F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	•	COOK	764	175
STA. 88+60 (SB I-57) 1126+91 (SB FORD)		TO STA. 1313+00 (SB RYAN)		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• (1516.1, 1717, & 1818) R-5

62593

GENERAL NOTES:

SEE SPECIAL PROVISION TITLED TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

A WORK ZONE SPEED LIMIT OF 45 M.P.H. MUST BE MAINTAINED AT ALL TIMES.

QUANTITY FOR TEMPORARY PAVEMENT MARKING - LINE 6" WAS ASSUMED EQUAL TO THE LENGTH OF TEMPORARY CONCRETE BARRIER. UTILIZED WHEN THE BARRIER IS LOCATED ONE FOOT OR LESS FROM THE EDGE OF TRAVELED WAY.

ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING THE WINTER LANE CONFIGURATION OR ON EXISTING PAVEMENT SHALL BE PAID FOR AS EPOXY PAVEMENT MARKING OF THE LINE TYPE AND WIDTH SPECIFIED.

ALL TEMPORARY PAVEMENT MARKINGS PLACED ON NEW PAVEMENT SHALL BE PAID FOR AS PAVEMENT MARKING TAPE, TYPE III OF THE LINE TYPE AND WIDTH SPECIFIED EXCEPT WHEN DIRECTED OTHERWISE.

A TOTAL OF 10 CHANGEABLE MESSAGE SIGNS SHALL BE LOCATED ALONG THE MAINLINE AND NEAR RAMP CLOSURES FOR THE DURATION OF THIS CONTRACT. EXACT PLACEMENT OF THE SIGNS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.

ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE RESIDENT ENGINEER. MEASURE OF PAYMENT FOR REMOVAL OF REFLECTORS IS INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

FOR ACCESS CONTROL, THE CONTRACTOR IS REQUIRED TO PLACE CHAIN LINK FENCE 6' (SPECIAL), 7'-2" CLEAR FROM THE CENTERLINE OF CTA TRACK, PRIOR TO REMOVING EXISTING CTA CHAIN LINK FENCE AND BARRIER WALL. THE CONTRACTOR MUST ALSO PLACE CHAIN LINK GATES, 6' X 6' SINGLE AT ALL LOCATIONS WHERE THERE ARE EXISTING CTA FENCE GATES. THE CHAIN LINK FENCE 6' (SPECIAL) MUST REMAIN IN PLACE UNTIL THE NEW PERMANENT CTA FENCE IS COMPLETED.

SEE MISCELLANEOUS DETAILS FOR MAINLINE TEMPORARY PAVEMENT AND MILLING OPERATIONS FOR THE POST-STAGE 1 WINTER LANE CONFIGURATION.

THE RESIDENT ENGINEER SHALL ASSESS THE EXISTING CONDITION OF THE PAVEMENT LOCATED ALONG THE INSIDE SHOULDER. DAMAGED AREAS WILL REQUIRE SHOULDER REHABILITATION INCLUDING MILLING AND RESURFACING. ADDITIONAL QUANTITIES OF 325.0 SQ YD FOR BITUMINOUS SURFACE REMOVAL 1½" AND 28.0 TONS FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 HAVE BEEN INCLUDED IN THE PLANS.

CONSTRUCTION STAGING NOTES

PRE STAGE 1 & 1A - NIGHT TIME OPERATIONS

ALL RAMPS ARE SHOWN OPEN ON STAGING PLANS. IN ORDER TO FACILITATE MAINLINE AND RAMP TERMINAL PAVING, THE CONTRACTOR HAS THE OPTION TO CLOSE RAMPS FOR A LIMITED TIME IN ACCORDANCE WITH RAMP CLOSURE GUIDELINES PROVIDED IN THE SPECIAL PROVISIONS.

ADDITIONAL PAVEMENT MARKING TAPE QUANTITIES HAVE BEEN PROVIDED TO RESTRIPE RAMP GORES AFTER THE RAMP TERMINALS HAVE BEEN RECONSTRUCTED (ASSUMED TO INCLUDE 1 ENTRANCE RAMP AND 2 EXIT RAMPS).

INSTALL RAMP CLOSURE ADVANCE INFORMATION SIGNS ON STAGE 1 RAMP CLOSURES A MINIMUM OF 2 WEEKS IN ADVANCE OF THE CLOSURE. SEE STAGE 1 RAMP CLOSURE GUIDELINES IN THE SPECIAL PROVISIONS.

