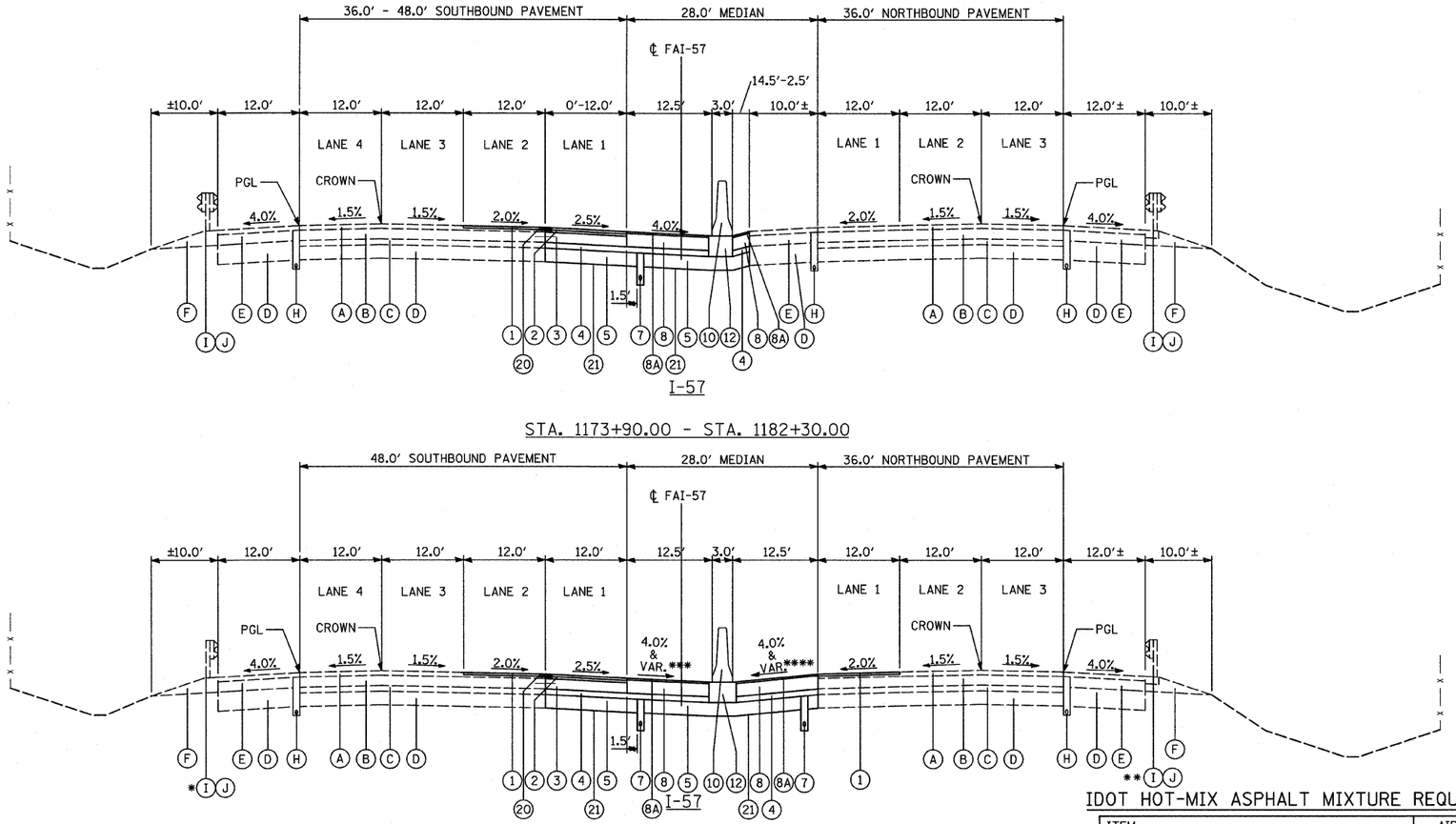

STA. 1173+90.00 - STA. 1182+30.00

STA. 1182+30.00 - STA. 1241+23.41
PEDESTRIAN BRIDGE OMISSION STA. 1188+94.77 - STA. 1190+94.62
KEDZIE BRIDGE OMISSION STA. 1222+47.96 - STA. 1223+65.44

* DOUBLE-FACE GUARDRAIL FROM STA. 1182+30 TO STA. 1190+73
SINGLE-FACE GUARDRAIL FROM STA. 1219+20 TO STA. 1224+98
SINGLE-FACE GUARDRAIL FROM STA. 1229+72 TO STA. 1233+12

** DOUBLE-FACE GUARDRAIL FROM STA. 1182+30 TO STA. 1185+43
SINGLE-FACE GUARDRAIL FROM STA. 1220+45 TO STA. 1223+47
SINGLE-FACE GUARDRAIL FROM STA. 1227+19 TO STA. 1230+35

*** SB I-57 MEDIAN SHOULDER CROSS SLOPE VARIES FROM -2.0% TO -6.0% BETWEEN STA. 1195+75 TO STA. 1217+75 AND STA. 1222+50 TO 1243+50.00 (SEE PAVEMENT JOINTING AND ELEVATION SHEETS)

**** NB I-57 MEDIAN SHOULDER CROSS SLOPE VARIES FROM -2.0% TO -6.0% BETWEEN STA. 1195+75 TO STA. 1216+25 AND STA. 1220+25 TO 1243+50 (SEE PAVEMENT JOINTING AND ELEVATION SHEETS)

ADDITIONAL UNDERCUT:

"POROUS GRANULAR EMBANKMENT, SUBGRADE" (PGES) IS RECOMMENDED FOR USE UNDER THE PROPOSED PAVEMENT AT LOCATIONS WITH SOILS THAT ARE 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 ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHALL BE TESTED WITH A STATIC CONE PENETROMETER ANDTREATED IN ACCORDANCE WITH ARTICLE 301.04 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 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.

NOTES:

1. REFER TO PAVEMENT JOINTING AND ELEVATION PLANS FOR THE DESCRIPTIONS AND DETAILS OF PAVEMENT JOINTS.
2. 3" CA-6 AGGREGATE CAP AND 9" POROUS GRANULAR EMBANKMENT TOGETHER ARE PAID FOR AS AGGREGATE SUBGRADE 12". THE ADDITIONAL THICKNESS OF THE CAPPING LAYER SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE 12".
3. MINIMUM AGGREGATE SLOPE TO UNDERDRAINS SHALL BE 0.5%.

IDOT HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AIR VOIDS
MAINLINE RESURFACING/PAVEMENT WIDENING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 (2")	3.5% @ 80 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, N80 (2")	3.5% @ 80 Gyr.
STABILIZED SUBBASE HOT-MIX ASPHALT (4½")	2% @ 30 Gyr.
SHOULDER RECONSTRUCTION	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N70 (1½") (IL-9.5 mm)	4% @ 70 Gyr.
HOT-MIX ASPHALT SHOULDER (11½") (HMA BINDER IL-19 mm)	4% @ 70 Gyr.
SHOULDER RESURFACING, 1½" (FOR M.O.T)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1½") (IL-9.5 mm)	4% @ 70 Gyr.
TEMPORARY PAVEMENT (INTERSTATE)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1½") (IL-9.5 mm)	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (8")	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN. THE UNIT WEIGHT USED FOR SMA SURFACE COURSE IS 135 LB/SQ YD/IN.

"THE AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" 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

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT, 4"±
- (B) EXISTING CRC PAVEMENT, 9"
- (C) EXISTING STABILIZED SUB-BASE, 4"±
- (D) EXISTING AGGREGATE SUBGRADE, 12"±
- (E) EXISTING STABILIZED SHOULDER, 13"±
- (F) EXISTING AGGREGATE SHOULDER, TYPE B
- (G) EXISTING BARRIER MEDIAN
- (H) EXISTING PIPE UNDERDRAIN, 6"
- (I) EXISTING GUARDRAIL
- (J) EXISTING GUARDRAIL STABILIZATION
- (K) EXISTING BRIDGE PIER

PROPOSED LEGEND

- (1) PROPOSED POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, 2"
- (2) PROPOSED POLYMERIZED HMA BINDER COURSE, STONE MATRIX ASPHALT, 2"
- (3) PROPOSED CRC PAVEMENT, 9"
- (4) PROPOSED STABILIZED SUB-BASE HMA, 4½"
- (5) PROPOSED AGGREGATE SUBGRADE, 12"
- (6) PROPOSED GUARDRAIL STABILIZATION, 6" (PAID FOR AS HOT-MIX ASPHALT SHOULDERS)
- (7) PROPOSED PIPE UNDERDRAINS 6"
- (8) PROPOSED HMA SHOULDER, 11½"
- (8A) PROPOSED HMA SURFACE COURSE, 1½"
- (8B) PROPOSED PCC SHOULDER, 11"
- (8C) PROPOSED PCC SHOULDER, 13"
- (9) PROPOSED CONCRETE BARRIER, SINGLE-FACE, 32 INCH HEIGHT
- (10) PROPOSED CONCRETE BARRIER, VARIABLE CROSS-SECTION, 32" HEIGHT
- (11) PROPOSED CONCRETE BARRIER BASE, 13" (8" MINIMUM THICKNESS)
- (12) PROPOSED CONCRETE BARRIER BASE, 13" (8" MINIMUM THICKNESS) WITH 6" GUTTER
- (13) PROPOSED TEMPORARY CONCRETE BARRIER WALL
- (14) PROPOSED JOINTED PCC PAVEMENT, 11"
- (15) PROPOSED TEMPORARY PAVEMENT (SEE CROSSOVER DETAILS AND MOT PLANS)
- (16) PROPOSED CRC PAVEMENT, 13"
- (17) PROPOSED GUARDRAIL (SEE PLANS)
- (18) PROPOSED TOPSOIL FURNISH, PLACE AND SEEDING, 4"
- (19) PROPOSED CONCRETE MEDIAN SURFACE, 6"
- (20) PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (21) PROPOSED GEOTECHNICAL FABRIC

STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR = 2030
PV = XX,XXX SU = X,XXX MU = X,XXX
ROAD/STREET CLASSIFICATION: CLASS 1
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 8% S = 37% M = 37%
TRAFFIC FACTOR: ACTUAL TF = XX.XX AC TYPE = N/A
MINIMUM TF = X.XX
AC GRADE: BINDER = - SURFACE = -
SUBGRADE SUPPORT RATING: SSR = XXXX

TYLIN INTERNATIONAL	USER NAME =	DESIGNED - CAC	REVISED - 4/29/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-57 AT I-294 INTERCHANGE PROJECT PROPOSED TYPICAL SECTIONS
		DRAWN - CAC	REVISED -		
	PLOT SCALE =	CHECKED - JDF	REVISED -		
	PLOT DATE =	DATE - 3/18/2010	REVISED -		

SCALE: NTS | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1414.2B	COOK	516	22
		CONTRACT NO. 60J27		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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