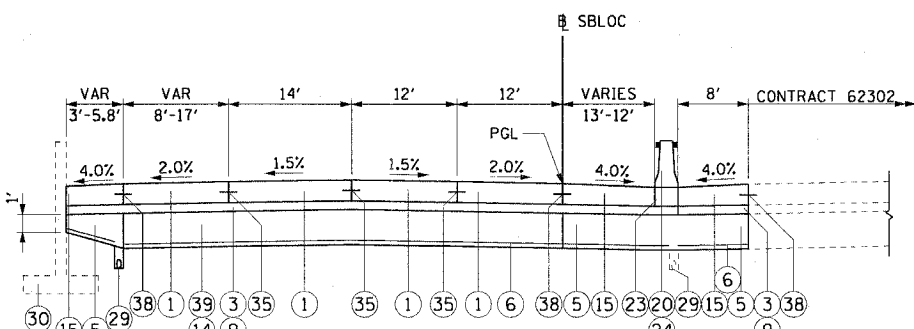


1 TYPICAL SECTION SB LOCAL LANES

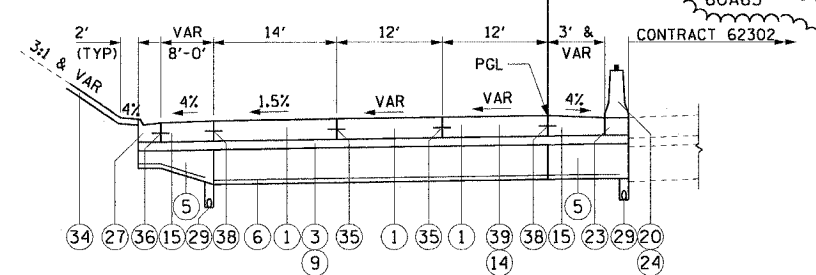
STA 3445+60.75 TO STA 3448+48.80

SUPERELEVATION TRANSITION: STA 3444+99.76 TO 3446+43.76
FULL SUPERELEVATION: STA 3446+43.76 TO STA 3449+88.26 (2.5% RT)



4 TYPICAL SECTION SB LOCAL LANES

STA 3456+18.07 TO STA 3460+44.24



7 TYPICAL SECTION SB LOCAL LANES

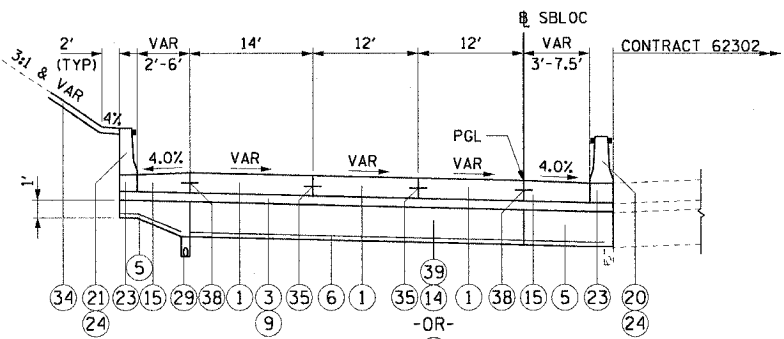
STA 3470+66.48 TO STA 3474+50.00

STRUCTURAL PAVEMENT DESIGN FOR MAINLINE

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930 MU= 31,949
ROAD/STREET CLASSIFICATION:	CLASS 1
PV= 8%	SU= 37% MU= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46 AC TYPE= N/A
	MINIMUM TF= 12.39
AC GRADE:	BINDER= SURFACE=
SUBGRADE SUPPORT RATING:	
SSR= 2.00 (STA. to STA.)	
SSR= 2.00 (STA. to STA.)	

