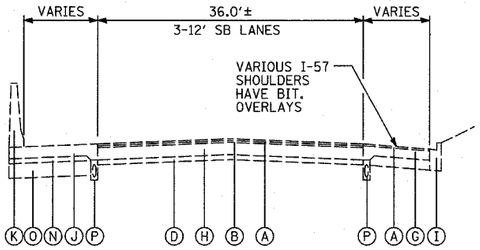
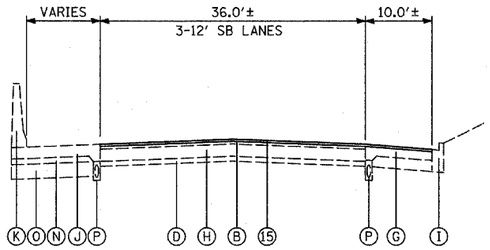
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
94	*	COOK	916	17
STA. 190+65 (NB I-57) 1990+48 (NB FORD)		TO STA. 2316+00 (NB RYAN		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (1516.1, 1717, & 1818) R-4

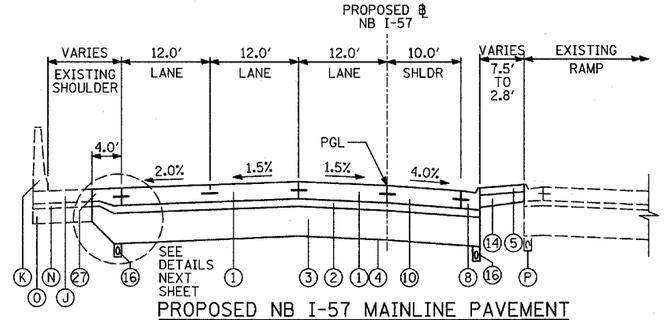
62304



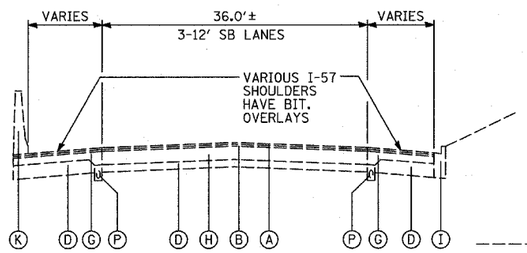
EXISTING NB I-57 MAINLINE PAVEMENT
WEST OF PARNELL AVENUE



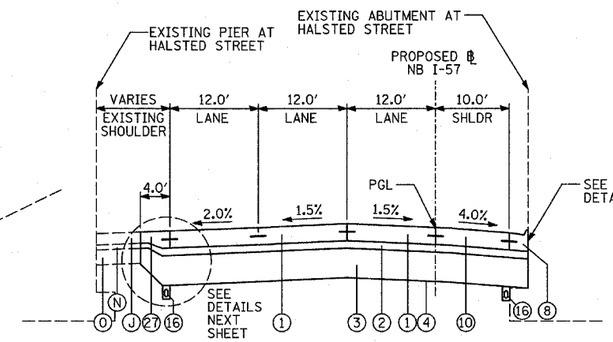
PROPOSED NB I-57 MAINLINE PAVEMENT
RESURFACING WEST OF HALSTED



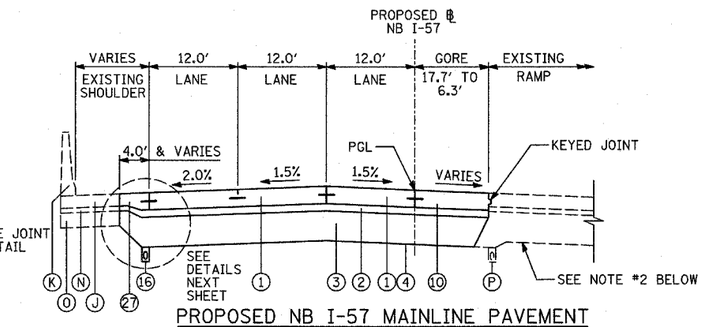
PROPOSED NB I-57 MAINLINE PAVEMENT
AT HALSTED STREET ENTRANCE RAMP GORE



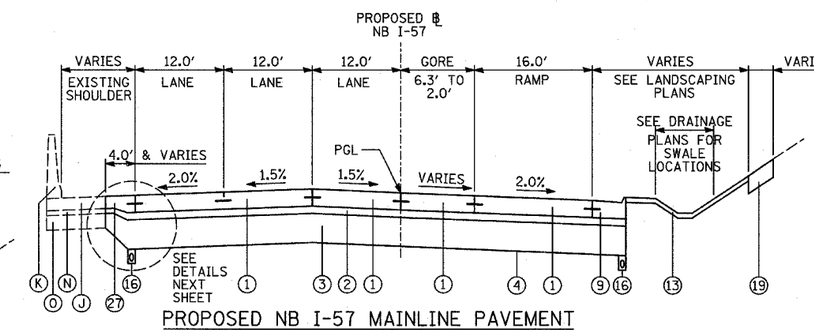
EXISTING NB I-57 MAINLINE PAVEMENT
BETWEEN PARNELL AND AVENUE WENTWORTH AVENUE



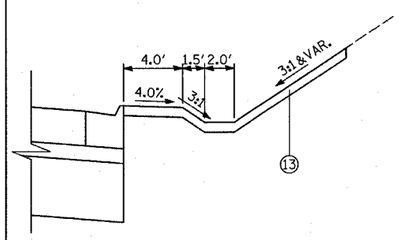
PROPOSED NB I-57 MAINLINE PAVEMENT
AT HALSTED STREET OVERPASS
(SEE CROSS-STREET OVERPASS FOOTING DETAILS)



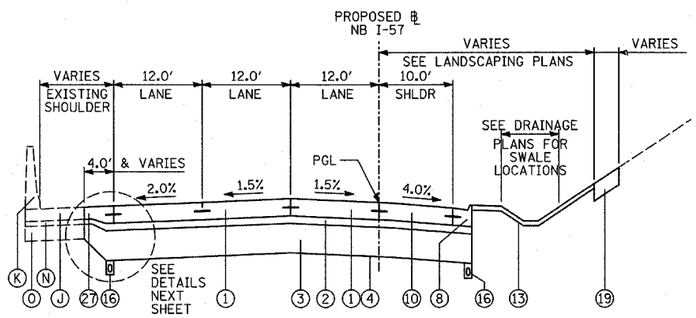
PROPOSED NB I-57 MAINLINE PAVEMENT
AT HALSTED STREET ENTRANCE RAMP GORE



PROPOSED NB I-57 MAINLINE PAVEMENT
AT HALSTED STREET ENTRANCE RAMP TERMINAL



DITCH DETAIL



PROPOSED NB I-57 MAINLINE PAVEMENT
EAST AND WEST OF HALSTED STREET

NOTES:

1. REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.
2. ANY REQUIRED REGRADING OF EXISTING ADJACENT SUB-BASE GRANULAR MATERIAL SHALL BE INCLUDED IN THE COST OF "SUB-BASE GRANULAR MATERIAL, TYPE B 24""

POTENTIAL UNDERCUT

