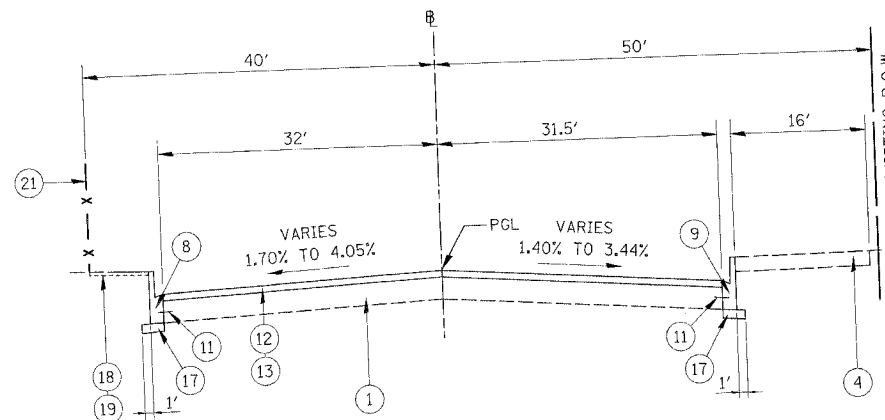


**EXISTING TYPICAL CROSS SECTION  
STATE STREET**

STA. 136+56 TO STA. 137+00 AND  
STA. 137+93 TO STA. 138+10



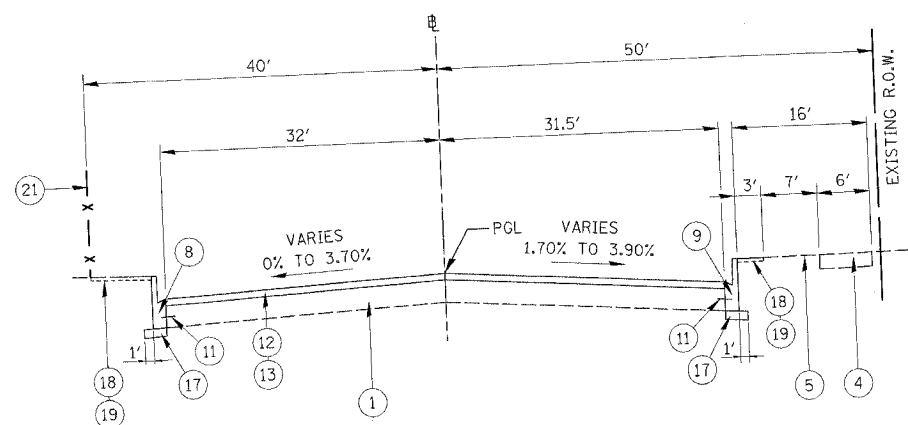
**PROPOSED TYPICAL CROSS SECTION  
STATE STREET**

STA. 137+93 TO STA. 138+10

BITUMINOUS SURFACE REMOVAL	
LOCATION	DEPTH
STA. 136+56 TO STA. 137+00	3" TO 1/4"
STA. 137+93 TO STA. 138+10	1/4" TO 3"

**LEGEND**

- ① EXISTING CONCRETE BASE COURSE, ± 9"
- ② EXISTING BITUMINOUS SURFACE, ± 3"
- ②A BITUMINOUS SURFACE REMOVAL, 2" (SEE NOTE 2)
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ④ EXISTING CONCRETE SIDEWALK
- ⑤ EXISTING GRASS PARKWAY
- ⑥ EXISTING BARRIER MEDIAN
- ⑦ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12
- ⑧ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SEE NOTE 3)
- ⑨ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12 (SEE NOTE 3)
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ⑪ DRILL AND GROUT NO. 6 DEFORMED TIE BARS (EPOXY COATED), 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF PROPOSED CURB AND GUTTER) (SEE NOTE 4)
- ⑫ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2")
- ⑬ POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (1 1/2")
- ⑭ LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70, MIX "C" VARIABLE DEPTH
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" (SEE PLANS FOR LOCATION)
- ⑯ PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE, 10 1/2"
- ⑰ SUBBASE GRANULAR MATERIAL, TYPE B, 6"
- ⑱ SEEDING CLASS 2A
- ⑲ TOPSOIL FURNISH AND PLACE, 4"
- ⑳ PROPOSED LANDSCAPE MEDIAN (SEE MEDIAN PLANS FOR DETAILS)
- ㉑ CHAIN LINK FENCE, 6'



**PROPOSED TYPICAL CROSS SECTION  
STATE STREET**

STA. 136+56 TO STA. 137+00

**NOTES:**

1. FOR ADDITIONAL INFORMATION SEE 76TH STREET PAVEMENT ELEVATION AND GRADING PLAN AND CROSS SECTIONS.

2. BITUMINOUS SURFACE REMOVAL DEPTHS VARY FROM 1/4" TO 3" (SEE TABLE). THE CONTRACTOR SHALL FIELD VERIFY REMOVAL DEPTHS. ALL BITUMINOUS SURFACE REMOVAL SHALL BE INCLUDED IN THE COST FOR BITUMINOUS SURFACE REMOVAL, 2". NO ADDITIONAL COMPENSATION WILL BE PAID FOR VARYING REMOVAL DEPTHS.

3. THE BOTTOM OF THE PROPOSED CURB AND GUTTER SHALL BE POURED TO MEET THE BOTTOM OF THE EXISTING CONCRETE BASE. NO ADDITION PAYMENT WILL BE MADE FOR THIS WORK.

4. TIE BARS SHALL BE DRILLED AND GROUTED AT THE MIDPOINT OF THE EXISTING CONCRETE BASE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
F.A.I. 94 (DAN RYAN EXPRESSWAY)

**TYPICAL SECTIONS  
STATE STREET**

SCALE: NONE  
DATE: MARCH 25, 2005

DRAWN BY: REW/RTA  
CHECKED BY: JCM

FILE: L:\6292\02 Local Streets\Provision\Spec\Typical\629202B8.TYP SEC 11/04/07