F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
94	•	COOK	860	51
STA. 2200+00.00		TO STA. 2362+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• (1516.1, 1717 & 1818) R-8				62694

EXISTING CONDITIONS

MATCHLINE NB STA. 2208+00.00

95th STREET CTA STATION

CTA BUS TURNAROUND

NB I-94 (DAN RYAN EXPWY)

PROPOSED ℄ NB I-94

SHOULDER REMOVAL LIMITS BETWEEN FACE OF EXISTING CONCRETE BARRIER AND EDGE OF EXISTING PAVEMENT

+32.01 1.78RT

GUARDRAIL REMOVAL (50 FT)

WARNING SIGN WITH FLASHER REMOVED BY OTHERS IN CONTRACT 62583

CHAIN LINK FENCE REMOVAL (245 FT) (CONT. NEXT SHEET)

REMOVAL OF EXISTING STRUCTURES NO. 1

12 10 8 9

SB1-4 SB1-5 SB1-6 SB1-7 SB1-8

8738+00 8739+00 8740+00 8741+00 8742+00 8743+00

+58.39 0.00RT

S. STATE STREET

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

+71.49 16.93RT

SB2-27 SB2-26

MATCHLINE NB STA. 2214+00.00

PROPOSED IMPROVEMENTS

EXISTING EDGE OF PAVEMENT

PROPOSED ℄ NB I-94

TEMPORARY PAVEMENT

MATCH TEMPORARY PAVEMENT TO FACE OF EXISTING CONCRETE BARRIER AND EDGE OF EXISTING PAVEMENT

48.0'±

FURNISH TEMPORARY CONCRETE BARRIER (290 FT) WITH BITUMINOUS BASE (PAID FOR AS BITUMINOUS SHOULDERS, SUPERPAVE 6") (CONT. NEXT SHEET)

PCC SHOULDERS 11"

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

10' CURB TRANSITION (PAID FOR AS CCC&G, TYPE M-4.48)

10' CURB TRANSITION (PAID FOR AS CCC&G, TYPE M-4.24)

+21.60 16.00LT

+44.53 4.00RT (FACE OF GUARDRAIL)

+44.52 7.33RT (BACK OF CONC MED SURFACE)

TRAFFIC BARRIER TERMINAL, TYPE 6

+58.10 16.00LT (P.C.)

+71.92 0.00RT

+11.68 16.00LT

+76.20 6.58RT (BACK OF CONC MED SURFACE)

+75.22 16.00LT (P.T.)

+75.22 0.00RT (P.T.)

20.0' (TYP)

HIGH MAST LIGHT TOWER FOUNDATION #60MN4 (SEE CONTRACT 62583)

FULL DEPTH COMPOSITE PAVEMENT

PCC PAVEMENT

CONC MEDIAN SURFACE, 5" (MODIFIED)

PROPOSED RETAINING WALL #1

+61.91 0.00RT

CCC&G, TYPE M-4.48

2500.0'R

11" PCC PAVEMENT

+17.16 16.00LT

+17.16 0.00RT

+61.91 6.58RT (BACK OF CONC MED SURFACE)

10' CURB TRANSITION (PAID FOR AS CCC&G, TYPE M-4.24)

END WALL

+58.39 16.87LT

69.78 16.00LT

+58.39 0.00RT

CCC&G, TYPE M-4.24

+17.16 8.52RT

16.0' (TYP)

+58.10 0.00RT (P.C.)

2484.0'R

50.0'

CONCRETE GUTTER

3.0'

LIMIT OF RESURFACING

8740+00

4°40'16"

8738+00 8739+00 8741+00 8742+00 8743+00

+63.77 0.00RT (P.I.)

7.0'± (TYP)

2.0'R (FACE OF CURB)

+22.90 8.99RT

CONC MEDIAN SURFACE, 6" (SPECIAL)

4.0' (TYP)

CCC&G, TYPE M-2.48 (MATCH GUTTER FLAG CROSS-SLOPE TO RAMP CROSS-SLOPE)

+94.45 5.00RT (END OF GUARD RAIL TERMINAL)

+75.22 7.33RT (BACK OF CONC MED SURFACE)

+94.45 8.00RT (BACK OF CONC MED SURFACE)

+75.22 8.71RT (BACK OF CONC GUTTER)

END WALL

CHAIN LINK FENCE, 6'

+84.41 8.00RT (BACK OF CONC MED SURFACE)

CONC MEDIAN SURFACE, 6" (SPECIAL) (BRICK PATTERN NOT REQUIRED ADJACENT TO PROPOSED GUARDRAIL)

FULL DEPTH 9" COMPOSITE PAVEMENT (SEE TYPICAL SECTION DETAILS)

PROPOSED ℄ NB 95th ST. ENTRANCE RAMP

FULL DEPTH 10½" COMPOSITE PAVEMENT (SEE TYPICAL SECTION DETAILS)

CCC&G, TYPE M-2.12

6:1 TAPER

20.0' @ 10:1 TAPER

+61.91 7.58RT (END OF PROP FENCE)

+61.78 12.16RT

+72.91 11.18RT (B.O.C.)

10' CURB TRANSITION

+71.49 16.93RT

+71.81 12.79RT

63RD 71ST 79TH 87TH 95TH

DAN RYAN EXPRESSWAY

I-57 I-94

LOCATION MAP

SHEET 10 OF 41

0 20 40

SCALE: 1" = 20'-0"

LEGEND:

- PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- PAVEMENT/SHOULDER REMOVAL, SPECIAL
- COMB CONC CURB & GUTTER REMOVAL
- CHAIN LINK FENCE REMOVAL
- CONCRETE BARRIER/ GUARDRAIL REMOVAL
- 10 TREE REMOVAL (UNITS) (NO UNIT SHOWN = <6)
- SOIL BORING LOCATIONS
- LIGHT POLE FOUNDATION REMOVAL (SEE EXISTING ELECTRICAL PLANS)
- (+XX.XX XX.XXRT) MAINLINE ℄ STATION/OFFSET
- +XX.XX XX.XXRT RAMP ℄ STATION/OFFSET

NOTES:

- ALL STATION/OFFSET/RADIUS CALLOUTS MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- EXACT LOCATIONS OF EXISTING PIERS/ ABUTMENTS TO BE FIELD VERIFIED

TY·LIN INTERNATIONAL

REVISIONS NAME	DATE
REVISED	04/15/05

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

EXISTING AND PROPOSED PLAN
NB 95th STREET ENTRANCE RAMP
NB I-94 STA. 2210+42.53 TO 2214+00.00

SCALE: 1"=20' DRAWN BY: MPG

DATE: MARCH 18, 2005 CHECKED BY: JPM

04/13/2005 02:46:08 PM