"POROUS GRANULAR EMBANKMENT, SUBGRADE" (PGES) HAS BEEN RECOMMENDED FOR USE AT LOCATIONS WITH SOILS THAT TEND TO BE UNSTABLE OR UNSUITABLE. 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 A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 303.13 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIALS ARE ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

(SEE SCHEDULE OF QUANTITIES FOR LOCATIONS)

STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR = 2020
PV = 322,920 SU = 7,020 MU = 21,060
ROAD/STREET CLASSIFICATION: CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 8% S = 37% M = 37%
TRAFFIC FACTOR: ACTUAL TF = 116.08 AC TYPE = N/A
MINIMUM TF = 8.26
AC GRADE: BINDER = - SURFACE = -
SUBGRADE SUPPORT RATING: SSR = 2.00
ILLINOIS BEARING RATIO: IBR = 3.00

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP %
SHOULDER RESURFACING			
1½" DEPTH: BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4%@70 Gyr	10
MAINLINE RESURFACING			
1¾" DEPTH: POLY. BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F", N105	SBS/SBR 76-22	4%@105 Gyr	0
4" DEPTH: POLY. BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F", N105	SBS/SBR 76-22	4%@105 Gyr	0
POLY. BIT. CONC. BINDER COURSE, SUPERPAVE, IL-19, N105	SBS/SBR 76-22	4%@105 Gyr	0
TEMPORARY PAVEMENT			
POLY. BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F", N105	SBS/SBR 76-22	4%@105 Gyr	0
POLY. BIT. CONC. BINDER COURSE, SUPERPAVE, IL-19, N105	SBS/SBR 76-22	4%@105 Gyr	0
STABILIZED SUBBASE, 6"	PG 58-22	3%@50 Gyr	25
BITUMINOUS REPLACEMENT OVER PATCHES	PG 64-22	4%@70 Gyr	15

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LB/SQ YD/IN.