COORDINATE 3 LANES OF TRAFFIC AT SB I-94 (DAN RYAN) STA. 1313+00 WITH CONTRACT #60B18 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

PERFORM MEDIAN REMOVAL PARTIAL DEPTH OPERATIONS FROM SB I-57 STA. 129+25 TO STA. 131+77.

UTILIZE DISTRICT 1 DETAIL TC-17 TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES TO INSTALL TEMPORARY PAVEMENT WIDENING AND AGGREGATE SHOULDER FROM SB I-57 STA. 131+78 TO STA. 146+45.

COMPLETE SHOULDER REHABILITATION FOR AREAS OF DAMAGED PAVEMENT PRIOR TO SHIFTING TRAFFIC.

REMOVE EXISTING PAVEMENT MARKINGS AND REPLACE WITH EPOXY PAVEMENT MARKINGS.

REMOVE LENSES FROM RAISED REFLECTIVE PAVEMENT MARKERS.

INSTALL TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGE 1 & 1A CONSTRUCTION.

COVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

STAGE 1 & 1A CONSTRUCTION (FALL 2006)

STAGE 1 CONSTRUCTS LANES 4, 5, & THE OUTSIDE SHOULDER ALONG THE MAINLINE SB I-94 (DAN RYAN), LANES 3, 4, & THE OUTSIDE SHOULDER ALONG SB I-57, AND RAMP TERMINALS ALONG BOTH SB I-94 AND SB I-57 INCLUDING ALL ADDITIONAL WORK WITHIN THE PROPOSED LIMITS.

STAGE 1 ALSO COMPLETES ALL JACKED IN PLACE STORM SEWERS. ADDITIONAL STAGING COORDINATION WITH CONTRACT #62304 MAY BE REQUIRED.

MAINLINE SB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 3-11' LANES UNTIL TRAFFIC IS SPLIT AT THE SB I-57 & SB I-94 (BISHOP FORD) JUNCTION. THE CENTER LANE WILL SPLIT INTO TWO LANES ALLOWING 2-11' LANES OF TRAFFIC TO BOTH SB I-57 & SB I-94 (BISHOP FORD). THE WB I-94 TO I-57 CONNECTOR WILL MERGE INTO THE SB I-57 TRAFFIC.

DURING STAGE 1, CONSTRUCTION WORK SHALL BE PROHIBITED BETWEEN SB I-57 STA. 119+18 AND STA. 141+46. THIS AREA IS REQUIRED TO CREATE A SAFER MERGE BETWEEN SB I-57 & THE WB I-94 TO SB I-57 CONNECTOR DUE TO THE TRAFFIC CONFIGURATION IN CONTRACT #62304.

STAGE 1A IS REQUIRED TO CONSTRUCT LANES 3, 4, & THE OUTSIDE SHOULDER FROM SB I-57 STA. 119+18 TO STA. 141+46. THIS STAGE WILL COINCIDE WITH STAGE 1 WHILE THE REMAINING STAGE 1 WORK IS COMPLETED AND MUST BE COORDINATED WITH CONTRACT #62304.

PRE STAGE WINTER LANE CONFIGURATION - NIGHT TIME OPERATIONS

PERFORM TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS ALONG THE SB I-94 & SB I-57 (DAN RYAN) PRIOR TO THE START OF THE WINTER LANE CONFIGURATION.

COORDINATE 4 LANES OF TRAFFIC AT SB I-94 (DAN RYAN) STA. 1313+00 WITH CONTRACT #60B18 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM STAGES 1 & 1A AND REPLACE WITH EPOXY PAVEMENT MARKINGS.

RELOCATE TEMPORARY CONCRETE BARRIER WALL TO CREATE ADEQUATE SHOULDERS FOR SNOW STORAGE AND RELOCATE REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR THE WINTER LANE CONFIGURATION.

INSTALL IMPACT ATTENUATOR, TEMPORARY (SEVERE USE, NARROW) AND REQUIRED TEMPORARY CONCRETE BARRIER TO PROTECT BLUNT END OF PERMANENT BARRIER WALL AT SB I-57 STA. 92+88.

COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

WINTER LANE CONFIGURATION (WINTER 2006 - 2007) 1

MAINLINE SB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED LEFT TO THE INSIDE SHOULDER IN 4-11' LANES UNTIL TRAFFIC IS SPLIT AT THE SB I-57 & SB I-94 (BISHOP FORD) JUNCTION. THE RIGHT 2-11' LANES WILL WEAVE RIGHT TO SB I-57 WITH THE LEFT 2-11' LANES HEADING TO SB I-94 (BISHOP FORD). THE WB I-94 TO I-57 CONNECTOR WILL ADD A THIRD 11' LANE ALONG SB I-57.

