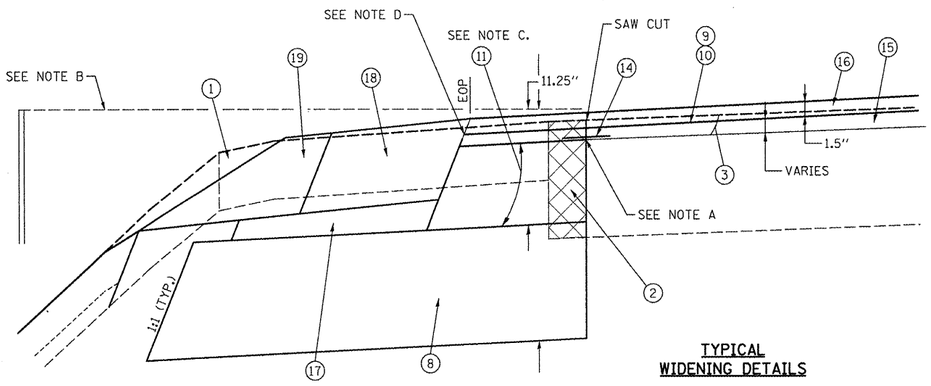


TYPICAL WIDENING DETAILS

NOTES:

A. CONTRACTOR SHALL PERFORM MILLING, IF REQUIRED AT A PARTICULAR SECTION, PRIOR TO SAWCUTTING EDGES OF PAVEMENT AND REMOVALS TO AVOID AN ELEVATION DIFFERENCE FOR MACHINE TREADS. SEE REMOVAL SCHEDULE.

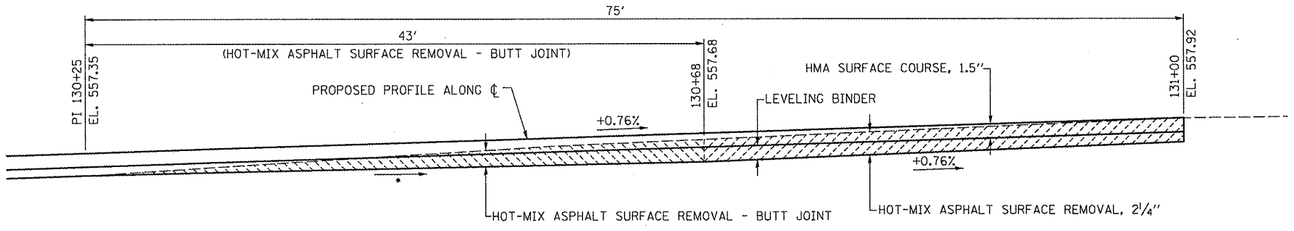
B. CONTRACTOR SHALL UTILIZE LOCAL GRADE CONTROL IN ORDER TO ESTABLISH DEPTH OF EXCAVATION FOR SUB-BASE GRANULAR MATERIAL AND HORIZONTAL CONTROLS TO ESTABLISH WIDTHS OF EXCAVATION AND PAVING.

C. HMA WIDENING SHALL BE VARIABLE THICKNESS IN ORDER TO REMAIN FLUSH WITH MILLED SURFACES. QUANTITIES HEREIN REFLECT THIS.

D. LEVELING BINDER'S DEPTH CONTROL SHALL BE BASED ON THE LOCAL GRADE CONTROLS AT EDGE OF PAVEMENT (EOP) OR AT CENTERLINE.