PROPOSED LEGEND

1. CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14"; & PAVEMENT REINFORCEMENT, 14"
2. STABILIZED SUB-BASE, 6" (BITUMINOUS AGGREGATE MIXTURE)
3. SUB-BASE GRANULAR MATERIAL, TYPE B 24"
4. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
5. CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL)
6. CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) (WITHOUT STAMPED PATTERN)
7. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
8. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
9. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48
10. PORTLAND CEMENT CONCRETE SHOULDERS 14"
11. CONCRETE BARRIER, SINGLE FACE, 32 INCH HEIGHT; BARRIER BASE; BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
12. TRAFFIC BARRIER TERMINAL, TYPE VARIES
13. TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 2A; EROSION CONTROL BLANKET
14. AGGREGATE FILL (INCLUDED IN THE COST OF "CONCRETE MEDIAN SURFACE, 6" (SPECIAL)") (MATCH DEPTH TO ADJACENT CURB & GUTTER)
15. POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, MIX "F", N105, 1¾"
16. PIPE UNDERDRAIN, 6" (SEE DETAILS)
17. POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N105, 2¼"
18. ELECTRICAL DUCTBANK (SEE ELECTRICAL INFRASTRUCTURE PLANS)
19. TOPSOIL FURNISH AND PLACE, 12"; COMPOST FURNISH AND PLACE 6" EROSION CONTROL BLANKET; SEEDING (SEE PLAN FOR CLASS)
20. CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL); BARRIER BASE; CTA FENCE (SEE DETAILS); BARRIER WALL MARKERS (PER IDOT STD. 635001 & 635006)
21. PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
22. SUB-BASE GRANULAR MATERIAL, TYPE B 12"
23. SUB-BASE GRANULAR MATERIAL, TYPE B 6"
24. PORTLAND CEMENT CONCRETE SHOULDERS 9"
25. BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX "D", N70, 1½"
26. PORTLAND CEMENT CONCRETE BASE COURSE 13"
27. PORTLAND CEMENT CONCRETE PAVEMENT 14" (JOINTED)

EXISTING LEGEND

ALL EXISTING PAVEMENT DEPTHS ARE FROM AS-BUILT PLANS AND ARE SUBJECT TO CHANGE

- (A) BIT CONC SURFACE COURSE, 1½"±
- (B) BIT CONC BINDER COURSE, 1½"±
- (C) BIT CONC BINDER COURSE, 4¾"±
- (D) SUB-BASE GRANULAR MATERIAL, 4"±
- (E) SUB-BASE GRANULAR MATERIAL, 6"±
- (F) CRUSHED STONE, 5"±
- (G) PCC SHOULDERS, 9"±
- (H) PCC BASE COURSE, 9"±
- (I) COMB CONC CURB & GUTTER
- (J) PCC PAVEMENT, 10"± (W/ PAVEMENT FABRIC, 80 LBS±/100 SF)
- (K) CONCRETE BARRIER WALL
- (L) CTA BALLAST STONE; REGRADE AS NECESSARY (INCLUDE REGRADING IN THE COST OF "CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT (SPECIAL)")
- (M) BITUMINOUS SURFACE, 7"±
- (N) STABLIZED SUB-BASE, 4"±
- (O) SUB-BASE GRANULAR MATERIAL, 12"±
- (P) EXISTING PIPE UNDERDRAIN
- (Q) EXISTING FIBER OPTIC DUCT

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 94 (DAN RYAN EXPRESSWAY)

EXISTING & PROPOSED TYPICAL SECTIONS
NB I-57
(SHEET 1 OF 8)

SCALE: NONE DRAWN BY: RTM
DATE: MARCH 7, 2006 CHECKED BY: MPG