RESURFACING LEGEND

Ⓐ PROPOSED MAINLINE RESURFACING
- HOT-MIX ASPHALT SURFACE REMOVAL, 4-1/4"
- POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 1-3/4"
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80, 1-3/4"
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 3/4"

PROPOSED MAINLINE SHOULDER RESURFACING
- HOT MIX ASPHALT SURFACE REMOVAL, 1-3/4"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"

Ⓑ PROPOSED RAMP AND RAMP SHOULDER RESURFACING (SIBLEY BLVD ONLY)
- HOT MIX ASPHALT SURFACE REMOVAL, 4"
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2-1/4"

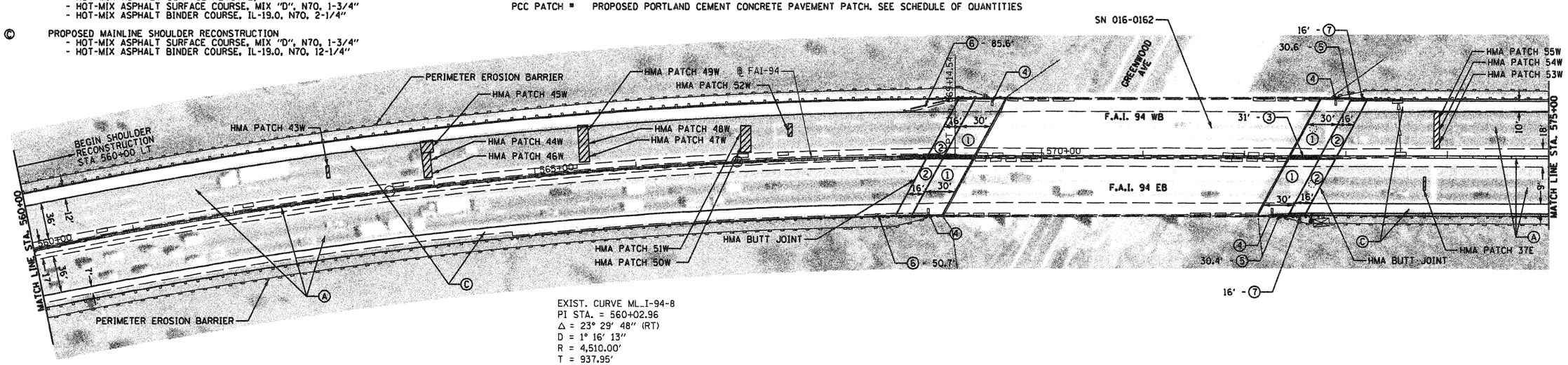
Ⓒ PROPOSED MAINLINE SHOULDER RECONSTRUCTION
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 12-1/4"

Ⓓ PROPOSED RAMP SHOULDER RECONSTRUCTION
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-3/4"
- HOT MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-1/4"

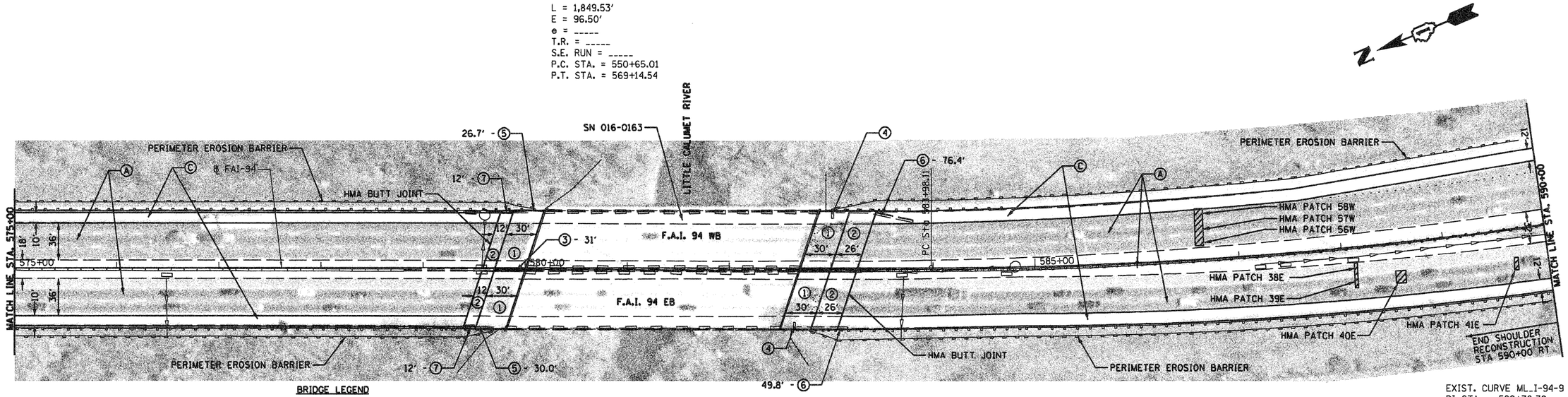
Ⓔ PROPOSED RAMP AND RAMP SHOULDER RESURFACING (US 6 ONLY)
- HOT MIX ASPHALT SURFACE REMOVAL, 3"
- HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"

