green;  
[EXIT 68A] ClearviewHwy-5-W;  
12.0" Radius, 2.0" Border, White on Green;  
[W EST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
Standard Arrow Custom 31.1" X 18.8" 45L;

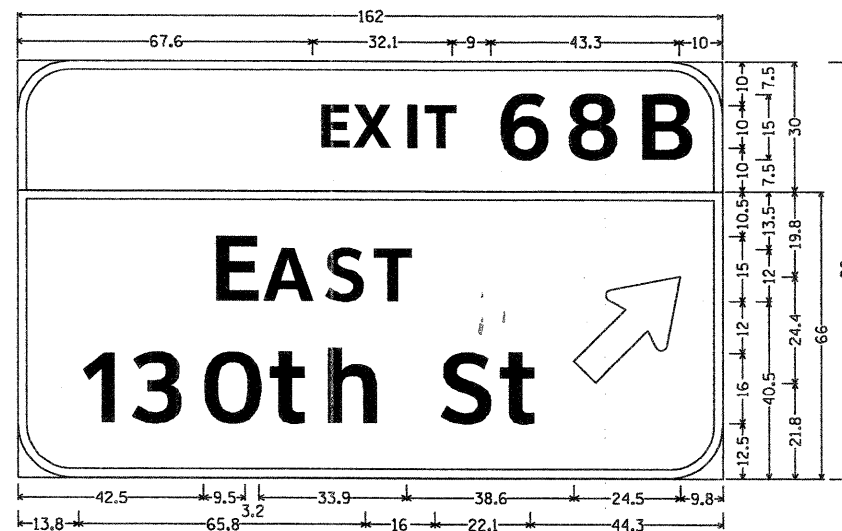
**WB-BS-42**

FILE NAME = 0160C08-099-Sign_6.dgn	USER NAME = dwoznarski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS</b>			F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 99
PLOT SCALE = N/A	CHECKED -	DRAWN - DMW, CDS	REVISED -		SCALE: N/A	SHEET NO. 6 OF 15 SHEETS	STA.	TO STA.	CONTRACT NO. 60C08			
PLOT DATE = 2/6/2009	DATE - 2/6/2009	CHECKED -	REVISED -		ALL DIMENSIONS ARE INCHES							
		DATE - 2/6/2009	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							



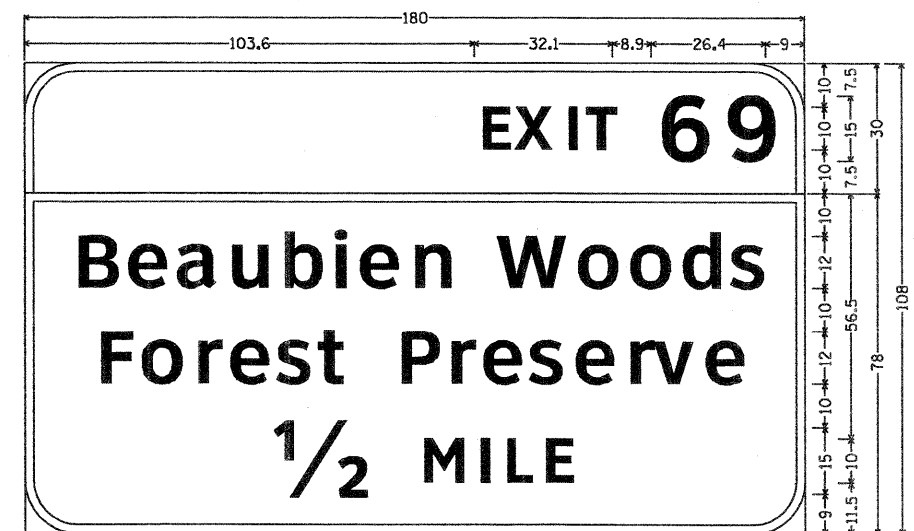
9.0" Radius, 2.0" Border, White on Green;  
 [EXITS 66A-B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [115th St] ClearviewHwy-5-W-R; [111th St] ClearviewHwy-5-W-R;  
 [2 MILES] ClearviewHwy-5-W;

WB-TR-45



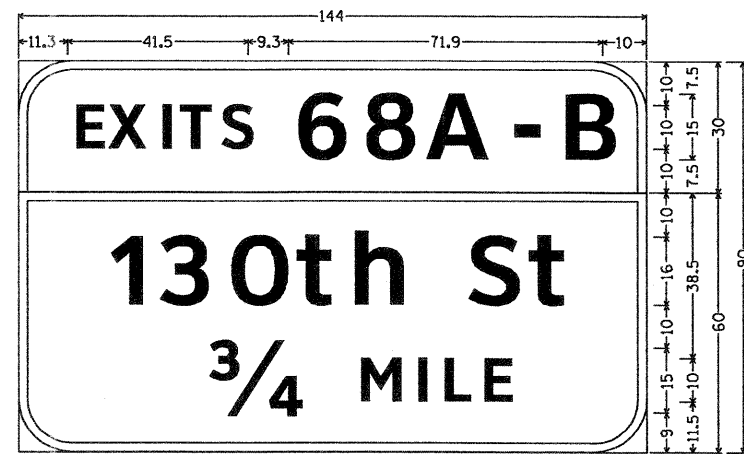
12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 68B] ClearviewHwy-5-W;  
 12.0" Radius, 2.0" Border, White on Green;  
 [EAST] ClearviewHwy-5-W; [130th St] ClearviewHwy-5-W-R;  
 Standard Arrow Custom 31.1" X 18.8" 45°;

