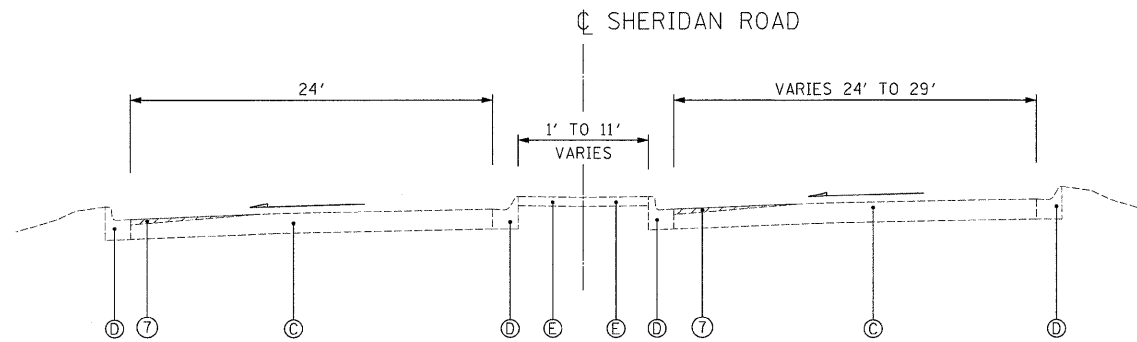
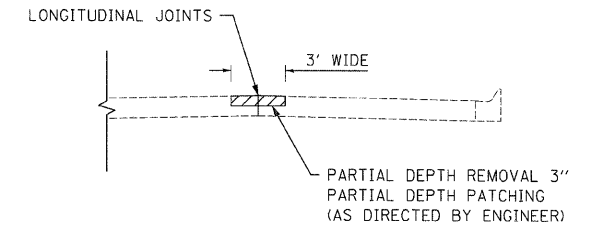


