

TREATMENT UNDER STRUCTURES TO GAIN MORE CLEARANCES-DETAIL 1

FOR THE FOLLOWING OVERPASSES:
(R.E. TO VERIFY CLEARANCES OF ALL BRIDGES PRIOR TO CONSTRUCTION)
(SEE TABLE)

WB EB
14TH RD 16TH RD
12TH RD 14TH RD
10TH RD 12TH RD
9TH RD

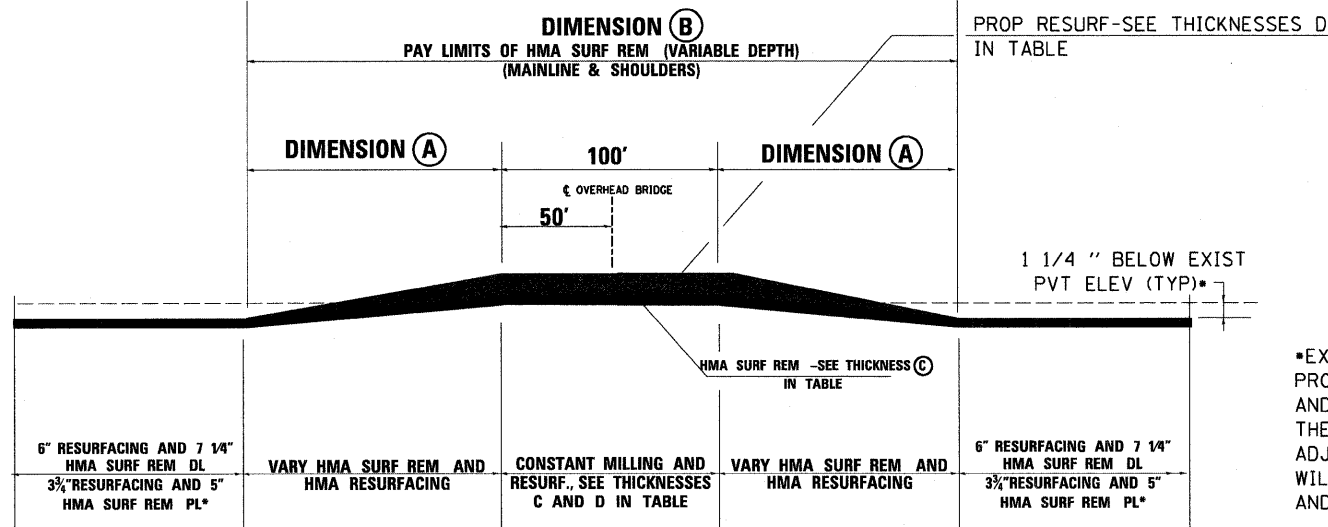
ROAD OVERPASS	EXISTING clearance	PROPOSED clearance	DETAIL NO.	EXISTING HMA THICKNESSES	WBL										DIMENSION A	DIMENSION B				
					PROPOSED MILLING UNDER STRUCTURE		PROPOSED RESURFACING THICKNESSES UNDER STRUCTURE DL				PROPOSED RESURFACING THICKNESSES UNDER STRUCTURE PL									
					C	D	C	D	D	D	D	D	D	D						
CHAMPLAIN	17.04	16.85	DETAIL 2	3	DL	PL	TOTAL	SURF CSE	LEVELING	BINDER	BINDER	TOTAL	SURF CSE	LEVELING	BINDER	BINDER	90	280		
IL 23	16.72	16.59	DETAIL 2	3.75	3	3	5.25	1.5	1	2.75	5.25	1.5	1	2.75	5.25	1.5	1	2.75	60	220
16th	16.21	16.04	DETAIL 2	3.5	3.5	3.5	5.5	1.5	1	3	5.5	1.5	1	3	5.5	1.5	1	3	150	400
TERRA COTTA	16.69	16.79	NONE	10.5	7.25	5	6	1.5	1	3.5	3.75	1.5				2.25	NO VARIABLE DEPTH MILLING HERE			
14th	15.56	16.02	DETAIL 1	21.25	11.5	9	6	1.5	1	3.5	3.75	1.5				2.25	170	440		
12th	15.6	16	DETAIL 1	10.875	10.875	8.7	6	1.5	1	3.5	3.75	1.5				2.25	145	390		
10th	15.73	16	DETAIL 1	6.5	6.5	6.5	3.25	1.5	1.75		3.25	1.5		1.75			110	320		
9	16.82	16.84	DETAIL 1	6.25	6.25	4	6	1.5	1	3.5	3.75	1.5				2.25	40	180		
IL 178	17.08	16.85	DETAIL 2	3.25	3.25	3.25	6	1.5	1	3.5	6	1.5		1			160	420		