WB-TR-47



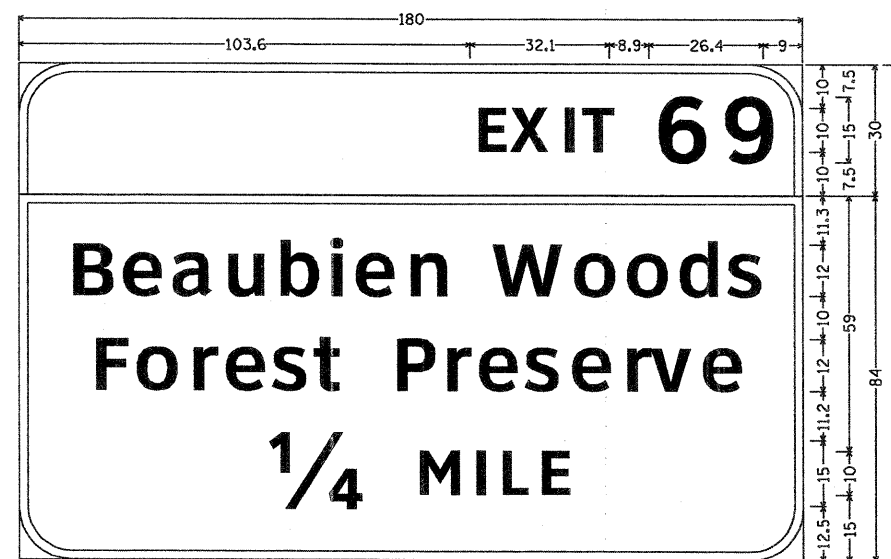
9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 69] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [Beaubien Woods] ClearviewHwy-5-W-R; [Forest Preserve] ClearviewHwy-5-W-R; [1/2 MILE] ClearviewHwy-5-W;

EB-BS-48



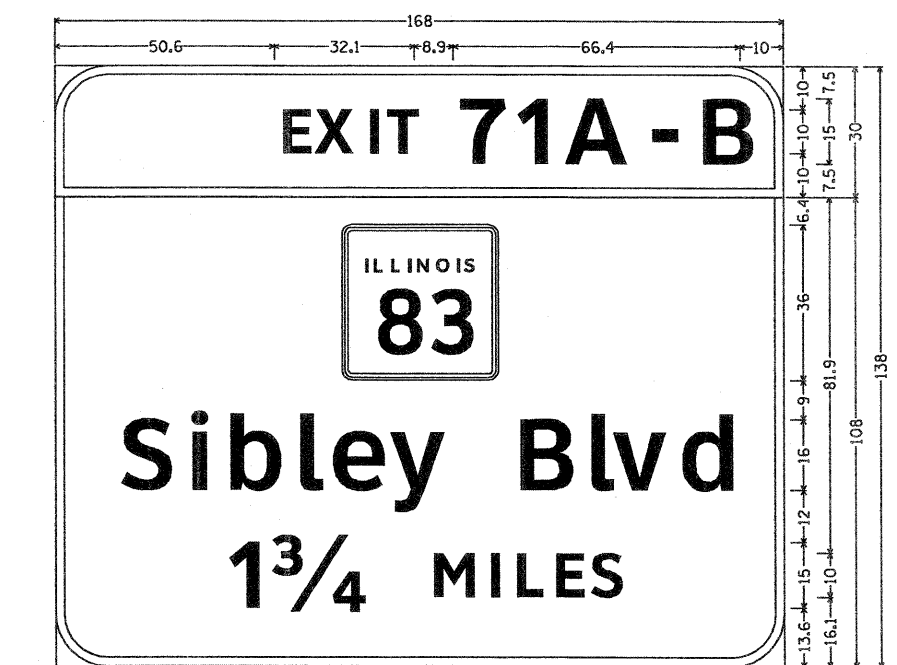
9.0" Radius, 2.0" Border, White on Green;  
 [EXITS 68A-B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [130th St] ClearviewHwy-5-W-R; [3/4 MILE] ClearviewHwy-5-W;

WB-BS-51



9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 69] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [Beaubien Woods] ClearviewHwy-5-W-R; [Forest Preserve] ClearviewHwy-5-W-R; [1/4 MILE] ClearviewHwy-5-W;

EB-BS-52



IL 83 Should Have no Border;  
 9.0" Radius, 2.0" Border, White on Green;  
 [EXIT 71A-B] ClearviewHwy-5-W;  
 9.0" Radius, 2.0" Border, White on Green;  
 [Sibley Blvd] ClearviewHwy-5-W-R; [1 3/4 MILES] ClearviewHwy-5-W;

EB-TR-53

ALL DIMENSIONS ARE INCHES

FILE NAME = D168C08-100-Sign-7.dgn	USER NAME = dwoznierski	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BISHOP FORD EXPRESSWAY (I-94) SIGN DETAILS</b>			F.A.I. RTE. 94	SECTION 10312-708W, ETC. & 1315RS-4	COUNTY COOK	TOTAL SHEETS 167	SHEET NO. 100
	PLOT SCALE = N/A	DRAWN - DMW, GDS	REVISED -		SCALE: N/A	SHEET NO. 7 OF 15 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60C08	
	PLOT DATE = 2/6/2009	CHECKED -	REVISED -									
		DATE - 2/6/2009	REVISED -									