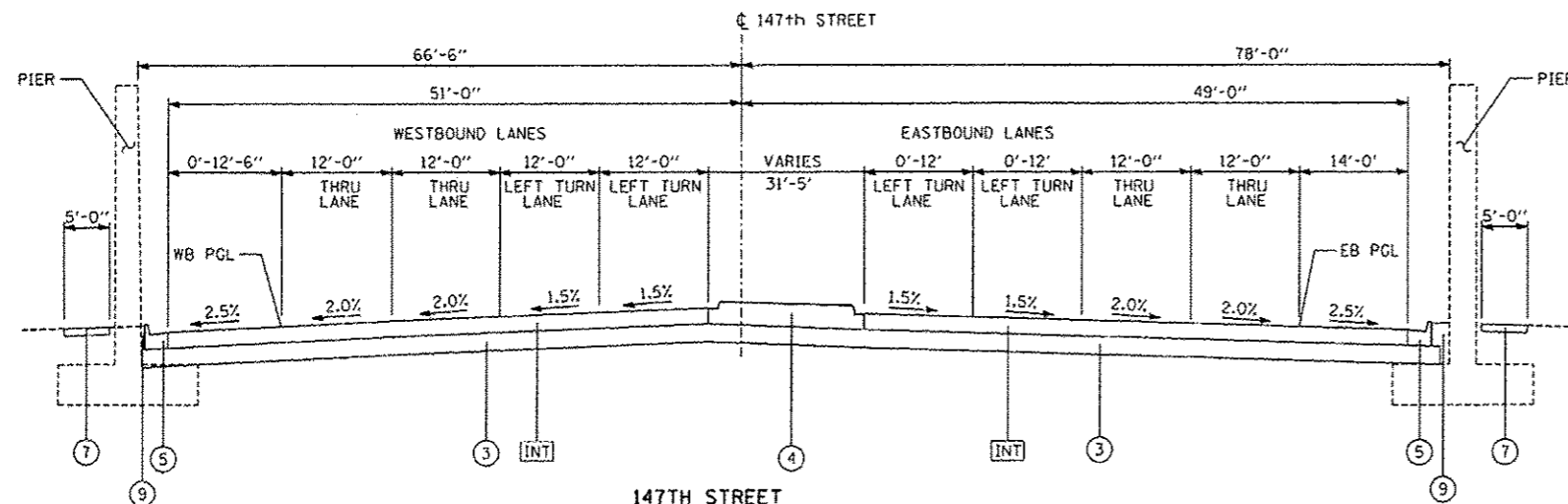


- FROM STA. 1020+06.97 TO STA. 1020+60.00, 6' WIDE.
  - FROM STA. 1020+60.00 TO STA. 1022+90.00, 6'-7" WIDE.
  - FROM STA. 1022+90.00 TO STA. 1027+00.00, 8'-8" WIDE.
- SEE PLANS FOR EXACT LOCATION AND LIMITS OF PAVEMENT REPLACEMENT.
- CLASS "D" PAVEMENT PATCHES, THICKNESS 14".
- \*\* ABUTMENT AND PROPOSED TEMPORARY SIDEWALK TO BE CONSTRUCTED BY ISTHA (TOLLWAY) CONTRACT I-12-4035.

**147TH STREET  
UNDER I-294 BRIDGE  
STA. 1019+55.11 TO STA. 1030+25.10**



**147TH STREET  
AT I-57 BRIDGE  
STA. 1056+13± TO STA. 1062+59±**

**IDOT HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

ITEM	AIR VOIDS @ Ndes
RECONSTRUCTION - FULL DEPTH PAVEMENT	
ILLINOIS ROUTE 83 (147TH STREET) INTERIM PAVEMENT (ARTERIAL)	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"	4%±90 Gyr
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 2 1/4"	4%±90 Gyr
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 5 3/4"	4%±90 Gyr

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" 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.

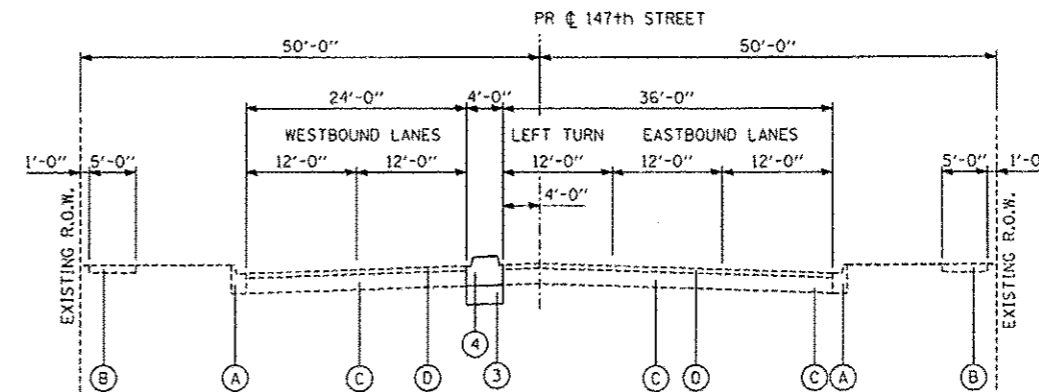
OCP IS FOR SMA ONLY (SMA SFC. & SMA BINDER).

