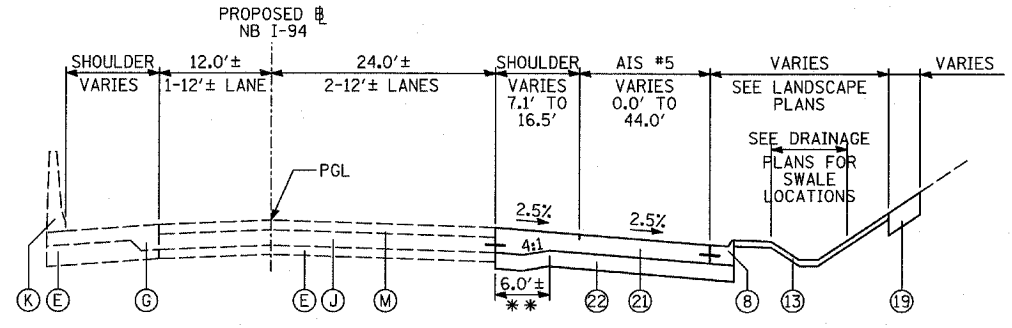
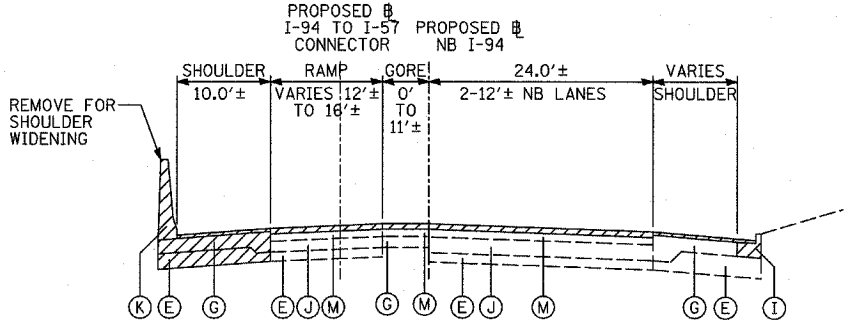


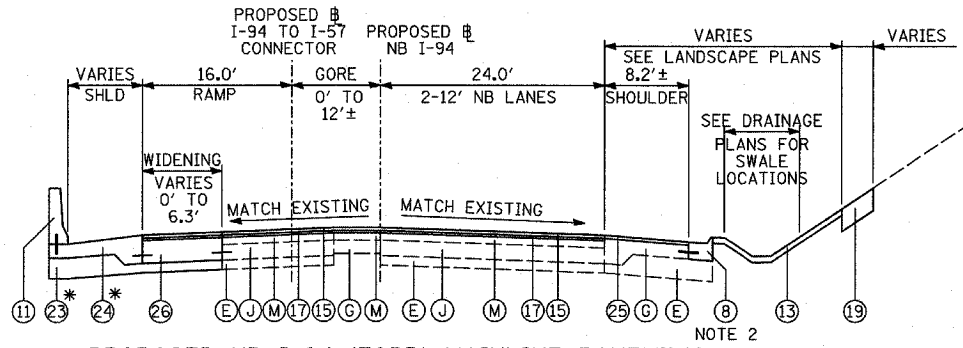
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	916	23
STA. 190+65 (NB I-57) TO STA. 2316+00 (NB RYAN)				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
* (1516.1, 1717, & 1818) R-4				



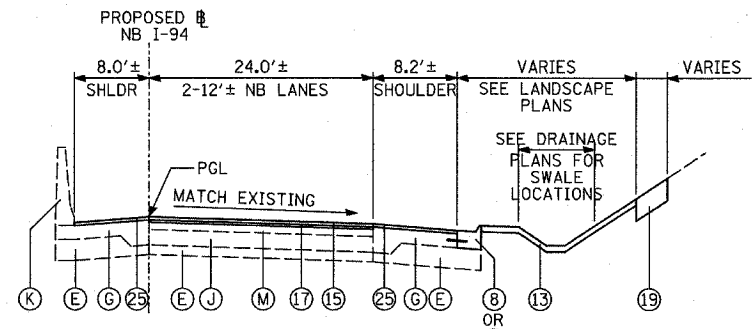
PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT
AIS #5 - EAST OF S. M.L.K. JR. DR.



