

F.A.U. RTE. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5355 D4-00167-00-WR	DEKALB	62	9	
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**LEGEND, EXISTING**

- (A) EXISTING GROUND
- (B) EXISTING BIT. CONC. PAVEMENT, CLASS I, 11"
- (C) EXISTING B.A.M., 6"
- (D) EXISTING LIME STABILIZED SOIL, 6"
- (E) EXISTING AGG. SHOULDER
- (F) EXISTING TY. B6.12 C&G (TO BE REMOVED)
- (G) EXISTING P.C.C. SIDEWALK (TO REMAIN)

**LEGEND, PROPOSED**

- (1) PROPOSED GROUND
- (2) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2-1/4"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-3/4"
- (4) LEVELING BINDER, N70, DEPTH VARIES 2" TO 6" (+/-)
- (5) AGGREGATE SHOULDER, 6" (TYPE A)
- (6) TYPE B6.12 CURB AND GUTTER (9" DEPTH)
- (7) AGGREGATE SUBGRADE, 12"
- (8) POROUS GRANULAR EMBANKMENT, VARIES (SEE EST. UNDERCUT TABLE)
- (9) FURNISHED EXCAVATION
- (10) TOPSOIL PLACEMENT, 4" / SEEDING / MULCH
- (11) TOPSOIL UNDERCUT, 4"
- (12) HOT-MIX ASPHALT SURFACE COURSE, BIKE PATH, MIX "C", N50, 3"
- (13) AGG. BASE, BIKE PATH, 6"
- (14) PCC SIDEWALK, 5"
- (15) STRIP CRACK CONTROL TREATMENT, SYSTEM A
- (16) PAVEMENT MILLING, VAR. DEPTH (2", OVERLAY < 4"; 0", OVERLAY > 6")
- (17) SUBBASE GRANULAR MATERIAL TYPE B, 4"