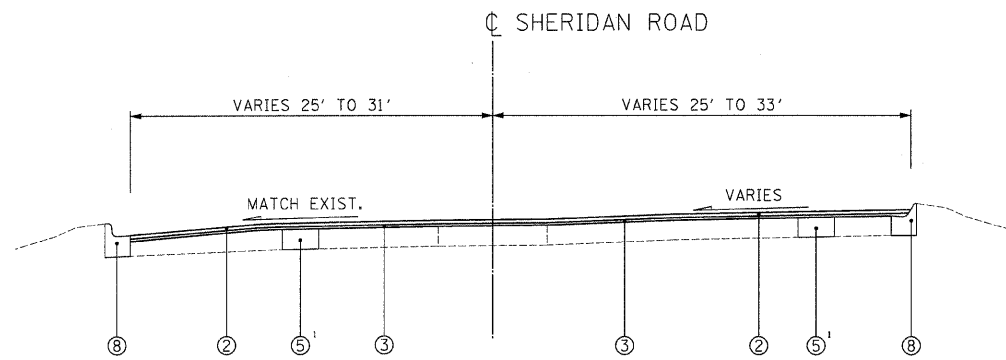
EXISTING TYPICAL SECTION
STA. 188+80 TO STA. 189+70
STA. 206+20 TO STA. 209+80



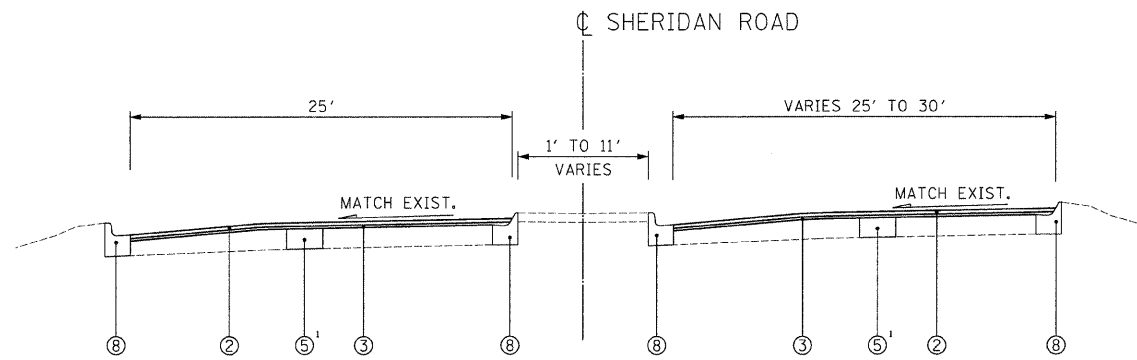
EXISTING TYPICAL SECTION
STA. 189+70 TO STA. 193+50
STA. 202+00 TO STA. 206+20



PARTIAL DEPTH PATCHING DETAIL
STA. 188+80 TO STA. 215+30



PROPOSED TYPICAL SECTION
STA. 188+80 TO STA. 189+70
STA. 206+20 TO STA. 209+80



PROPOSED TYPICAL SECTION
STA. 189+70 TO STA. 193+50
STA. 202+00 TO STA. 206+20

HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATIONS	MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
ROADWAY RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"	SBS/SBR PG 70-22	4% @ 90 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	SBS/SBR PG 76-28/-22	4% @ 50 GYR
MAINTENANCE OF TRAFFIC	LEVELING BINDER (HAND METHOD), N70	PG 64-22	4% @ 70 GYR
PAVEMENT PATCHING	CLASS D PATCHES, 10" (HMA BINDER IL-19 MM)	PG 64-22	4% @ 70 GYR
	CLASS D PATCHES, 11" (HMA BINDER IL-19 MM)	PG 64-22	4% @ 70 GYR
	PARTIAL DEPTH PATCHING, 3" (HMA BINDER IL-19 MM)	PG 64-22	4% @ 70 GYR
DRIVES BEHIND CURB	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5MM) 2" THICKNESS	PG 64-22	4% @ 50 GYR
	HOT-MIX ASPHALT BASE COURSE, 8" (HMA BINDER IL-19 MM)	PG 64-22	4% @ 50 GYR

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.

EXISTING CONDITIONS:

- ① HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 5" AND VARIES
- ② CORRUGATED CONCRETE MEDIAN
- ③ PORTLAND CEMENT CONCRETE BASE COURSE, 10"
- ④ COMBINATION CONCRETE CURB AND GUTTER
- ⑤ RAISED CONCRETE MEDIAN

PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- ② POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ④ MEDIAN REMOVAL PARTIAL DEPTH, 2"
- ⑤ CLASS D PATCHES, 10" (DETERMINED BY ENGINEER IN FIELD)¹
- ⑥ CLASS D PATCHES, 11" (DETERMINED BY ENGINEER IN FIELD)¹
- ⑦ PORTLAND CEMENT CONCRETE REMOVAL (VARIABLE DEPTH) (SEE SHEET 14)
- ⑧ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)

* THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

¹ QUANTITIES FOR EARTH EXCAVATION AND AGGREGATE BASE REPAIR HAVE BEEN INCLUDED FOR SUBGRADE FAILURES BELOW THE CLASS D PATCHES

A QUANTITY FOR LEVELING BINDER (HAND METHOD) HAS BEEN PROVIDED FOR USE AT ENTRANCES, AROUND HAND HOLES, PRIVATE UTILITY STRUCTURE FRAMES AND ANY OTHER STRUCTURE FRAMES THAT ARE NOT ABLE TO BE LOWERED UNDER THE ITEM "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)" AFTER GRINDING OF THE EXISTING PAVEMENT.

FILE NAME = N:\PROJ\3389\3386.14\Design\Proposed\14-04-Typical Sections.dgn

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USER NAME = elau	DESIGNED MBT	REVISED -
PLOT SCALE = 5.0000' / IN.	DRAWN DKD	REVISED -
PLOT DATE = 4/20/2009	CHECKED WBL	REVISED -
DATE 4/20/2009	DATE 4/20/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN ROAD /SOUTH BOULEVARD
JUNEWAY TERRACE TO SOUTH BLVD & SHERIDAN RD TO CHICAGO AVE
TYPICAL SECTIONS

F.A.U. RTE. 1332/2865	SECTION 2009-049 RS	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 4
CONTRACT NO. 60H09			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

SCALE: N.T.S. SHEET NO. 4 OF 19 SHEETS STA. TO STA.