

PAVEMENT DESIGN

MAPLE STREET

STA. 10+50 TO STA. 19+60 (IN FRONT OF THE HIGH SCHOOL)
 DATA: 2013 ADT 7560 97% PV 2.4% SU 0.6% MU (CLASS II STREET)
 TRAFFIC FACTOR (T.F.) = 0.13
 SOIL SUPPORT IBR = 3
 STRUCTURAL NUMBER (SN) = 3.0
 EXISTING 6" AGGREGATE BASE = 6 X .08 = .48
 EXISTING 3" ORIGINAL BITUMINOUS = 3 X .3 = .9
 EXISTING 1.5" OVERLAY = 1.5 X .23 = .35
 PROPOSED PAVEMENT = (3.48-.9-.35)/4 = 3.25

STA. 19+60 TO STA. 30+50 (NORTH OF THE HIGH SCHOOL)
 DATA: 2013 ADT 1998 97% PV 2.4% SU 0.6% MU (CLASS II STREET)
 TRAFFIC FACTOR (T.F.) = 0.03
 SOIL SUPPORT IBR = 3
 STRUCTURAL NUMBER (SN) = 2.45
 EXISTING 8" AGGREGATE BASE = 8 X .08 = .64
 EXISTING 3" ORIGINAL BITUMINOUS = 3 X .3 = .9
 PROPOSED PAVEMENT = (2.45-.64-.9)/4 = 2.5

GENERAL NOTES

- THE WORK UNDER THIS CONTRACT CONSISTS OF THE FOLLOWING:
- PAVEMENT MILLING ADJACENT TO CURB AND OVERLAY OF ENTIRE PAVEMENT.
 - ALL STATIONING IS ALONG CENTERLINE OF RIGHT-OF-WAY, EXCEPT AS OTHERWISE NOTED.
 - THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATION FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
 - THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.
 - ALL SAW CUTTING OF EXISTING PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1.5 INCHES, UNLESS OTHERWISE SPECIFIED IN A DETAIL IN THE PLANS.
 - ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 1-800-892-0123. A MINIMUM OF FORTY-EIGHT (48) HOURS ADVANCE NOTICE IS REQUIRED.
 - THERMOPLASTIC PAVEMENT MARKINGS ARE APPROXIMATE ONLY. PAYMENT WILL BE MADE FOR ACTUAL QUANTITIES USED AS MEASURED IN THE FIELD.
 - CURB REMOVAL AND INSTALLATION IS FROM STA. 14+00 TO STA. 15+00 LT.

SUMMARY OF QUANTITIES

ITEM NUMBER	ITEM	UNIT	PLAN QUANTITY
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	460.0
40600300	AGGREGATE (PRIME COAT)	TON	14.0
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	124.0
* 44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	7439
44000500	COMBINATION CURB AND GUTTER REMOVAL	FT	100
* 44300300	AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	SQ YD	10096
56106210	WATER VALVES TO BE ADJUSTED	Each	2
60255500	MANHOLES TO BE ADJUSTED	Each	5
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FT	100
* 70101700	TRAFFIC CONTROL AND PROTECTION	LS	1
70300100	SHORT-TERM PAVEMENT MARKING	FT	513
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FT	1,012
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FT	120
* X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	772
* X4066765	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N50	TON	707
07100100	MOBILIZATION	L SUM	1

* SEE SPECIAL PROVISIONS
 Δ SPECIAL ITEM

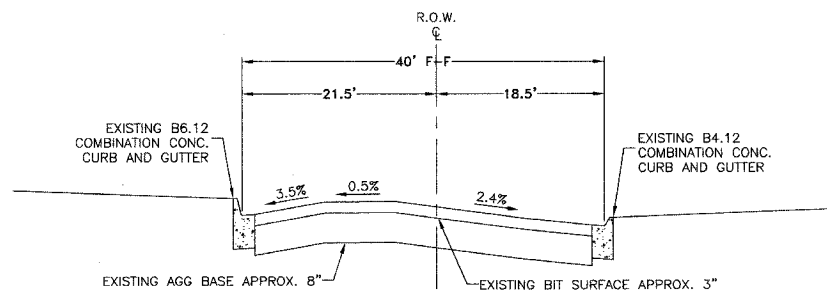
PAVING CHART

	SUPERPAVE LEVEL BINDER	SUPERPAVE SURFACE
PG GRADE	PG64-22	PG64-22
MAX % RAP ALLOWABLE	25%	15%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 12.5 OR IL 9.5
FRICTION AGGREGATE		MIXTURE D
PLANT CONTROL LIMITS	CLASS I	CLASS I

