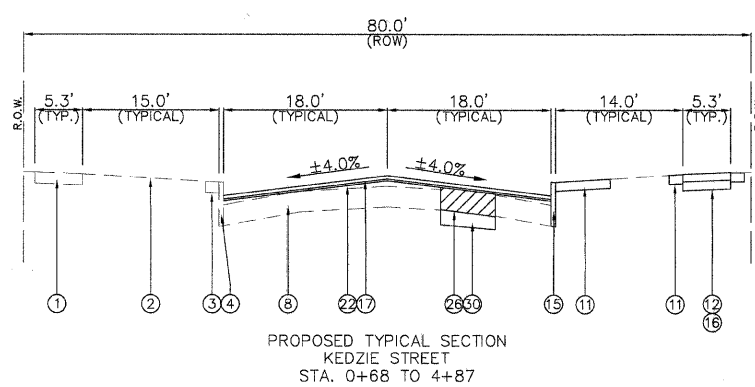
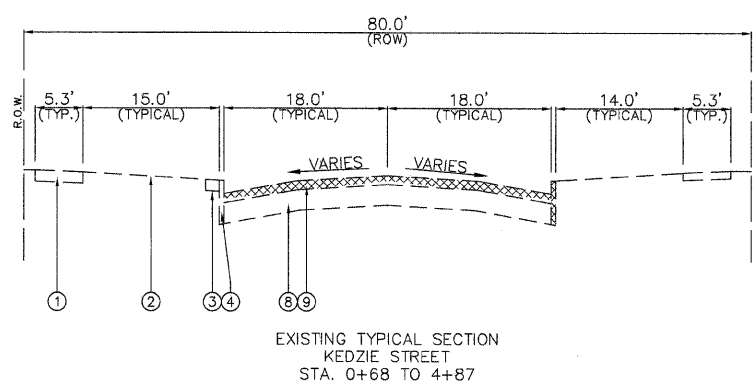
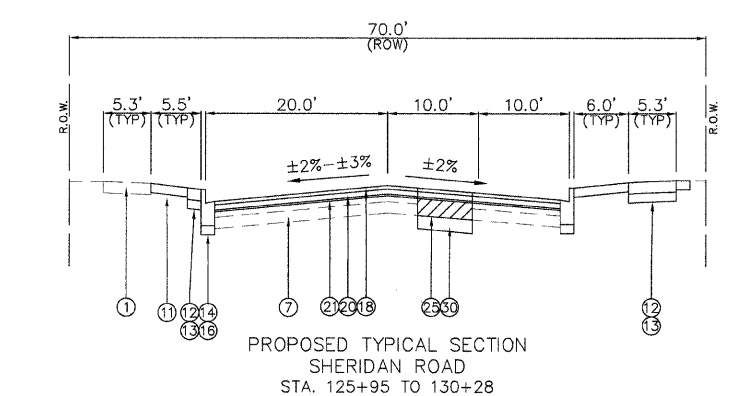
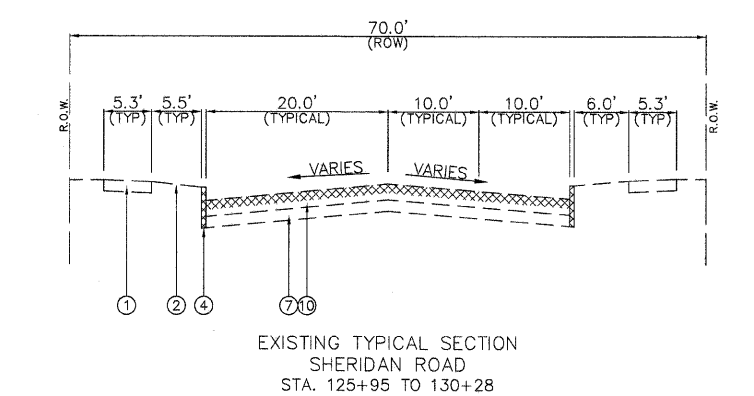
