



**NOTES**

1. SEE TYPICAL SECTIONS FOR COMPOSITION OF EXISTING AND PROPOSED PAVEMENT.
2. ALL VIEWS LOOKING UPSTATION.
3. CONTRACTOR SHALL USE CAUTION DURING PAVEMENT REMOVAL AND EXCAVATION OPERATIONS AROUND EXISTING BRIDGE FOUNDATIONS.
4. ALL DIMENSIONS AT RIGHT ANGLES TO EXPRESSWAY.
5. THE TOP OF FOOTING ELEVATIONS ARE TAKEN FROM EXISTING PLANS. IF THE TOP OF FOOTING ELEVATION VARIES SUCH THAT THE PROPOSED PCC PAVEMENT WOULD NEED TO BE POURED DIRECTLY ONTO THE TOP OF FOOTING, THE CONTRACTOR SHALL PROVIDE A 10 MIL POLYETHYLENE BOND BREAKER ON TOP OF THE EXISTING FOOTING PRIOR TO PLACING THE PAVEMENT. THIS WORK SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14"
6. REFER TO PROPOSED ELECTRICAL SHEETS FOR DUCTBANK PAY ITEM.
7. NO INFORMATION WAS AVAILABLE FOR THE EXISTING BRIDGE, THEREFORE FOOTING SIZE AND ELEVATION ARE UNKNOWN. CONTRACTOR SHALL ADJUST DUCTBANK LOCATION AND ELEVATION AS NECESSARY TO AVOID CONFLICT WITH FOOTING. CONTRACTOR SHALL ADJUST UNDERDRAIN LOCATION AND ELEVATION AS NECESSARY.
8. MAINTAIN 3" MIN. STABILIZED SUBBASE (BAM) OVER DUCTBANK. CONTRACTOR SHALL ADJUST DUCTBANK AS NECESSARY TO MEET THIS REQUIREMENT.

| REVISIONS |      |
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 F.A.I. 94 (DAN RYAN EXPRESSWAY)  
 TYPICAL SECTIONS AND DETAILS:  
 UNION PACIFIC RAILROAD  
 DUCTBANK DETAILS

SCALE: NONE  
 DATE: MARCH 7, 2006  
 DRAWN BY: TB  
 CHECKED BY: TGB