PROPOSED LEGEND:

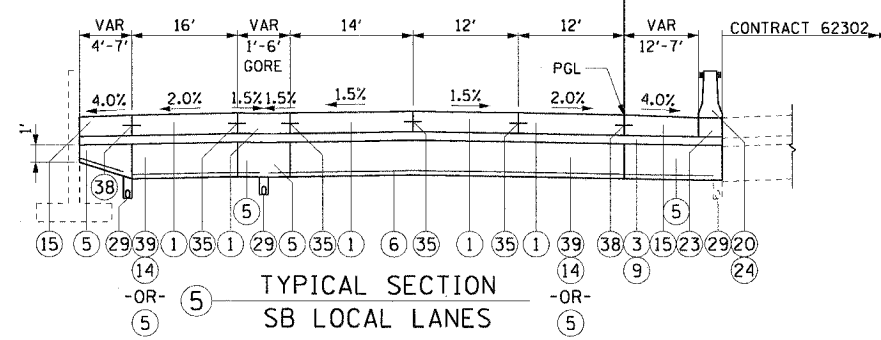
- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- 3 BITUMINOUS STABILIZED SUB-BASE, 4 1/2"
- 5 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 9 BITUMINOUS MATERIALS (PRIME COAT)
- 14 EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL
- 15 PORTLAND CEMENT CONCRETE SHOULDERS 14" & VARIES
- 18 CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- 20 CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- 21 CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- 23 BARRIER BASE
- 24 BARRIER WALL MARKERS, TYPE C (80" C-C)
- 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"
- 33 GUARDRAIL
- 34 TOPSOIL FURNISH AND PLACE / 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 CONTINUOUSLY REINFORCED PCC 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)
- 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 PCC SHOULDER TYPE)
- 39 SUB-BASE GRANULAR MATERIAL, TYPE B 12"



2 TYPICAL SECTION SB LOCAL LANES

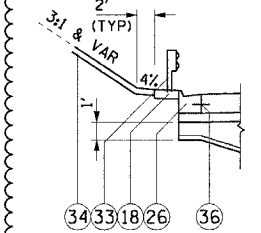
STA 3448+48.80 TO STA 3452+28.70

FULL SUPERELEVATION: STA 3446+43.76 TO STA 3449+88.26 (2.5% RT)
SUPERELEVATION TRANSITION: STA 3449+88.26 TO STA 3451+32.26



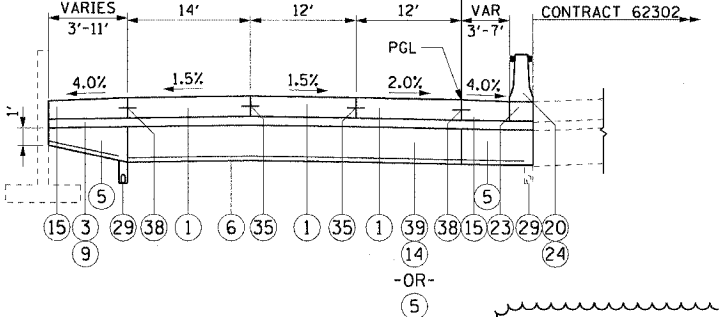
5 TYPICAL SECTION SB LOCAL LANES

STA 3460+44.24 TO STA 3463+02.98



3 TYPICAL SECTION SB LOCAL LANES

STA 3452+28.70 TO STA 3456+18.07



6 TYPICAL SECTION SB LOCAL LANES

STA 3463+02.98 TO STA 3470+66.48

NOTES CONT:
4. THE SLOPE OF THE STABILIZED SUB-BASE 4 1/2" UNDER THE SHOULDERS AND CURB & GUTTER SHALL MATCH THE SLOPE OF THE ADJACENT PAVEMENT IN THE NORMAL CROWNED AREAS.

- NOTES:
- SEE ROADWAY DETAILS FOR THE VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR TYING 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.
 - THE SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN ALL PROPOSED AND EXISTING SHOULDERS ACCORDING TO IDOT STANDARD 642001. SEE ROADWAY PLANS FOR EXACT LOCATIONS.
 - 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.

REVISIONS	
NAME	DATE
ADDENDUM 1	7/27/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
63RD STREET TO GARFIELD BLVD (SB LOCAL LANES)

PROPOSED TYPICAL SECTIONS SOUTHBOUND LOCAL LANES

SCALE: H=1"=10' V=1"=5'
DATE: June 9, 2006
DRAWN BY: NJH
CHECKED BY: RMG