LEGEND

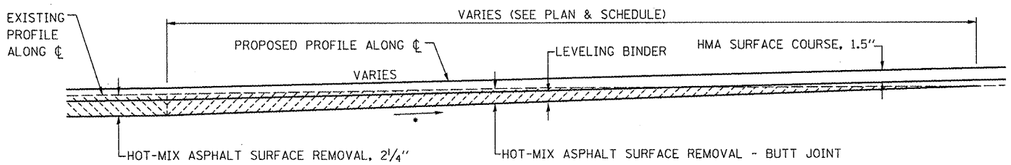
1. REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
2. PAVEMENT REMOVAL
3. HOT-MIX ASPHALT SURFACE REMOVAL, 2.25" OR - BUTT JOINT
4. TOPSOIL REMOVAL, 6" (PART OF PAY ITEM. SEE EARTHWORK SCHEDULE)
5. EARTH EXCAVATION
6. EMBANKMENT (NOT A PAY ITEM. EARTH EXCAVATION OR FURNISHED EXCAVATION MATERIAL)
7. EMBANKMENT (NOT A PAY ITEM. TOPSOIL, EARTH EXCAV., OR FURNISHED EXCAVATION MATERIAL)
8. SUB-BASE GRANULAR MATERIAL TYPE C, 12"
9. BITUMINOUS MATERIALS (PRIME COAT)
10. AGGREGATE (PRIME COAT)
11. HOT-MIX ASPHALT BASE COURSE WIDENING
12. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
13. MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS
14. STRIP REFLECTIVE CRACK CONTROL TREATMENT
15. LEVELING BINDER (MACHINE METHOD), N70
16. HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 (1.5")
17. SUB-BASE GRANULAR MATERIAL, TYPE C
18. HOT-MIX ASPHALT SHOULDERS, 8"
19. AGGREGATE SHOULDERS, TYPE B (8")
20. STONE DUMPED RIPRAP, CLASS A3 & FILTER FABRIC
21. TOPSOIL PLACEMENT, 4" (PART OF PAY ITEM. SEE EARTHWORK SCHEDULE)



BUTT JOINT DETAIL STA. 130+25 TO STA. 130+68

(NOT TO SCALE)

• BASED ON A 240:1 (0.416%) RATE OF CHANGE FROM EXISTING SURFACE



TYPICAL BUTT JOINT DETAIL

(NOT TO SCALE)

• BASED ON A 240:1 (0.416%) RATE OF CHANGE FROM EXISTING SURFACE

MIXTURE COMPOSITION TABLE

MIXTURE USE:	SURFACE	BINDER	LEVELING BINDER
APPLICATION:	HMA SURFACE COURSE, MIX "D", N70	HMA BINDER COURSE, IL-19.0, N70	LEVELING BINDER (MACHINE METHOD), N70
AIR VOIDS / Ndes:	4.0% AT Ndes 70	4.0% AT Ndes 70	4.0% AT Ndes 70
PG BINDER GRADE:	PG 64-22	PG 64-22	PG 64-22
MIXTURE COMPOSITION:	IL-9.5	IL-19.0	IL-9.5
FRICTION AGGREGATE:	MIXTURE D	-	-
RAP% (MAX.):	10%	15%	10%
MIXTURE WEIGHT:	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH

MIXTURE USE:	BASE COURSE WIDENING	SHOULDERS
APPLICATION:	HMA BASE COURSE WIDENING	HMA SHOULDERS, 8"
AIR VOIDS / Ndes:	4.0% AT Ndes 70	2.0% AT Ndes 30
PG BINDER GRADE:	PG 64-22	PG 58-22
MIXTURE COMPOSITION:	IL-19.0	-
FRICTION AGGREGATE:	-	-
RAP% (MAX.):	15%	30%
MIXTURE WEIGHT:	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH

PAVEMENT DESIGN INFORMATION

ROADWAY:	S. FOURTH ST.	ROADWAY:	S. FOURTH ST.	ROADWAY:	SIDE STREETS
FEATURE:	WIDENING	FEATURE:	MILL/OVERLAY	FEATURE:	NEW CONSTRUCTION
IDOT BLRM CHAPTER 37 METHOD:	FULL-DEPTH, MECHANISTIC	IDOT BLRM CHAPTER 37 METHOD:	MODIFIED-AASHTO OL'S ON EXIST. RIGID COMPOSITE	IDOT BLRM CHAPTER 37 METHOD:	FULL-DEPTH, MECHANISTIC
DESIGN LIFE:	20 YEARS	DESIGN LIFE:	20 YEARS	DESIGN LIFE:	20 YEARS
MID-LIFE YEAR:	2020	MID-LIFE YEAR:	2020	MID-LIFE YEAR:	2020
ADT, MID-LIFE:	5,385	ADT, MID-LIFE:	5,385	ADT, MID-LIFE:	EST. 1,800
%PV IN DESIGN LANE:	88	%PV IN DESIGN LANE:	88	%PV IN DESIGN LANE:	88
%SU IN DESIGN LANE:	7	%SU IN DESIGN LANE:	7	%SU IN DESIGN LANE:	7
%MU IN DESIGN LANE:	5	%MU IN DESIGN LANE:	5	%MU IN DESIGN LANE:	5
CLASS:	II	CLASS:	II	CLASS:	II
ACTUAL TRAFFIC FACTOR:	1.47	TYPE OF OVERLAY:	FUNCTIONAL	ACTUAL TRAFFIC FACTOR:	1.47
MIN. TRAFFIC FACTOR:	N/A	ACTUAL TRAFFIC FACTOR:	2.05	MIN. TRAFFIC FACTOR:	N/A
SSR:	POOR	MIN. TRAFFIC FACTOR:	N/A	SSR:	POOR
IMPROVED SUBGRADE:	12" MIN.	SUBGRADE/IBV:	A-6, IBV=3	IMPROVED SUBGRADE:	12" MIN.
PG BINDER:	64-22	FIG. 37-8M SNc:	3.425	PG BINDER:	64-22
HMA MIXT. TEMP.:	82° F	EQN. CHECKED, 37-8.08(f):	37-8(3)	HMA MIXT. TEMP.:	82° F
HMA MICROSTRAIN:	9.5	Dc (in):	9	HMA MICROSTRAIN:	9.5
HMA E (ksi):	500	De (in):	N/A	HMA E (ksi):	500
t (inches):	11.25	Do (in):	2.71	t (inches):	8
NOTES: UTILIZE AGGREGATE VS. LIME MODIF. FOR IMPROVED SUBGRADE - POSSIBLE INABILITY TO GET SCARIFICATION EQUIP. WITHIN NARROW WIDTH AND TO SPEED PLACEMENT. SHOULDERS TO BE 8" HMA DUE TO USE BY HEAVY TRUCKS & AGRICULTURAL VEHICLES.		F. 37-8N, MIN. SURF.&BIND (in):	2	NOTES: UTILIZE AGGREGATE VS. LIME MODIF. FOR IMPROVED SUBGRADE AS THIS IS WHAT IS PROPOSED ON S. FOURTH ST. PUBLISHED (BOWMAN'S 2006 ADT=325) NOR COUNTED ADT'S UTILIZED. ESTIMATED THAT DEMOULIN AND MONROE'S ADT LARGER THAN OTHER SIDE STREETS DUE TO FACTORY. USED THIS FOR ALL SIDE STREETS ALONG S. FOURTH ST.	
		NOTES: AS SIGNIFICANT STRUCTURAL DEFICIENCIES ARE NOT EVIDENT (EXCEPT AT EDGES IN SOME SECTIONS AND THESE WILL BE REMOVED), THIS IS A FUNCTIONAL OVERLAY NOT REQUIRING A STRUCTURAL DESIGN. A CHECK OF ADEQUATE HMA THICKNESS USING EQN. 37-8(3) WAS MADE, HOWEVER, TO COMPARE WITH EXISTING 2"-4" HMA OVER 9" PCC (RESULTS ABOVE).			

FILE NAME = TYPICAL SECTIONS,6314.dgn	USER NAME = $USER$	DESIGNED - CRW	REVISED -
$FILE$		DRAWN - EDW	REVISED -
HMG JOB NO. 6314.1	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS, DETAILS, BUTT JOINT DETAILS & PAVEMENT DESIGN

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9833	05-00016-02-WR	BOND	85	8
		CONTRACT NO. 97426		
		ILLINOIS FED. AID PROJECT		