PRE STAGE 2 & 2A - NIGHT TIME OPERATIONS

COORDINATE 3 LANES OF SPLIT TRAFFIC AT SB I-94 (DAN RYAN) STA. 1313+00 WITH CONTRACT #60B18 IN ORDER TO MAINTAIN TRAFFIC FLOW.

1 COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT EB I-57 TO I-94 CONNECTOR STA. 415+06 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM THE WINTER LANE CONFIGURATION AND REPLACE WITH EPOXY OR PAVEMENT MARKING TAPE DEPENDING IF THE PAVEMENT IS EXISTING, NEWLY BUILT OR UNLESS DIRECTED OTHERWISE.

RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGES 2 & 2A.

PERFORM TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS PRIOR TO THE START OF STAGE 2A FROM DAN RYAN STA. 1260+00 TO 1270+00.

IMPLEMENT 87TH STREET ENTRANCE RAMP TEMPORARY DETOUR FOR TRAFFIC REQUIRING ACCESS TO SB I-94 (BISHOP FORD).

COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

STAGE 2 & 2A CONSTRUCTION (SPRING 2007) 1

STAGE 2 CONSTRUCTS LANE 3 ALONG THE MAINLINE SB I-94 (DAN RYAN) FROM STA. 1216+60 TO STA. 1313+00, PROPOSED STORM SEWER, AND CURB & GUTTER WITHIN THE SOUTH PORTION OF SB I-94 (BISHOP FORD) STA. 1143+00 & STA. 1151+00.

MAINLINE SB I-94 (DAN RYAN) TRAFFIC WILL BE SPLIT INTO 2-11' EXPRESS LANES SHIFTED LEFT TO THE INSIDE SHOULDER AND 1-11' LOCAL LANE SHIFTED RIGHT TO THE OUTSIDE SHOULDER UNTIL STA. 1216+60. A SLIP RAMP WILL BE PLACED BETWEEN STA. 1270+00 AND STA. 1280+00 TO ALLOW TRAFFIC FROM THE LOCAL LANES ACCESS TO THE EXPRESS LANES AND SB I-94 (BISHOP FORD). AN EXIT RAMP FROM THE EXPRESS LANES TO SB I-57 WILL ADD A SECOND LOCAL LANE AT SB I-57 STA. 157+33. THE WB I-94 TO I-57 CONNECTOR WILL ADD A THIRD LANE ALONG SB I-57. THE EB I-57 TO I-94 CONNECTOR WILL ADD AN ADIITIONAL LANE ALONG THE SB I-94 (BISHOP FORD) TRAFFIC.

THE CONTRACTOR MUST FIRST COMPLETE LANE 3 BETWEEN SB I-94 (DAN RYAN) STA. 1260+00 AND STA. 1270+00 IN ORDER TO IMPLEMENT STAGE 2A.

STAGE 2A IS REQUIRED TO CONSTRUCT LANE 3 BETWEEN SB I-94 (DAN RYAN) STA. 1270+00 AND STA. 1280+00. THE SLIP RAMP FROM THE LOCAL LANE TO EXPRESS LANES WILL BE MOVED BETWEEN SB I-94 (DAN RYAN) STA. 1260+00 AND STA. 1270+00. THIS STAGE WILL COINCIDE WITH STAGE 2 WHILE THE REMAINING STAGE 2 WORK IS COMPLETED.

THE CONTRACTOR MUST COORDINATE WITH CONTRACT #62304 CONCERNING BOX BEAM REPLACEMENT WITHIN THE CTA AND SB BISHOP FORD TUNNELS WHICH SPANS ACROSS CONTRACT #62593'S CONSTRUCTION ZONE.

PRE STAGE 3, 3A, 3B, 3C, & 3D - NIGHT TIME OPERATIONS

COORDINATE 3 LANES OF TRAFFIC AT SB I-94 (DAN RYAN) STA. 1313+00 WITH CONTRACT #60B18 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT WB I-94 TO I-57 CONNECTOR STA. 340+29 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

COORDINATE SINGLE LANE OF TRAFFIC AT EB I-57 TO I-94 CONNECTOR STA. 415+06 WITH CONTRACT #62304 IN ORDER TO MAINTAIN TRAFFIC FLOW.

PERFORM TEMPORARY PAVEMENT AND COLD MILLING OPERATIONS FROM DAN RYAN STA. 1216+60 TO STA. 1221+60.