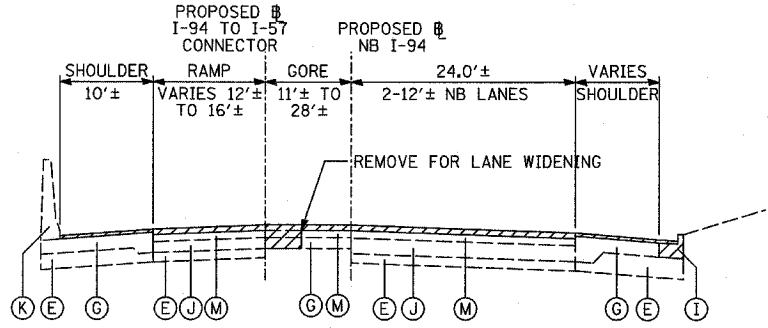
EXISTING NB I-94 (FORD) MAINLINE PAVEMENT
EAST RESURFACING LIMIT TO STA. 2006+61



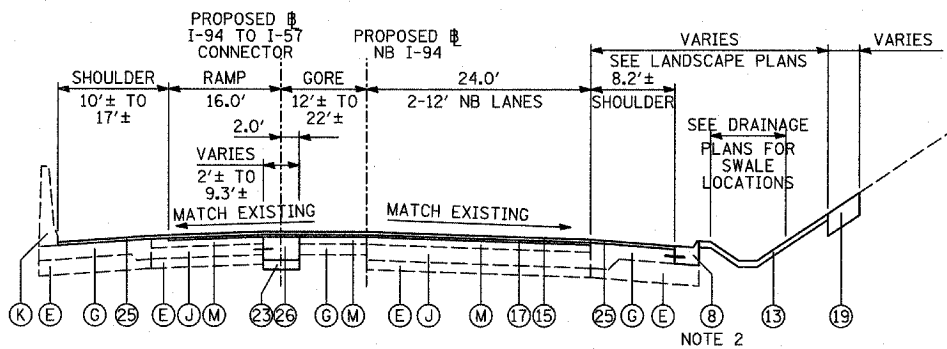
PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT
EAST RESURFACING LIMIT TO STA. 2006+61



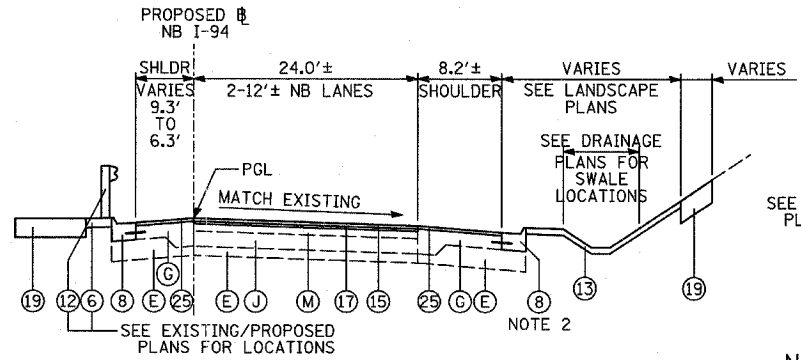
PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT
LOCATIONS VARY BETWEEN SPLIT AND RECONSTRUCTION LIMIT



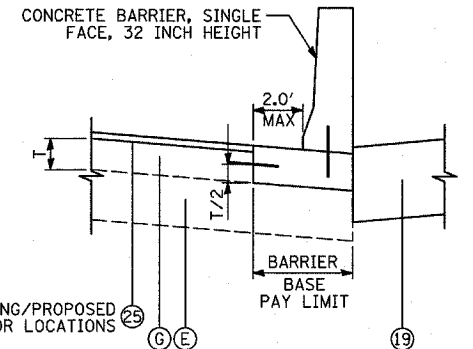
EXISTING NB I-94 (FORD) MAINLINE PAVEMENT
STA. 2006+61 TO WB CONNECTOR SPLIT



PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT
STA. 2006+61 TO WB CONNECTOR SPLIT



PROPOSED NB I-94 (FORD) MAINLINE PAVEMENT
LOCATIONS VARY BETWEEN SPLIT AND RECONSTRUCTION LIMIT



- NOTES:**
- REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.
 - PROPOSED CURB OR BARRIER BASE SHALL BE PLACED ON EXISTING SUBGRADE WITH THICKNESS EQUAL TO EXISTING ADJACENT PCC SHOULDERS. RECOMPACTING OF EXISTING SUBGRADE OR PLACEMENT OF ADDITIONAL AGGREGATE SHALL BE INCLUDED IN THE COST OF "COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24, OR "CONCRETE BARRIER, SINGLE FACE", OF THE TYPE SPECIFIED.

