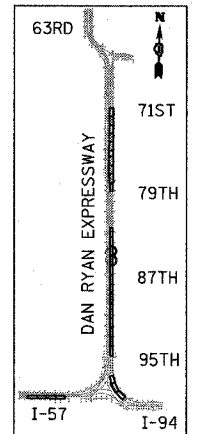
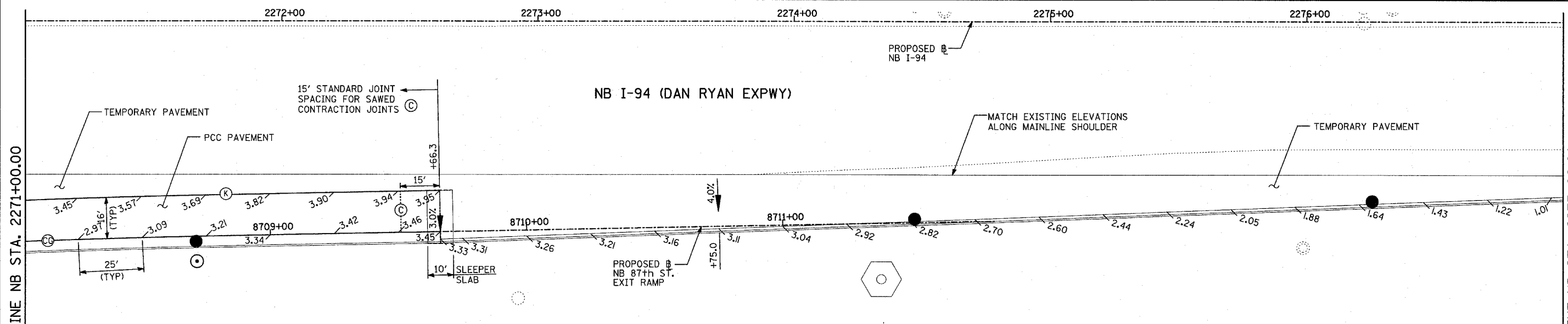
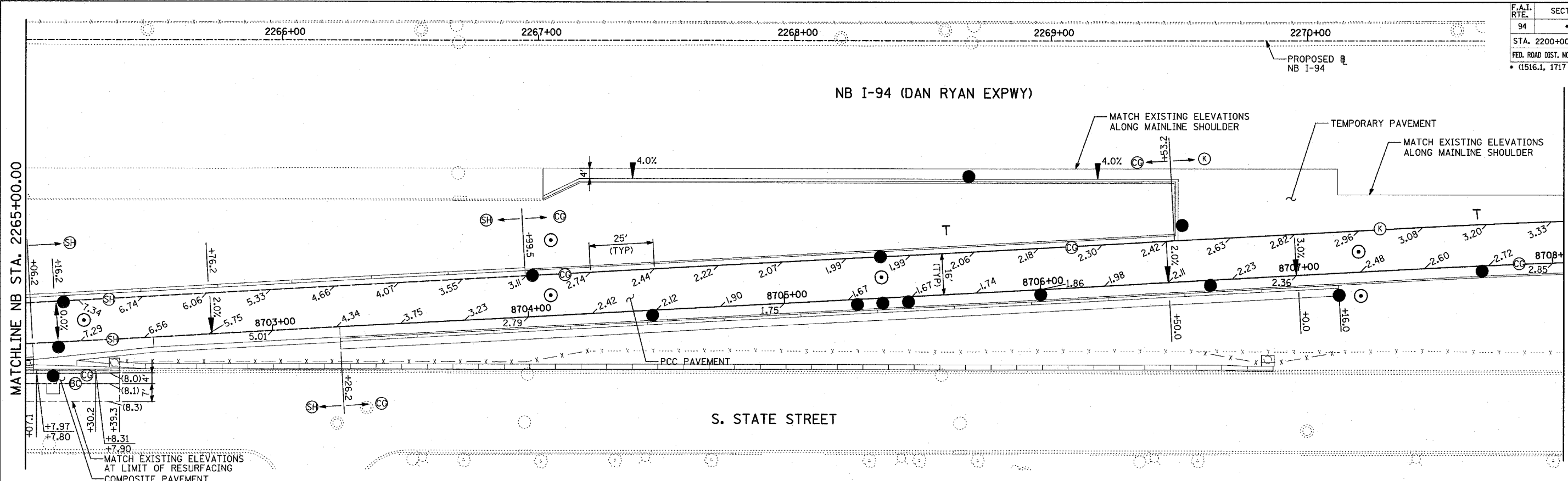
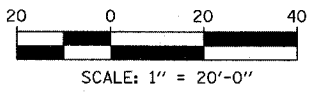