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-94-8
PI STA. = 560+02.96
Δ = 23° 29′ 48″ (RT)
D = 1° 16′ 13″
R = 4,510.00′
T = 937.95′
L = 1,849.53′
E = 96.50′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 550+65.01
P.T. STA. = 569+14.54



BRIDGE LEGEND

1. BRIDGE APPROACH PAVEMENT REMOVAL AND REPLACEMENT. SEE STRUCTURAL PLANS.
2. PAVEMENT REMOVAL FOR PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE).
3. CONCRETE BARRIER REMOVAL - LIMITS FOR CONSTRUCTION OF APPROACH PAVEMENT AS SHOWN IN STRUCTURAL PLANS.
4. REMOVE AND REPLACE INLET BOX.
5. CURB AND GUTTER REMOVAL FOR PR APPROACH PAVEMENT AND APPROACH PAVEMENT CONNECTOR (FLEXIBLE).
6. CURB AND GUTTER REMOVAL.
7. PROPOSED TYPE B-6.24 PCC C&G AT APPROACH PAVEMENT CONNECTOR (FLEXIBLE). TIE INTO EXISTING C&G WITH 2 EA NO. 6 TIE BARS (INCLUDED IN COST OF C&G). TRANSITION TO MATCH EXISTING C&G SHALL BE INCLUDED IN COST OF C&G

NOTES:

1. AREAS OF SHOULDER RECONSTRUCTION INCLUDES THE PAY ITEMS PAVED SHOULDER REMOVAL, EXCAVATING AND GRADING EXISTING SHOULDER, AND HOT-MIX ASPHALT SHOULDERS, 14"
2. REMOVE AND REPLACE INLET BOX INCLUDES THE PAY ITEMS REMOVE INLET BOX AND TYPE D INLET BOX, STANDARD 609006. THE CONTRACTOR SHALL PROTECT THE EXISTING PIPE DRAINS DURING REMOVAL. DAMAGED PIPE DRAINS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. SEE SCHEDULE FOR GUARD RAIL REMOVAL AND REPLACEMENT.

EXIST. CURVE ML_I-94-9
PI STA. = 592+70.39
Δ = 23° 19′ 50″ (LT)
D = 1° 21′ 22″
R = 4,225.00′
T = 872.28′
L = 1,720.39′
E = 89.10′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 583+98.11
P.T. STA. = 601+18.50

FILE NAME = D160021-823-PLAN-4.dgn	USER NAME = dwozniarski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) RESURFACING PLAN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DMW	REVISED -				(D405,ETC,42-7&0707)R5-1)	COOK	133	23
	PLOT SCALE = 100.00 ′ / IN.	CHECKED -	REVISED -					CONTRACT NO. 60D21		
	PLOT DATE = 2/7/2009	DATE - 2/7/2009	REVISED -		SCALE: 1" = 50′ / SHEET NO. 4 OF 9 SHEETS / STA. 560+00 TO STA. 590+00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		