REMOVE CONFLICTING TEMPORARY PAVEMENT MARKINGS FROM STAGE 2 AND REPLACE WITH EPOXY OR PAVEMENT MARKING TAPE DEPENDING IF THE PAVEMENT IS EXISTING, NEWLY CONSTRUCTED, OR UNLESS DIRECTED OTHERWISE.

RELOCATE TEMPORARY CONCRETE BARRIER WALL AND REMAINING TEMPORARY TRAFFIC CONTROL DEVICES FOR STAGES 3, 3A, 3B, 3C, & 3D.

COVER & UNCOVER PERMANENT AND TEMPORARY SIGNS AS NEEDED.

1 **STAGE 3 CONSTRUCTION (SUMMER AND FALL 2007)**

(NORTH OF SB I-94 (DAN RYAN) STA. 1221+60)

STAGE 3 CONSTRUCTS LANES 1, 2, THE INSIDE SHOULDER, AND CTA BARRIER WALL ALONG THE MAINLINE SB I-94 (DAN RYAN) FROM STA. 1221+60 TO STA. 1313+00.

MAINLINE SB I-94 (DAN RYAN) TRAFFIC WILL BE SHIFTED RIGHT TO THE OUTSIDE SHOULDER IN 3-11' LANES UNTIL TRAFFIC IS SPLIT AT THE SB I-57 & SB I-94 (BISHOP FORD) JUNCTION. THE RIGHT 2-11' LANES WILL CONTINUE ALONG SB I-57 WITH THE LEFT 1-11' LANE CONTINUING ALONG THE SB I-94 (BISHOP FORD).

STAGE 3A, 3B, 3C, & 3D CONSTRUCTION (SUMMER AND FALL 2007)

(SOUTH OF SB I-94 (DAN RYAN) STA. 1221+60)

STAGES 3A, 3B, 3C, & 3D CONSTRUCT LANES 1, 2, & THE INSIDE SHOULDER ALONG SB I-57, LANE 3 TO SB I-94 (DAN RYAN) STA. 1216+60, AND THE REMAINING PROPOSED STORM SEWER, CURB & GUTTER, SHOULDERS, TUNNEL WORK, & RESURFACING OPERATIONS ALONG SB I-94 (BISHOP FORD) AND THE EB I-57 TO I-94 CONNECTOR.

THE CONTRACTOR MUST COORDINATE WITH CONTRACT #62304 CONCERNING BOX BEAM REPLACEMENT WITHIN THE CTA AND SB BISHOP FORD TUNNELS WHICH SPANS ACROSS CONTRACT #62593'S CONSTRUCTION ZONE.

IN STAGE 3A, MAINLINE I-94 (DAN RYAN) TRAFFIC WILL BE SPLIT FOR THE SB I-57 & SB I-94 (BISHOP FORD) JUNCTION AT STA. 1221+60. THE WB I-94 TO I-57 CONNECTOR WILL ADD A THIRD LANE ALONG SB I-57, BUT WILL BE PROHIBITED FROM EXITING AT HALSTED STREET. THE EB I-57 TO I-94 CONNECTOR WILL ADD AN ADDITIONAL LANE ALONG THE SB I-94 (BISHOP FORD) TRAFFIC. THIS STAGE WILL COINCIDE WITH STAGE 3 WHILE THE REMAINING WORK IS COMPLETED AND MUST BE COORDINATED WITH CONTRACT #62304.

THE CONTRACTOR MUST FIRST COMPLETE THE REMAINING WORK FROM LANE 2 AT SB I-57 STA. 121+40 EXTENDING TO LANE 3 AT SB I-94 (DAN RYAN) STA. 1216+60, PORTIONS OF STORM SEWER, CURB AND GUTTER, AND SHOULDER ALONG THE INSIDE OF THE EB I-57 TO I-94 CONNECTOR, TEMPORARY PAVEMENT WIDENING AND PORTIONS OF STORM SEWER FROM SB I-94 (BISHOP FORD) STA. 1126+89 TO STA. 1143+16, AND THE TUNNEL WORK ALONG THE OUTSIDE OF SB I-94 (BISHOP FORD) IN ORDER TO IMPLEMENT STAGE 3B.

STAGE 3B IS REQUIRED TO CONSTRUCT LANES 1, 2, AND THE INSIDE SHOULDER WITHIN SB I-57 STA. 89+45 AND WB I-94 TO I-57 CONNECTOR STA. 340+29, ALL REMAINING STORM SEWER, CURB & GUTTER, AND SHOULDER ITEMS ALONG SB I-94 (BISHOP FORD) AND THE EB I-57 TO I-94 CONNECTOR, AND THE TUNNEL WORK ALONG THE INSIDE OF SB I-94 (BISHOP FORD). THIS STAGE WILL COINCIDE WITH STAGE 3 WHILE THE REMAINING WORK IS COMPLETED AND MUST BE COORDINATED WITH CONTRACT #62304.