EXISTING CLEARANCES UNDER STRUCTURES VARY. THE CLEARANCES GIVEN IN THIS TABLE ARE THE LOWEST KNOWN CLEARANCES DIMENSIONS A AND B DETERMINED TO BE THE GREATEST TAPER DISTANCE BASED ON MILLING AND RESURFACING VARIATIONS IN EITHER THE DL OR PL

ROAD OVERPASS	EXISTING clearance	PROPOSED clearance	DETAIL NO.	EXISTING HMA THICKNESSES	EBL										DIMENSION A	DIMENSION B				
					PROPOSED MILLING UNDER STRUCTURE		PROPOSED RESURFACING THICKNESSES UNDER STRUCTURE DL				PROPOSED RESURFACING THICKNESSES UNDER STRUCTURE PL									
					C	D	C	D	D	D	D	D	D	D						
CHAMPLAIN	16.17	16.05	DETAIL 2	2.625	2.625	2.625	4	1.5		2.5	4	1.5		2.5	4	1.5		105	310	
IL 23	16.8	16.61	DETAIL 2	3	3	3	5.25	1.5	1	2.75	5.25	1.5	1	2.75	5.25	1.5	1	2.75	90	280
16th	15.95	15.95	DETAIL 1	3.25	3.25	3.25	3.25	1.5	1.75		3.25	1.5		1.75				160	420	
TERRA COTTA	16.76	16.71	DETAIL 2	5.5	5.5	3.75	6	1.5	1	3.5	4.25	1.5				2.75	70	240		
14th	15.45	15.77	DETAIL 1	7.625	7.625	7.625	3.75	1.5		2.25	3.75	1.5				2.25	90	280		
12th	15.58	15.8	DETAIL 1	6.375	6.375	6.375	3.75	1.5		2.25	3.75	1.5				2.25	90	280		
11th*	N/A	N/A	DETAIL 2	4	4	4	6	1.5	1	3.5	6	1.5	1	3.5	6	1.5	1	3.5	90	280
10th	16.63	16.44	DETAIL 2	3.75	3.75	3.75	6	1.5	1	3.5	6	1.5	1	3.5	6	1.5	1	3.5	140	380
9	16.49	16.46	DETAIL 2	5.75	5.75	5.75	6	1.5	1	3.5	6	1.5	1	3.5	6	1.5	1	3.5	60	220
IL 178	17.69	17.52	DETAIL 2	4	4	4	6	1.5	1	3.5	6	1.5	1	3.5	6	1.5	1	3.5	130	360

EXISTING CLEARANCES UNDER STRUCTURES VARY. THE CLEARANCES GIVEN IN THIS TABLE ARE THE LOWEST KNOWN CLEARANCES DIMENSIONS A AND B DETERMINED TO BE THE GREATEST TAPER DISTANCE BASED ON MILLING AND RESURFACING VARIATIONS IN EITHER THE DL OR PL
* NO EXISTING STRUCTURE HERE.

*EXISTING ELEV MATCHES PROPOSED ELEV FOR IL 23 AND CHAMPLAIN RD OVERPASSES. THE MILLING AND RESURF. ON THE RDWAY ADJACENT TO THESE STRUCTURES WILL BE 5 1/4" IN BOTH THE EB AND WB LANES



TREATMENT UNDER STRUCTURES WHERE CLEARANCES WILL DECREASE-DETAIL 2

FOR THE FOLLOWING OVERPASSES:
(R.E. TO VERIFY CLEARANCES OF ALL BRIDGES PRIOR TO CONSTRUCTION)
(SEE TABLE)

WB EB
CHAMPLAIN RD CHAMPLAIN RD
IL 23 IL 23
16TH RD TERRA COTTA
 11TH RD (STR. REMOVED)
 10TH RD
 6TH RD