MINIMUM LIFT FOR HOT-MIX ASPHALT BINDER COURSE, IL-19.0 IS 2 1/4".

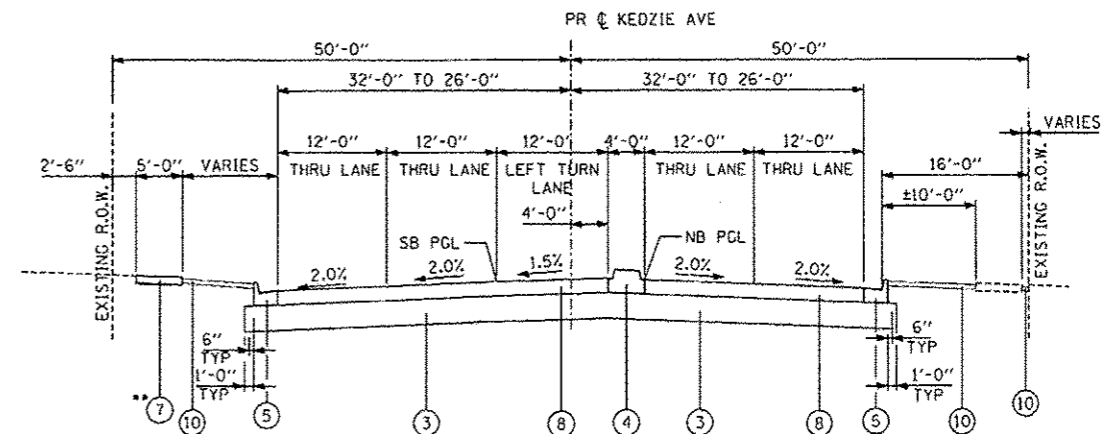
**147TH STREET (IL-83) INTERIM PAVEMENT (ARTERIAL) ALTERNATES**

- HOT-MIX ASPHALT PAVEMENT ALTERNATE**
- PAID FOR AS HMA PAVEMENT (FULL DEPTH) 10"
- 2" HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90
  - 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
  - 5 3/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90
  - AGGREGATE SUBGRADE IMPROVEMENT 12"

- PCC PAVEMENT ALTERNATE**
- 8 3/4" PORTLAND CEMENT CONCRETE (JOINTED)
  - 4 1/2" STABILIZED SUBBASE - HOT-MIX ASPHALT
  - AGGREGATE SUBGRADE IMPROVEMENT 12"



**147TH STREET  
PROJECT LIMIT TO KEDZIE AVE  
STA. 1004+21.14 TO STA. 1005+73.65**



**KEDZIE AVENUE  
147TH STREET TO PROJECT LIMIT  
STA. 5013+00.00 TO STA. 5020+75.00**

\*\* SEE PLANS FOR LOCATIONS

**LEGEND**

- (A) EXISTING CONCRETE CURB AND GUTTER
- (B) EXISTING P.C. CONCRETE SIDEWALK, 5"
- (C) EXISTING P.C. CONCRETE PAVEMENT, 10±
- (D) EXISTING HOT-MIX ASPHALT, VARIES 3" TO 6"±
- (E) EXISTING BITUMINOUS BASE COURSE, 11"±
- (F) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
- (G) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 12"
- (H) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (I) PROPOSED MEDIAN (SEE PLANS)
- (J) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (K) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (L) PROPOSED P.C. CONCRETE SIDEWALK, 5"
- (M) PROPOSED P.C. CONCRETE PAVEMENT 10" (JOINTED)
- (N) TOPSOIL (SEE LANDSCAPING PLANS)
- (INT) SEE TABLE AND MIX CHART ON LEFT
- (PGES) SEE NOTE 2 ON TYPICAL SECTION SHEET 4 OF 4

**NOTE:**

1. THE MAXIMUM CROSS SLOPE FOR SIDEWALKS IS 2% PER THE BUREAU OF DESIGN & ENVIRONMENT MANUAL SECTION 58-1.06.
2. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE IDOT STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

TYLIN INTERNATIONAL	USER NAME: [ ]	DESIGNED: DM	REVISED: [ ]	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	147TH STREET PROJECT PROPOSED TYPICAL SECTIONS (PCC & HMA ALTERNATES)		F.A.I. RTE. XX	SECTION 10405-1 & 0506-21 R-1	COUNTY COOK	TOTAL SHEETS 577	SHEET NO. 34
	FL0T SCALE: [ ]	CHECKED: JPM	REVISED: ADDENDUM 1 9/12/2012		SCALE: NTS	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT	CONTRACT NO. 60M57	DATE 5/23/2012