F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94		COOK	860	110
STA. 2200+00.00 TO STA. 2362+00.00				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* (1516.1, 1717 & 1818) R-8		62694		



LOCATION MAP



LEGEND:

- (T) TRANSVERSE CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 12" C-C, DRILL AND GROUT INTO PCC BASE COURSE (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS)
- (CG) CONSTRUCTION JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF CURB & GUTTER)
- (S) SAWED LONGITUDINAL JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 24" C-C (INCLUDED IN THE COST OF PCC PAVEMENT)
- (B) SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 30" C-C (INCLUDED IN THE COST OF PCC BASE COURSE)
- (SH) LONGITUDINAL SHOULDER CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)

- (L) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 30" LONG @ 24" C-C, DRILL & GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT)
- (BC) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" C-C, DRILL & GROUT INTO EXISTING PCC BASE COURSE (INCLUDED IN THE COST OF PCC BASE COURSE)
- (W) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" (INCLUDED IN THE COST OF PCC PAVEMENT OR SHOULDERS)
- (C) SAWED CONTRACTION JOINT WITH SMOOTH DOWEL BARS (EPOXY COATED), 1 1/2" DIA., 18" LONG @ 12" C-C (INCLUDED IN THE COST OF PCC PAVEMENT)
- (E) 2" EXPANSION JOINT WITH 1/2" DIA. CAPPED DOWELS, 18" LONG @ 12" C-C (BARS TO BE DRILLED AND GROUTED)
- (K) LONGITUDINAL KEYED JOINT WITHOUT TIE BARS (INCLUDED IN THE COST OF PCC PAVEMENT). (IF TEMPORARY PCC PAVEMENT OPTION USED, POLYETHYLENE BOND BREAKER MUST BE INCLUDED IN THE COST OF PCC PAVEMENT.)

NOTES:

1. SEE MISCELLANEOUS PAVEMENT ELEVATION AND JOINTING DETAILS FOR SLEEPER SLAB DETAIL.
2. THE DIMENSIONS FOR THE PAVEMENT JOINTS ARE BASED ON THE CENTERLINE DISTANCE BETWEEN THE JOINTS.
3. ALL DEFORMED TIE BARS SHALL BE EPOXY COATED.
4. CONTRACTION JOINTS (UNDOWELED-SAWED OR GROOVED) SHALL BE PROVIDED ACROSS ALL PCC SHOULDERS. JOINT SPACING SHALL BE 15' C-C UNLESS OTHERWISE NOTED.
5. ELEVATIONS ARE SPACED AT 25' INTERVALS UNLESS OTHERWISE NOTED.
6. ELEVATIONS FOR CURB & GUTTER ALONG TEMPORARY PAVEMENT ARE APPROXIMATE AND MAY VARY, DEPENDING ON EXISTING PAVEMENT ELEVATIONS AND CONDITION. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE.

LEGEND:
 (+XX.X) MAINLINE # STATION
 +XX.X RAMP # STATION

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. 94 (DAN RYAN EXPRESSWAY)
 PAVEMENT JOINTING AND ELEVATION PLAN
 NB 87th STREET ENTRANCE RAMP
 NB I-94 STA. 2265+00.00 TO 2277+00.00

SCALE: 1"=20'
 DATE: MARCH 18, 2005

DRAWN BY: JPM
 CHECKED BY: JPM, MAG