IN STAGE 3B, MAINLINE I-94 (DAN RYAN) TRAFFIC WILL BE SPLIT FOR THE SB I-57 & SB I-94 (BISHOP FORD) JUNCTION AT STA. 152+92. THE WB I-94 TO I-57 CONNECTOR WILL MERGE INTO THE SB I-57 TRAFFIC. THE EB I-57 TO I-94 CONNECTOR WILL ADD AN ADDITIONAL LANE ALONG THE SB I-94 (BISHOP FORD) TRAFFIC. THE SB I-57 WILL BE IN 2-11' LANES BEGINNING AT STA. 149+91.

THE CONTRACTOR MUST COMPLETE ALL CONSTRUCTION FROM SB I-57 STA. 89+45 TO STA. 107+16 EXCEPT WORK CONSTRAINED BY THE LIMITED WORKING SPACE IN ORDER TO IMPLEMENT STAGE 3C.

THE CONTRACTOR MUST ALSO COMPLETE ALL DRAINAGE WORK ON THE SB I-94 (BISHOP FORD) AND COMPLETE RECONSTRUCTION WORK ON THE DAN RYAN FROM STA. 1205+00 TO 1221+60 PRIOR TO IMPLEMENTING STAGE 3C.

STAGE 3C IS REQUIRED TO TO GIVE THE CONTRACTOR ENOUGH WORKING SPACE TO POUR LANES 1, 2, & THE INSIDE SHOULDER BETWEEN SB I-57 STA. 89+45 AND STA. 107+16. DUE TO THE SEVERE TRAFFIC CONSTRAINTS THIS STAGE WILL BE FOR A LIMITED DURATION AS DETAILED IN THE SPECIAL PROVISIONS AND WILL COINCIDE WITH WORK REMAINING FROM STAGES 3 & 3B.

IN STAGE 3C, MAINLINE TRAFFIC WILL BE EXPANDED TO 4-11' LANES AT SB I-94 (DAN RYAN) STA. 1215+53. THE TRAFFIC WILL SPLIT AT SB I-57 STA. 152+92. THE SB I-94 (BISHOP FORD) TRAFFIC WILL BE WIDENED TO 2-12' LANES. THE SB I-57 TRAFFIC WILL BE IN THE SAME LANE CONFIGURATION AS STAGE 3B THROUGH STA. 108+58 WHEN TRAFFIC IS REDUCED TO ONE LANE. AT SB I-57 STA. 108+58, THE RIGHT LANE OF TRAFFIC WILL BE FORCED ONTO THE HALSTED ST. EXIT RAMP AND ONLY A SINGLE 11' LANE OF WILL BE USED ALONG SB I-57. THE EB I-57 TO I-94 TRAFFIC WILL BE WIDENED TO 1-12' LANE WHERE IT WILL ADD AN ADDITIONAL LANE TO THE SB I-94 (BISHOP FORD).

THE CONTRACTOR MUST FIRST COMPLETE LANES 1, 2, & THE INSIDE SHOULDER IN STAGE 3C FROM SB I-57 STA. 89+45 TO STA. 107+16 IN ORDER TO IMPLEMENT STAGE 3D.

STAGE 3D IS REQUIRED TO INCREASE SB I-57 FROM 1-11' LANE TO 2-11' LANES BETWEEN STA. 89+45 AND STA. 107+16. THIS STAGE WILL COINCIDE WITH STAGES 3, 3B, & 3C WHILE THE REMAINING WORK IS COMPLETED.

THE CONTRACTOR MUST COORDINATE WITH CONTRACT #62304 IN ORDER TO COMPLETE THE CONSTRUCTION OF THE MERGING GORE BETWEEN SB I-57 AND THE WB I-94 TO I-57 CONNECTOR PRIOR TO THE END OF STAGE 3B AND 3D.

TY·LIN INTERNATIONAL

REVISIONS	
NAME	DATE
1 ADDENDUM 1	05/08/06

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

GENERAL NOTES

CONSTRUCTION STAGING NOTES

MAINTENANCE OF TRAFFIC DETAILS

SHEET 1 OF 12

SCALE: NO SCALE | DRAWN BY: RTM

DATE: MARCH 1, 2006 | CHECKED BY: TGB

5/8/2006 7:42:39 AM