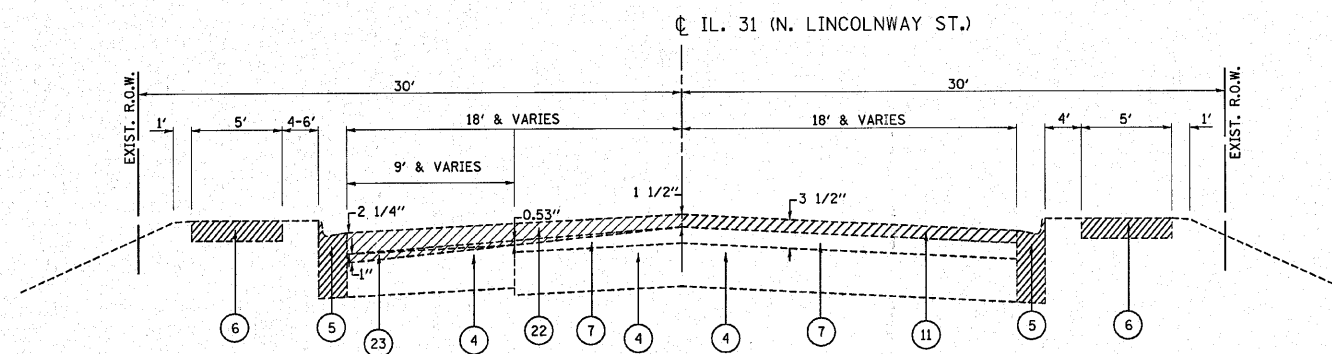


EXISTING TYPICAL SECTION
STA. 81+67 TO 95+07
OMISSION FROM STA. 88+10 TO 89+90



EXISTING TYPICAL SECTION
STA. 88+10 TO 89+90

LEGEND:

- ① EXISTING HMA PAVEMENT, ±3/4" (AFTER MILLING)
- ② EXISTING HMA SHOULDER, ±5 1/4" (AFTER MILLING)
- ③ EXISTING HMA PAVEMENT, ±5 1/4" (AFTER MILLING)
- ④ EXISTING P.C.C. PAVEMENT, ±7 1/2"
- ⑤ EXISTING COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ⑥ EXISTING P.C.C. SIDEWALK, 5"
- ⑦ EXISTING HMA PAVEMENT, ±2" (AFTER MILLING)
- ⑧ EXISTING SODDING
- ⑨ EXISTING HMA PAVEMENT, ±2 1/2" (AFTER MILLING)
- ⑩ PROPOSED P.C.C. SIDEWALK, 5" *
- ⑪ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- ⑫ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑬ PROPOSED POROUS GRANULAR EMBANKMENT SUBGRADE, 12"
- ⑭ PROPOSED P.C.C. BASE COURSE, 9"
- ⑮ PROPOSED #20 (#6) TIE BARS (EPOXY COATED) AT 24" C-C COST INCLUDED IN COMB. CONC. CURB & GUTTER, TYPE B-6.12
- ⑯ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑰ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ⑱ PROPOSED 4" PIPE UNDERDRAIN
(STA. 86+14 TO 87+14 EAST AND WEST SIDE;
STA. 88+42 TO 90+00 EAST SIDE; STA. 89+00 TO 90+00 WEST SIDE)
- ⑲ PROPOSED COMB. CONC. CURB AND GUTTER, TYPE B-6.12
- ⑳ PROP. DRILL & GROUT #25 (#8) EPOXY COATED DEFORMED STEEL TIE BAR, 24" LONG, 24" C-C - COST INCLUDED IN PORTLAND CEMENT CONCRETE BASE COURSE 9"
- ㉑ PROPOSED FURNISHING & PLACING TOP SOIL, 6" AND SODDING
- ㉒ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
NOTE USE: 1 1/2" AT C TO 2 1/4" AT EDGE OF EXISTING PAVEMENT
- ㉓ PROPOSED PCC SURFACE REMOVAL, VARIABLE DEPTH
NOTE USE: 0" AT C TO 1" AT EDGE OF EXISTING PAVEMENT

* SIDEWALK THICKNESS IS 6" WHEN BETWEEN DRIVEWAY

▨ ITEMS TO BE REMOVED

MIXTURE REQUIREMENTS

MIXTURE PURPOSE	MIXTURE USE	DESIGN AIR VOIDS
PATCHING	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, BINDER IL-19MM	4% @ 70
PATCHING	CLASS "D" PATCHES, BINDER COURSE, IL-19MM	4% @ 70
RESURFACING/WIDENING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, IL-9.5MM	4% @ 90
RESURFACING/WIDENING	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50
FILLER	HOT-MIX ASPHALT BINDER COURSE, N70, 2 1/4" MIN, IL-19MM	4% @ 70
TEMPORARY PAVEMENT/ DRIVEWAYS	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, IL-9.5MM	4% @ 50
DRIVEWAYS	HOT-MIX ASPHALT BASE COURSE, 6" & 8", BINDER IL-19MM	4% @ 50

NOTE:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT QUANTITIES IS 112 LBS./SQ. YD./ IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS

PATCH FIRST BEFORE MILLING

FILE NAME =	USER NAME = qureshiya	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr:\pwork\pwork\qureshiya\d0111256\p101603-desigr.dgn		DRAWN -	REVISED -		3887	A-R-N-1	KANE	77	6				
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 62914				
PLOT DATE = 3/18/2010		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								