- PROPOSED LEGEND**
- CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"; & PAVEMENT REINFORCEMENT, 14"
 - STABILIZED SUB-BASE, 6" (BITUMINOUS AGGREGATE MIXTURE)
 - SUB-BASE GRANULAR MATERIAL, TYPE B 24"
 - GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)
 - CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) (WITHOUT STAMPED PATTERN)
 - COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
 - COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
 - COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48
 - PORTLAND CEMENT CONCRETE SHOULDERS 14"
 - CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT; BARRIER BASE; BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
 - TRAFFIC BARRIER TERMINAL, TYPE VARIES
 - TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 2A; EROSION CONTROL BLANKET
 - AGGREGATE FILL (INCLUDED IN THE COST OF "CONCRETE MEDIAN SURFACE, 6" (SPECIAL)") (MATCH DEPTH TO ADJACENT CURB & GUTTER)
 - POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "F", N105, 1 1/4"
 - PIPE UNDERDRAIN, 6" (SEE DETAILS)
 - POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105, 2 1/4"
 - ELECTRICAL DUCTBANK (SEE ELECTRICAL INFRASTRUCTURE PLANS)
 - TOPSOIL FURNISH AND PLACE, 12"; COMPOST FURNISH AND PLACE 6"; EROSION CONTROL BLANKET; SEEDING (SEE PLAN FOR CLASS)
 - CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL); BARRIER BASE; CTA FENCE (SEE DETAILS); BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
 - PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
 - SUB-BASE GRANULAR MATERIAL, TYPE B 12"
 - SUB-BASE GRANULAR MATERIAL, TYPE B 6"
 - PORTLAND CEMENT CONCRETE SHOULDERS 9"
 - BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N70, 1 1/2"
 - PORTLAND CEMENT CONCRETE BASE COURSE 13"
 - PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)

- EXISTING LEGEND**
- ALL EXISTING PAVEMENT DEPTHS ARE FROM AS-BUILT PLANS AND ARE SUBJECT TO CHANGE
- BIT CONC SURFACE COURSE, 1 1/2"±
 - BIT CONC BINDER COURSE, 1 1/2"±
 - BIT CONC BINDER COURSE, 4 3/4"±
 - SUB-BASE GRANULAR MATERIAL, 4"±
 - SUB-BASE GRANULAR MATERIAL, 6"±
 - CRUSHED STONE, 5"±
 - PCC SHOULDERS, 9"±
 - PCC BASE COURSE, 9"±
 - COMB CONC CURB & GUTTER
 - PCC PAVEMENT, 10"± (W/ PAVEMENT FABRIC, 80 LBS±/100 SF)
 - CONCRETE BARRIER WALL
 - CTA BALLAST STONE; REGRADE AS NECESSARY (INCLUDE REGRADING IN THE COST OF "CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)")
 - BITUMINOUS SURFACE, 7"±
 - STABILIZED SUB-BASE, 4"±
 - SUB-BASE GRANULAR MATERIAL, 12"±
 - EXISTING PIPE UNDERDRAIN
 - EXISTING FIBER OPTIC DUCT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
EXISTING & PROPOSED TYPICAL SECTIONS
AIS #5 / RESURFACING ALONG
NB I-94 (BISHOP FORD FREEWAY)
(SHEET 7 OF 8)

SCALE: NONE
DATE: MARCH 7, 2006
DRAWN BY: RTM
CHECKED BY: MPG



* - ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL SHALL BE INCLUDED IN THE COST OF SUB-BASE GRANULAR MATERIAL, TYPE B 6".
ADDITIONAL THICKNESS OF PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SHOULDERS 9".

** - ADDITIONAL THICKNESS OF SUB-BASE GRANULAR MATERIAL SHALL BE INCLUDED IN THE COST OF SUB-BASE GRANULAR MATERIAL, TYPE B 12".
ADDITIONAL THICKNESS OF PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED).