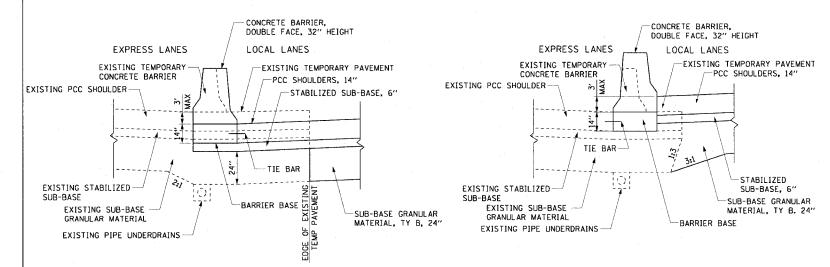
## CONSTRUCTION OF SUB-BASE GRANULAR MATERIAL UNDER PROPOSED DOUBLE FACE BARRIER WALL



EXISTING EXPRESS LANES LOWER THAN PROPOSED LOCAL LANES

EXISTING EXPRESS LANES HIGHER THAN PROPOSED LOCAL LANES N.T.S.

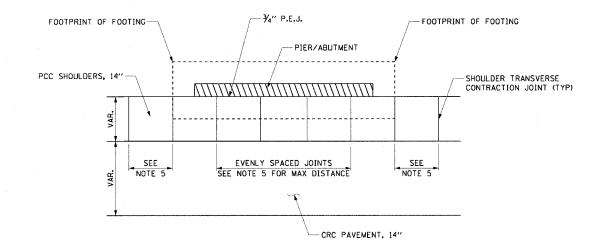
## NOTES:

- 1. SEE IDOT HIGHWAY STANDARD 637001 FOR DOUBLE FACE CONCRETE
- 2. THE TOE OF THE PROPOSED BARRIER WALL ALONG THE EXPRESS LANES SHOULDER SHALL MATCH THE EDGE OF THE EXISTING SHOULDER.
- 3. SEE RDT-8 FOR DOUBLE FACE BARRIER WALL ELEVATIONS.
- 4. PROPOSED SUB-BASE GRANULAR MATERIAL, TY B, 24" SHALL BE CONSTRUCTED BEGINNING AT THE EDGE OF THE EXISTING TEMPORARY
- 5. IF THE BARRIER BASE IS CONSTRUCTED INDEPENDENTLY OF THE PCC SHOULDER, THE TIE BAR SHALL BE PLACED AT A DEPTH WHERE THE BAR TIES THE BARRIER BASE TO THE "LOW SIDE" PCC SHOULDER.
- 6. TIE BARS SHALL BE NO. 6 EPOXY COATED, 12" LONG, 15" C-C AND SHALL BE INCLUDED IN THE COST OF THE BARRIER BASE.

						90/9	94	•		CC	OOK	31	2	214	
						STA. TO STA.								7	
						FED.	ROAD I	DIST. NO.	1 ILLIN	01S FE	D. AID	PRO	ECT		7
₹	JOINTS	ΑТ	PIERS	AND	ABUTMENTS	60/	162	•	(1919.1	5, 202	1-922	PT1 8	k PT	2) R-	ī

F.A.I. SECTION COUNTY TOTAL SHEET

SHOULDER



## NOTES:

- 1. CARE SHOULD BE TAKEN WHEN EXCAVATING NEAR AND AROUND EXISTING
- 2. THE CONTRACTOR SHALL VERIFY THE FOOTPRINT OF THE FOOTING DURING EXCAVATION.
- 3. THE MINIMUM WIDTH BETWEEN SHOULDER TRANSVERSE CONTRACTION JOINTS SHOULD BE NO LESS THAN 7' C-C.
- 4. 34" P.E.J. SHALL BE INCLUDED IN THE COST OF PCC SHOULDERS, 14".
- 5. THE SPACING OF THE SHOULDER TRANSVERSE CONSTRUCTION JOINT SHALL BE 20' C-C ALONG THE INSIDE SHOULDER AND 15' C-C ALONG THE OUTSIDE SHOULDER.

ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. 90/94 (DAN RYAN EXPRESSWAY) 63RD STREET TO GARFIELD BLVD (NB LOCAL LANES) ROADWAY DETAILS SHOULDER JOINTS AT PIER/ABUTMENTS CONSTRUCTION OF SUB-BASE GRAN MATERIAL CHECKED BY: RMG DATE: June 9, 2006

**AECOM**