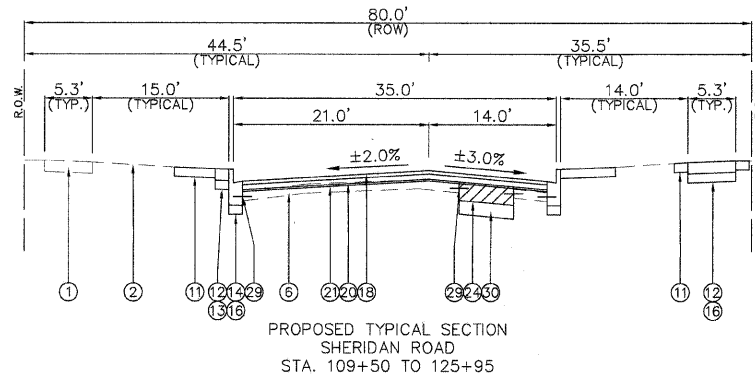
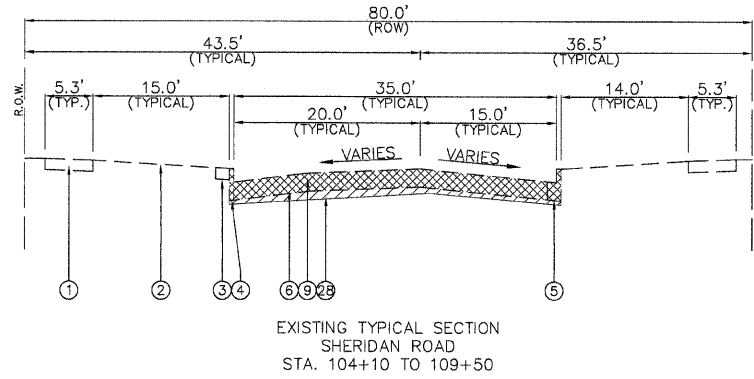
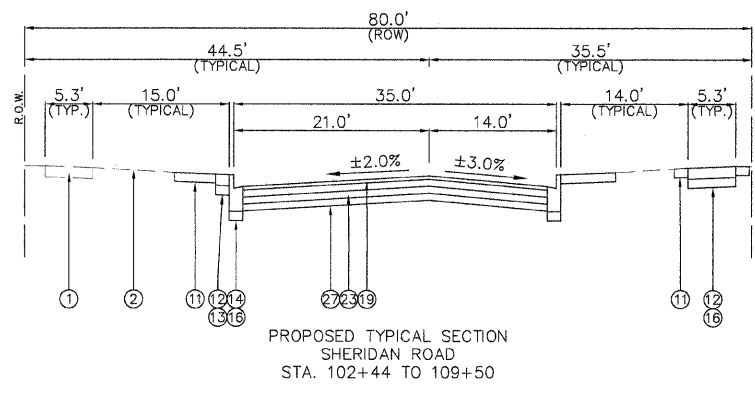
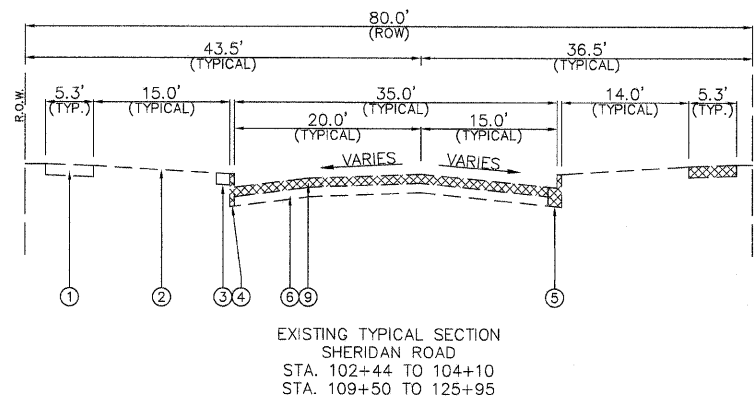