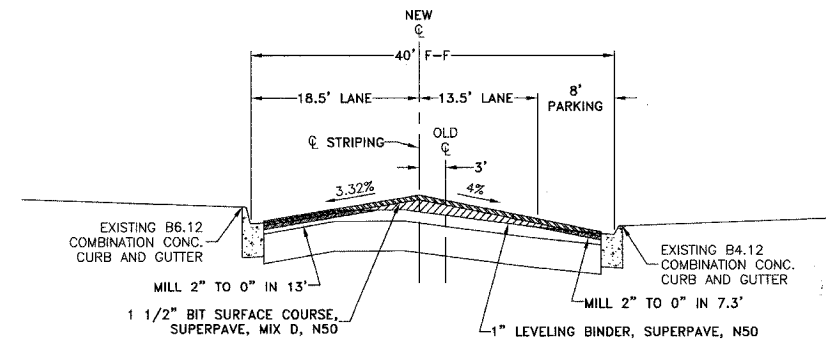
* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

INCIDENTAL BIT. SURFACING

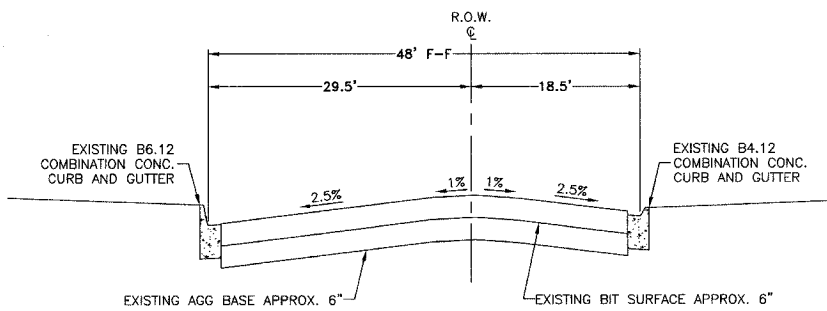
STATION	QUANTITY
10+73 LT.	16
13+50 RT.	22
17+60 RT.	22
22+30 RT.	12
23+75 LT.	13
26+95 RT.	13
27+00 LT.	13
29+96 RT.	13
TOTAL	124



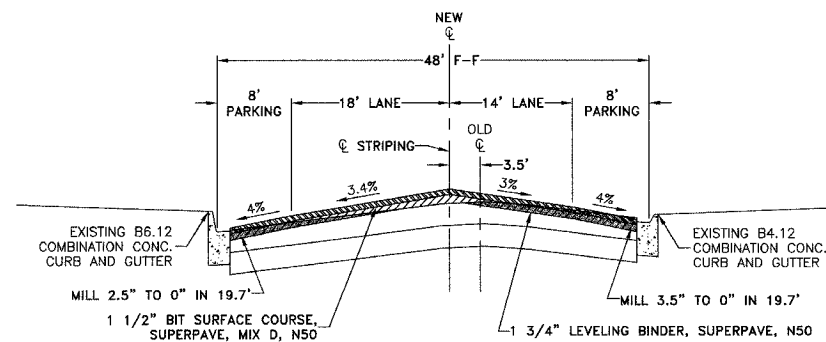
TYPICAL EXISTING PAVEMENT SECTION - MAPLE STREET
 STA. 19+60 TO STA. 30+50
 NOT TO SCALE



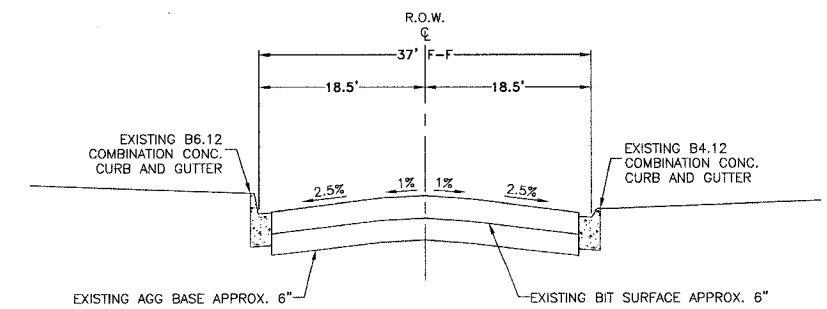
TYPICAL PROPOSED PAVEMENT SECTION - MAPLE STREET
 STA. 19+60 TO STA. 30+50
 NOT TO SCALE



