

PROPOSED LEGEND

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- 2 STABILIZED SUB-BASE 4"
- 3 STABILIZED SUB-BASE 6"
- 4 SUB-BASE GRANULAR MATERIAL, TYPE B 6"
- 5 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 7 BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70, 1 1/2"
- 8 POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 1"
- 9 BITUMINOUS MATERIALS (PRIME COAT)
- 10 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 11 PORTLAND CEMENT CONCRETE BASE COURSE 9 1/2"
- 12 PORTLAND CEMENT CONCRETE PAVEMENT 11" (JOINTED)
- 13 PORTLAND CEMENT CONCRETE SHOULDERS 11"
- 14 NOT USED
- 15 PORTLAND CEMENT CONCRETE SHOULDERS 14"
- 16 CONCRETE GUTTER, TYPE B
- 17 CONCRETE MEDIAN SURFACE, 5" (MODIFIED)
- 18 CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- 19 CONCRETE MEDIAN SURFACE, 6"
- 20 CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- 21 CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- 22 CHAIN LINK FENCE, 4' (SPECIAL)
- 23 BARRIER BASE
- 24 BARRIER WALL MARKERS, TYPE C (80' C-C)
- 25 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- 27 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 28 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- 29 PIPE UNDERDRAINS 6"
- 30 RETAINING WALL
- 31 MODIFIED EXISTING RETAINING WALL
- 32 SAND BACKFILL
- 33 GUARDRAIL
- 34 TOPSOIL FURNISH AND PLACE 4" + SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- 35 LONGITUDINAL SAWED OR CONSTRUCTION JOINT, FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF C.R.P.C.C. PAVEMENT 14")
- 36 LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB. CONC. CURB AND GUTTER TYPE)
- 37 LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF P.C.C. BASE COURSE 9")
- 38 LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE P.C.C. SHOULDERS TYPE)

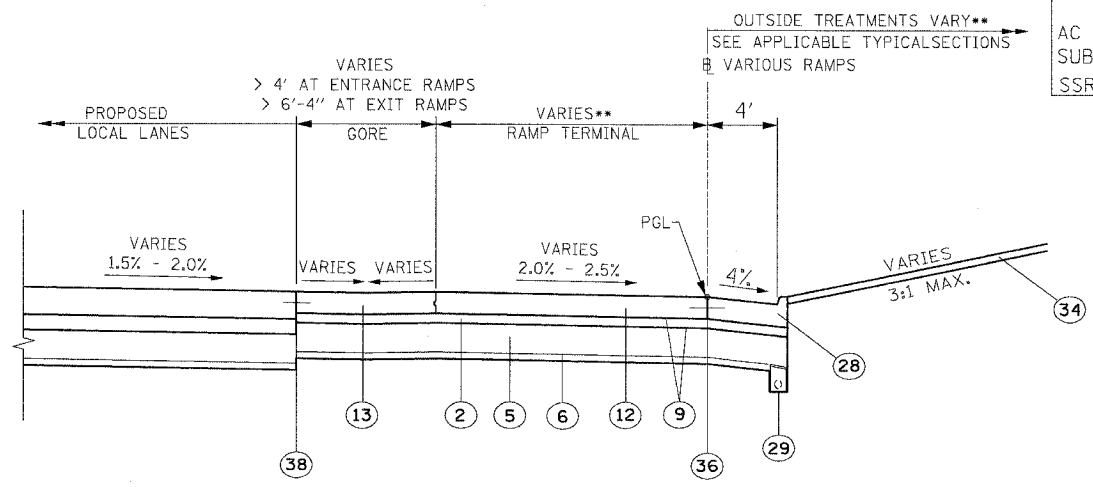
PROPOSED ONE LANE RAMP

RAMP	STATION	NOTES
47B	6060+19.89 TO 6064+73.20	⊗ (INVERT RAMP 47B GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM FRONTAGE ROAD CURB AND GUTTER TO STA. 6060+41)
43D	8053+88.78 TO 8058+71.26	⊗⊙ (INVERT RAMP 43D GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM STA 8058+60 TO FRONTAGE ROAD CURB AND GUTTER)
43B	6040+67.30 TO 6045+41.66	⊗ (INVERT RAMP 43B GUTTER FLAG 2% ONTO RAMP PAVEMENT FROM FRONTAGE ROAD CURB AND GUTTER TO STA 6040+99)
39C	8043+87.00 TO 8050+40.99	⊙
T35C	8024+07.51 TO 8024+43.44	⊙
T39B	6022+98.98 TO 6023+50.34	
35B	6004+13.87 TO 6004+72.35	⊙
31C	(EXISTING TO REMAIN IN PLACE)	⊗⊙

⊗ SEE "PROPOSED TYPICAL INSIDE RAMP SHOULDER TREATMENT WITH RETAINING WALL" FOR LEFT SIDE TREATMENT.
 ⊙ SEE "EARTH RETAINING RAMP BARRIER WALL" FOR RIGHT SIDE TREATMENT.

RAMPS:

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 16,758	SU= 532 MU= 1,710
ROAD/STREET CLASSIFICATION:	CLASS 1
P= 100%	S= 100% M= 100%
TRAFFIC FACTOR:	ACTUAL TF= 38.10 AC TYPE= N/A
	MINIMUM TF= 16.75
AC GRADE:	BINDER:= - SURFACE:= -
SUBGRADE SUPPORT RATING:	
SSR= 2.00	



JOINTED PORTION OF LOCAL LANE RAMP GORE

RAMP	STATION
47B	6064+73.20 TO 6067+60.90
43D	8053+44.04 TO 8053+88.78
43B	6045+41.66 TO 6047+20.50
39C	8043+46.16 TO 8043+87.00
T35C	8022+78.44 TO 8024+07.51
T39B	6023+50.34 TO 6025+68.75
35B	6004+72.35 TO 6006+98.87
31C	8002+55.49 TO 8004+20.57

NOTES:

- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
- SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
- TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.

** SEE PLAN SHEETS FOR DETAILS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94/90 (DAN RYAN EXPRESSWAY)
 GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)

PROPOSED TYPICAL SECTIONS

SCALE: NTS
 DATE: 06/09/06

DRAWN BY: JDC
 CHECKED BY: RS