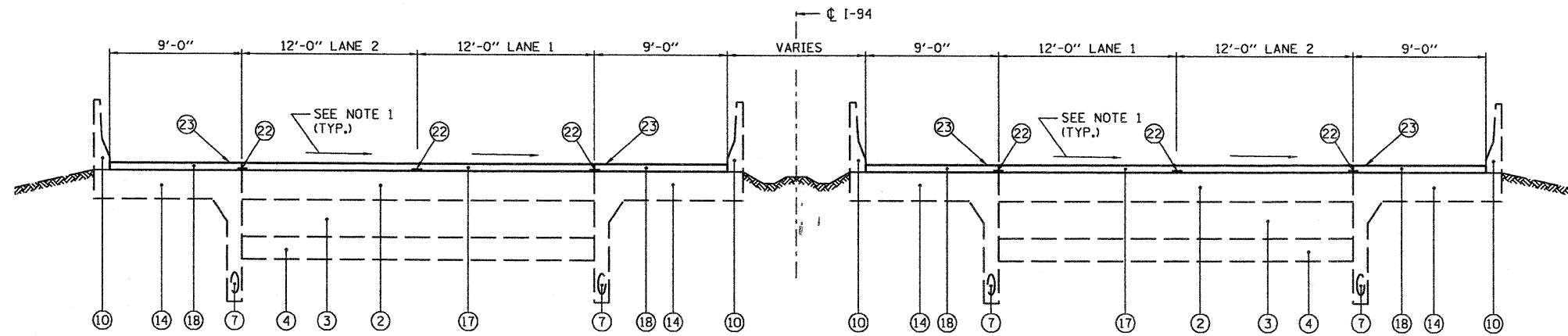


I-94 EXISTING TYPICAL SECTION

STA. 145+00 TO 220+00



I-94 PROPOSED TYPICAL SECTION

STA. 145+00 TO 220+00

LEGEND

- | | | |
|---|---|--|
| ① EXISTING HMA OVERLAY, VARIES 2"-4" | ⑩ EXISTING SINGLE FACE CONCRETE BARRIER WALL | ①⑦ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" |
| ② EXISTING HMA OVERLAY, VARIES 5"-17" | ⑪ EXISTING MEDIAN BARRIER WALL, WIDTH VARIES | ①⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" |
| ③ EXISTING P.C.C. BASE, 10" | ⑫ EXISTING HMA SHOULDER, VARIES 10"-15" | ①⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" |
| ④ EXISTING GRANULAR SUB-BASE | ⑬ EXISTING AGGREGATE SHOULDER | ②① PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B |
| ⑤ EXISTING CRUSHED STONE, THICKNESS VARIES | ⑭ EXISTING P.C.C. SHOULDER, 9" | ②② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A |
| ⑥ EXISTING CURB & GUTTER, TYPE VARIES | ⑮ HOT-MIX ASPHALT SURFACE REMOVAL, 4" | ②③ PROPOSED SHOULDER RUMBLE STRIP (STD. 642001-01) |
| ⑦ EXISTING 6" PIPE UNDERDRAIN | ⑯ HOT-MIX ASPHALT SURFACE REMOVAL, 2" | ②④ EXISTING HMA OVERLAY, 4" |
| ⑧ EXISTING STABILIZED MEDIAN TO BE REMOVED | ⑰ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2" | ②⑤ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 3/4" |
| ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL OR TEMPORARY CONCRETE BARRIER | ⑱ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ②⑥ AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A |
| | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ②⑦ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" |
| | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ②⑧ NOT USED |
| | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ②⑨ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4" |
| | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ③① PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE) |
| | ⑲ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 3/4" | ③② STABILIZED MEDIAN SURFACE |

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN THE EXISTING CROSS SLOPES.
2. THE EXISTING HMA IN THE FLAG OF THE CURB AND GUTTER SHALL BE REMOVED AND REPLACED AT NO ADDITIONAL COST. THESE COSTS SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS MILLING AND RESURFACING OPERATIONS MEASURED TO THE EDGE OF THE SHOULDER.
3. THE COST OF HAND REMOVAL OF HMA SURFACE AROUND CASTINGS SHALL BE INCLUDED IN THE COST OF HMA SURFACE REMOVAL OF THE THICKNESS SPECIFIED.
4. EXISTING AGGREGATE SHALL BE SUPPLEMENTED AS REQUIRED WITH GRADATION CA 7 OR CA 11 AND COMPACTED. COST SHALL BE INCLUDED IN UNIT PRICE FOR STABILIZED MEDIAN SURFACE.
5. STABILIZED MEDIAN SURFACE CONSISTS OF HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 4".
6. TYPICAL SECTION OMISSION STA. 433+58 TO 485+91 (CRC PAVEMENT).

FILE NAME = D169C08-008-TYPICAL.dgn	USER NAME = dvoznarski	DESIGNED - RAC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BISHOP FORD EXPRESSWAY (I-94) EXISTING & PROPOSED TYPICAL SECTIONS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1/8" = 1'-0"	DRAWN - SAW	REVISED -			94	(0312-708W, ETC. & 1315RS-4)	COOK	167	8	
	PLOT DATE = 2/6/2009	CHECKED - RAC	REVISED -			CONTRACT NO. 60C08					
		DATE - 02/06/09	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					