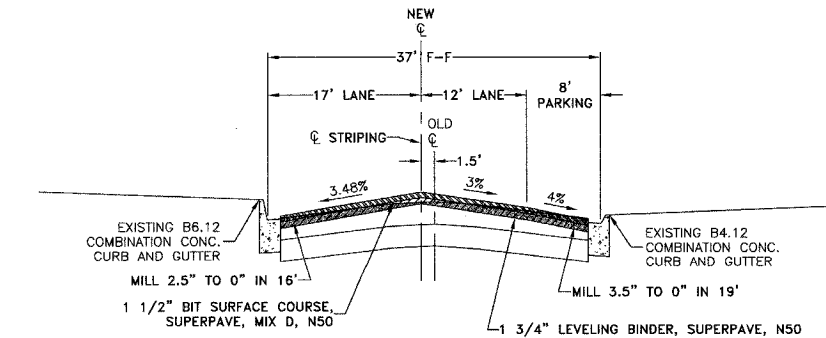
TYPICAL EXISTING PAVEMENT SECTION - MAPLE STREET
 STA. 12+60 TO STA. 19+60
 NOT TO SCALE



TYPICAL PROPOSED PAVEMENT SECTION - MAPLE STREET
 STA. 12+60 TO STA. 19+60
 NOT TO SCALE



TYPICAL EXISTING PAVEMENT SECTION - MAPLE STREET
 STA. 10+00 TO STA. 12+60
 NOT TO SCALE



TYPICAL PROPOSED PAVEMENT SECTION - MAPLE STREET
 STA. 10+00 TO STA. 12+60
 NOT TO SCALE

FED. AID DIST. NO.	ILLINOIS	FED. AID PROJECT
CONTRACT NO.	87310	
SECTION	KANKAKEE	TOTAL SHEETS 3
SHEET NO.		2

TYSON ENGINEERING, INC.
 CONSULTING CIVIL ENGINEERS
 DESIGN FIRM LICENSE #184-001136
 367 SOUTH SCHUYLER AVENUE
 KANKAKEE, ILLINOIS 60901
 PHONE (815) 932-7406