NOTES:

- SAW CUTS SHALL BE REQUIRED TO REMOVE ITEMS ADJACENT TO PAVEMENT SURFACES TO REMAIN IN PLACE AND WILL BE CONSIDERED INCIDENTAL TO THE VARIOUS REMOVAL PAY ITEMS.
- TRENCH/PAVEMENT PATCHING SHALL BE FOLLOWED BY "HOT-MIX ASPHALT REPLACEMENT OVER PATCHES". WHEN ASPHALT IS TO REMAIN IN PLACE OVER THE WINTER IT SHALL BE HMA SURFACE COURSE, OTHERWISE (HMA BINDER IL-19.0) MAY BE USED.
- UTILITY TRENCHES TO BE OPENED TO TRAFFIC PRIOR TO PERMANENT PAVEMENT PATCHING SHALL RECEIVE A TEMPORARY PAVEMENT PATCH CONSISTING OF "AGGREGATE SURFACE COURSE, TYPE B" TO BE PAID FOR PER CU. YD. AND "TEMPORARY PAVEMENT" TO BE PAID FOR PER TON.
- FULL-DEPTH ASPHALT PAVEMENT BETWEEN STATIONS 102+44 TO 109+50 ON EAST SIDE SHALL BE CONSTRUCTED TO 11" IN ORDER TO TEMPORARILY BRING PAVEMENT TO FINISHED GRADE FOR WINTER MONTHS AND SUBSEQUENTLY REMOVED DURING HOT-MIX ASPHALT SURFACE REMOVAL OPERATIONS PRIOR TO PAVING.
- THE "PREPARATION OF BASE" PAY ITEM SHALL BE USED BETWEEN STATIONS 102+44 TO 109+50 PRIOR TO PLACEMENT OF THE HMA PAVEMENT (FULL-DEPTH). THE CONTRACTOR MAY SPREAD RECYCLED ASPHALT GRINDINGS TO STABILIZE BASE FOR CONSTRUCTION EQUIPMENT AT HIS/HER OWN EXPENSE AS APPROVED BY THE ENGINEER.
- THE "EARTH EXCAVATION" PAY ITEM SHALL ONLY BE USED BETWEEN STATIONS 102+44 TO 109+50 AND WAS ASSUMED TO BE A UNIFORM DEPTH OF THREE (3) INCHES, IF EXISTING PAVEMENT EXCEEDS ASSUMED DEPTH THE EARTH EXCAVATION QUANTITY WILL BE REDUCED BUT UNDER NO CIRCUMSTANCES SHALL THE QUANTITY BE INCREASED. EARTH EXCAVATION REQUIRED FOR INSTALLATION OF CONCRETE PAY ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE VARIOUS REMOVAL PAY ITEMS.
- PAVEMENT REMOVAL REQUIRED TO INSTALL TYPE B-6.12 CURB AND GUTTER WHERE EXISTING TYPE B CURB WAS REMOVED WILL BE CONSIDERED INCIDENTAL TO THE "CURB REMOVAL" PAY ITEM.
- "AGGREGATE BASE COURSE, TYPE B 4" WILL BE REQUIRED WHEN "PCC SIDEWALK, 5" IS INSTALLED DIRECTLY BEHIND THE BACK OF CURB (CARRIAGE WALK); EXCAVATION/PREPARATION OF SUB-GRADE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE AGGREGATE BASE PAY ITEM.
- "AGGREGATE BASE COURSE, TYPE B 4" WILL BE REQUIRED FOR "PCC SIDEWALK, 5" OUTSIDE LIMITS OUTLINED IN NOTE #7 ONLY WHEN BASE MATERIAL IS CONSIDERED UNSUITABLE BY THE ENGINEER. IN THIS CASE EXCAVATION/PREPARATION TO SUB-GRADE SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL".
- "AGGREGATE BASE COURSE, TYPE B 6" WILL BE REQUIRED FOR "PCC DRIVEWAY PAVEMENT 6", "PCC DRIVEWAY PAVEMENT 8", AND "INCIDENTAL HOT-MIX ASPHALT SURFACING" (FOR DRIVEWAYS) ONLY WHEN EXISTING BASE MATERIAL IS CONSIDERED UNSUITABLE BY THE ENGINEER AND PAYMENT FOR EXCAVATION SHALL BE AS OUTLINED IN NOTE #8.
- "HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH" ON SHERIDAN ROAD SHALL BE TO A DEPTH AS NEEDED TO MEET PROPOSED FINISHED GRADES AND CROSS-SLOPES AFTER HMA SURFACE INSTALLATION AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER. ASSUMED AVERAGE MILLING DEPTH ON SHERIDAN ROAD AT CROWN IS FOUR (4) INCHES AND VARIES AT EDGE OF PAVEMENT FROM ZERO (0) TO FOUR (4) INCHES. MILLING DEPTH ON KEDZIE STREET SHALL BE TWO (2) INCHES AT THE CENTERLINE/CROWN AND THE EDGE OF PAVEMENT AND THREE (3) TO FOUR (4) INCHES AT THE QUARTER-CROWN IN ORDER TO PRODUCE A UNIFORM CROSS-SLOPE FROM CENTERLINE TO EDGE OF PAVEMENT AFTER FINAL PAVING.

 - REMOVAL



LEGEND:


- EXISTING PCC SIDEWALK, 5" (±) (5'4" WIDE, TYP.)
- EXISTING GROUND LINE
- EXISTING CONCRETE CARRIAGE WALK
- EXISTING CONCRETE BARRIER CURB
- EXISTING COMBINATION CONCRETE CURB AND GUTTER*
- EXISTING CONCRETE BASE COURSE, 4" (±)
- EXISTING AGGREGATE BASE COURSE, 5" (±)
- EXISTING MACADAM BASE COURSE, 9" (±)
- EXISTING ASPHALT OVERLAY, 4" (±)
- EXISTING ASPHALT (FULL-DEPTH) PAVEMENT, 7" (±)
- PROPOSED TOPSOIL FURNISH AND PLACE, 3" AND SODDING, SALT TOLERANT
- PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- PROPOSED AGGREGATE BASE COURSE, TYPE B, 4"
- PROPOSED COMB. CONC. CURB & GUTTER, TYPE B-6.12
- PROPOSED CONCRETE CURB, TYPE B
- PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE BASE COURSE, TYPE B, 4"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50; 1 1/2"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 1/2"
- PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 2"
- PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/2"
- PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 1" AVERAGE
- PROPOSED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4" AVERAGE
- PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"; (3 LIFTS)
PROPOSED HMA ASPHALT PAVEMENT (FD), 11" (PHASE 1 - EAST SIDE CONSTRUCTION)
(SEE MAINTENANCE OF TRAFFIC PLAN FOR CONSTRUCTION PHASING)
- PROPOSED CLASS B PATCHES, 9" AND HMA REPLACEMENT OVER PATCHES, 3"
- PROPOSED CLASS D PATCHES, 9" AND HMA REPLACEMENT OVER PATCHES, 3"
- PROPOSED CLASS D PATCHES, 7" AND HMA REPLACEMENT OVER PATCHES, 2"
- PREPARATION OF BASE
- EARTH EXCAVATION (STA. 102+44 TO 109+50)
- PROPOSED EPOXY COATED TIE BARS ACCORDING TO I.D.O.T. HIGHWAY STANDARDS
- PROPOSED REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND SUB-BASE GRANULAR MATERIAL, TY B
(ITEMS ALSO USED TO STABILIZE UTILITY TRENCHES)

NOTE: LIMITS VARY, SEE ROADWAY IMPROVEMENT PLANS FOR LOCATIONS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				MAX.
MIXTURE TYPE	AC TYPE	AIR VOIDS		RAP %
PAVEMENT RESURFACING (SHERIDAN ROAD)				
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 (IL 9.5 mm); 1.5"	PG 64-22	4% @ 70 Gyr		10/15
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2.25"	PG 64-22*	4% @ 70 Gyr		15/25
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; ±1"	SBS/SBR PG 76-28/-22	4% @ 50 Gyr		15
PAVEMENT RESURFACING (KEDZIE STREET)				
HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 (IL 9.5 mm); 1.5"	PG 64-22	4% @ 50 Gyr		15
LEVELING BINDER (MACHINE METHOD) N50; ±3/4"	PG 64-22*	4% @ 50 Gyr		25
FULL-DEPTH PAVEMENT (SHERIDAN ROAD)				
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 (IL 9.5 mm); 2"	PG 64-22	4% @ 70 Gyr		15
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 9" OR 11"	PG 64-22*	4% @ 70 Gyr		15/25
DRIVEWAY PAVEMENT				
INCIDENTAL HOT-MIX ASPHALT SURFACING HMA SURFACE COURSE MIX "C", N50 (IL 9.5 mm); 2"	PG 64-22	4% @ 50 Gyr		15
TEMPORARY PAVEMENT (UTILITY TRENCHES)				
TEMPORARY PAVEMENT; 2" (HMA BINDER, IL-19-mm)	PG 64-22*	4% @ 50 Gyr		15/25
TEMPORARY PAVEMENT; 2" HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm)	PG 64-22	4% @ 50 Gyr		15
TEMPORARY PAVEMENT (SHERIDAN PAVEMENT WEDGE)				
TEMPORARY PAVEMENT (VARIABLE DEPTH) HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm)	PG 64-22	4% @ 50 Gyr		15
PATCHING				
CLASS D PATCHES, 9" OR 7" (HMA BINDER, IL-19-mm)	PG 64-22*	4% @ 70 Gyr		15/25
HMA REPLACEMENT OVER PATCHES (HMA BINDER, IL-19-mm)	PG 64-22*	4% @ 70 Gyr		15/25
HMA REPLACEMENT OVER PATCHES (HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm))	PG 64-22	4% @ 50 Gyr		15

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS./SQ. YD./IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

PLANS PREPARED BY:  CITY OF EVANSTON
PUBLIC WORKS DEPARTMENT TRANSPORTATION
AND ENGINEERING DIVISION
PHONE: (847) 866-2924

DESIGNED - DSM, AA
DRAWN - DSM
CHECKED - SN, PC
DATE - 2 / 3 / 2009

REVISED - 5/20/09 PER MWRD
REVISED - 5/20/09 PER IDOT
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
SHERIDAN ROAD

SCALE: N.T.S. SHEET NO. 4 OF 31 SHEETS STA. N.A. TO STA. N.A.

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2865	08-00250-01-PV	COOK	31	4
				CONTRACT NO. 63189
ILLINOIS FED. AID PROJECT				