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REVISIONS

NO.	DATE	BY	DESCRIPTION
1	05/03/05	MG	PER IDOT REVIEW
2	05/12/05	MG	PER IDOT REVIEW

VILLAGE OF MANTENO

PROPOSED SURFACE TRANSPORTATION URBAN (STU) OVERLAYS
 SECTION 05-00055-00-RS

GENERAL NOTES
 SUMMARY OF QUANTITIES
 TYPICAL SECTIONS

DATE:	3/4/05	JOB NO.	E04149
SCALE:	N/A	FILE NO.	
DRAWN BY:	MRG	SHEET	2
CHECKED BY:	SRM		

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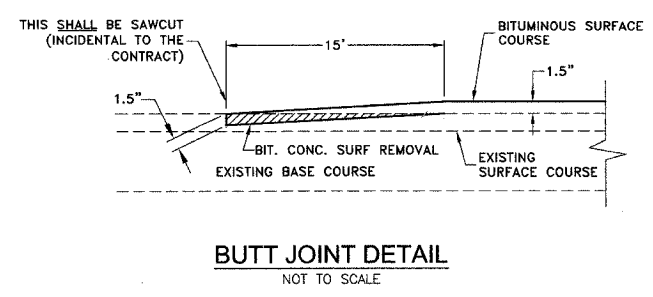
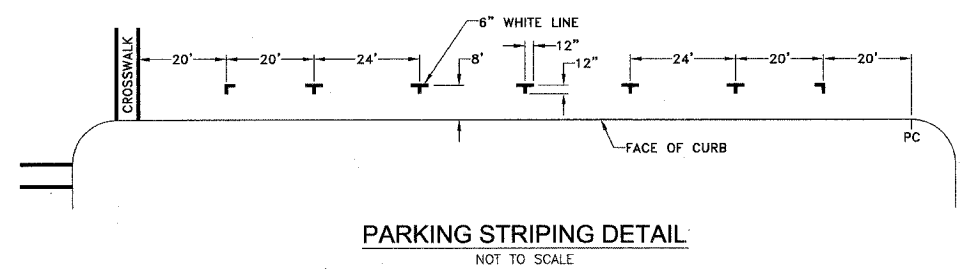
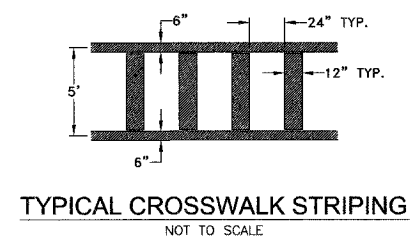
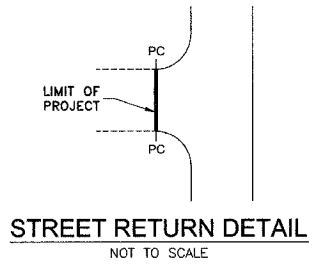
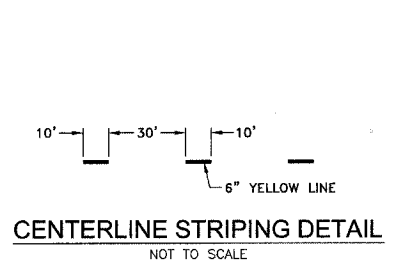
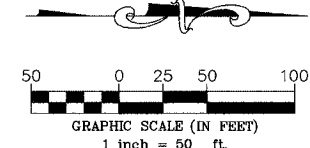
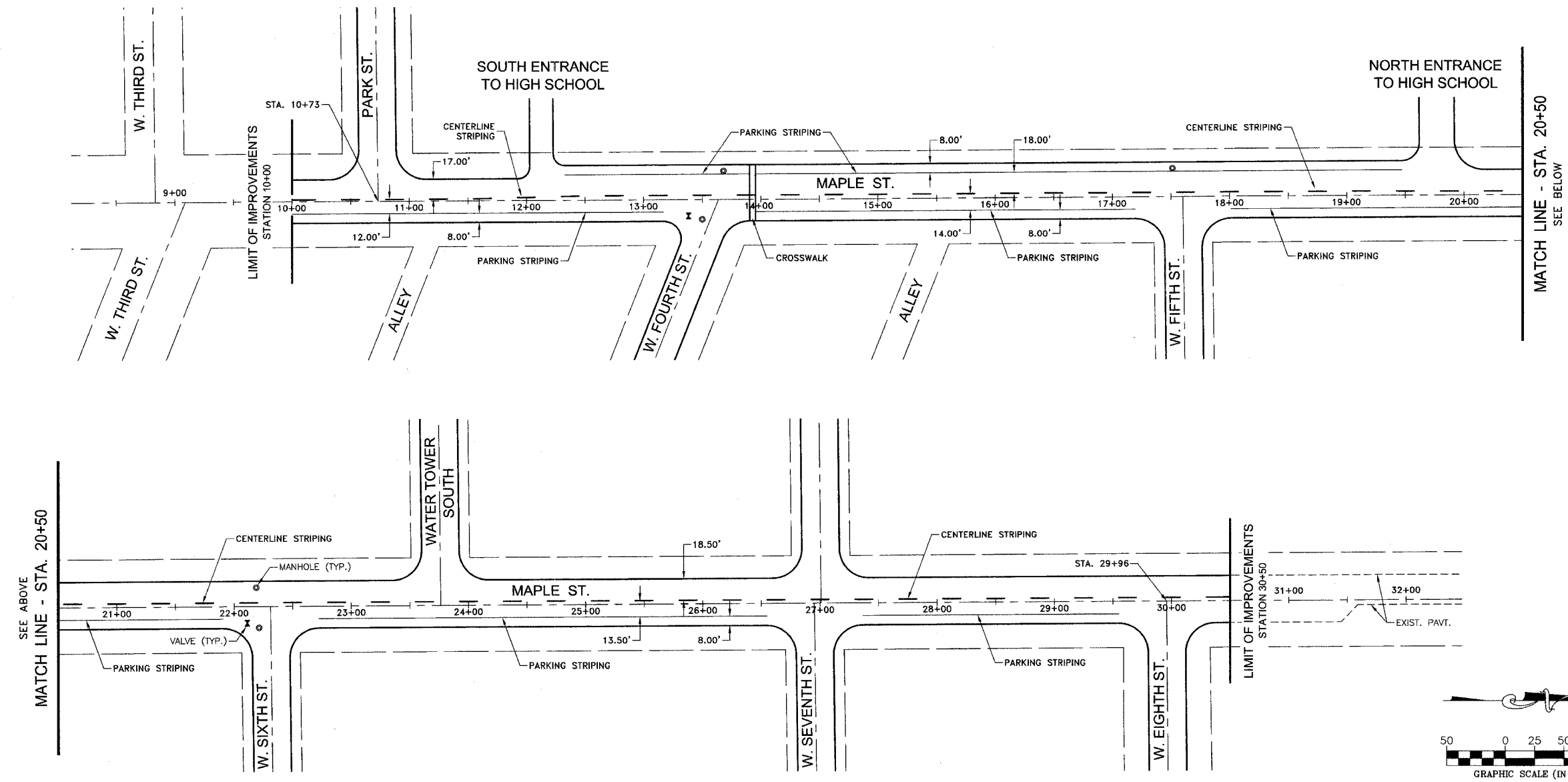
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NO.	DATE	BY	DESCRIPTION	
1	05/03/05	MG	PER IDOT REVIEW	
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VILLAGE OF MANTENO

PROPOSED SURFACE TRANSPORTATION URBAN (STU) OVERLAYS
SECTION 05-00055-00-RS

PROJECT:		PLAN VIEW PAVEMENT DESIGN DETAILS
DATE:	3/4/05	JOB NO. E04149
SCALE:	N/A	FILE NO.
DRAWN BY:	MRG	SHEET
CHECKED BY:	SRM	3



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