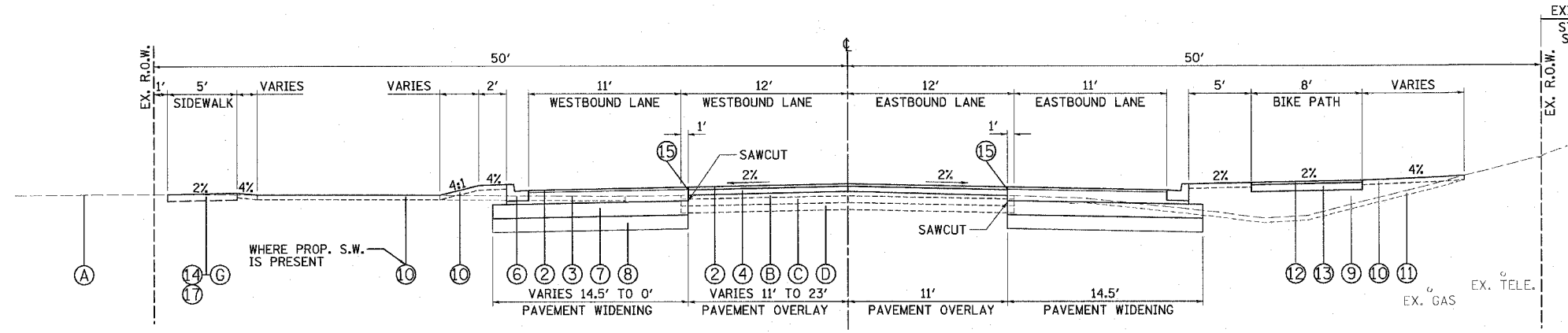
STRUCTURAL DESIGN TRAFFIC: 2017

PV= 16,320  
 SU= 340  
 MU= 340

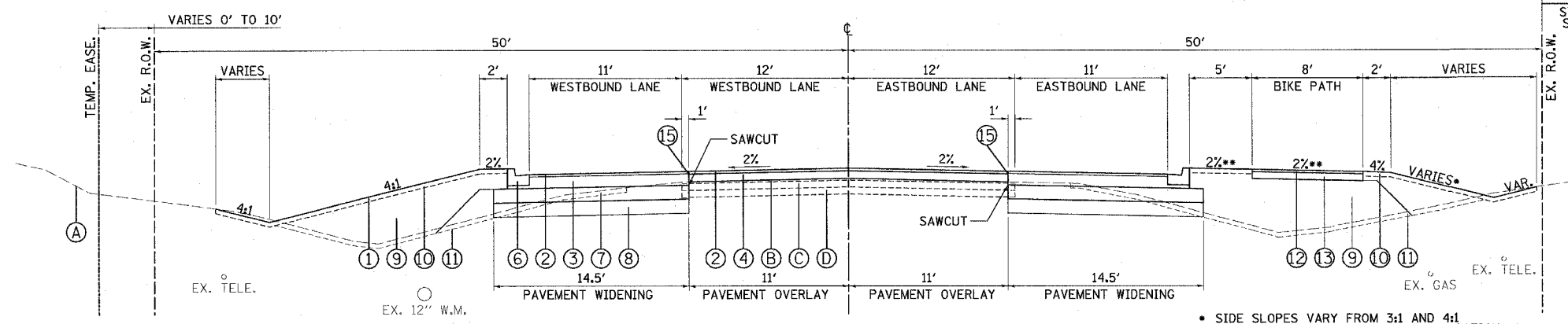
CLASSIFICATION: I  
 TRAFFIC FACTOR: 1.9  
 AC TYPE: HMA  
 PG GRADE: PG 64-28  
 SSR: POOR

	HMA BINDER	HMA LEVELLING BINDER	HMA SURFACE	HMA BASE COURSE (DRIVEWAYS)	HMA SURFACE FOR DRIVEWAYS & BIKE PATH
PG GRADE	PG64-22	PG64-22	PG64-22	PG58-22	PG64-22
MAX. % RAP ALLOWABLE **	15%	15%	10%	25%	15%
DESIGN AIR Voids	4.0% @ N70	4.0% @ N70	4.0% @ N70	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 12.5 OR IL 19.0
FRICION AGGREGATE	NUCLEAR/ CORES	SATISFACTION OF ENGINEER	MIXTURE D NUCLEAR/ CORES	NUCLEAR/ CORES	MIXTURE C SATISFACTION OF ENGINEER
DENSITY TEST METHOD	NUCLEAR/ CORES	SATISFACTION OF ENGINEER	MIXTURE D NUCLEAR/ CORES	NUCLEAR/ CORES	MIXTURE C SATISFACTION OF ENGINEER

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

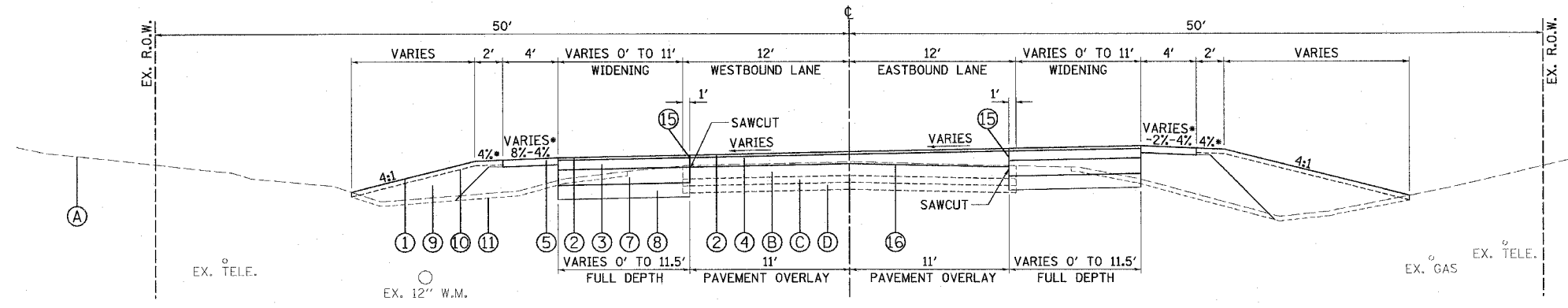


STA. 39+75 (+/-) TO STA. 43+00 (+/-)



STA. 26+87 TO STA. 39+75 (+/-)

\* SIDE SLOPES VARY FROM 3:1 AND 4:1 PRESENCE OF DITCH DEPENDS ON LOCATION.  
 \*\* DIRECTION OF FLOW DEPENDS ON LOCATION.



STA. 23+00 TO STA. 26+87

\* THE SUPER ELEVATION RATE VARIES FROM 8% AT THE BEGINNING TO 2% AT STA. 26+87. THE LEFT SHOULDER AND GROUND SLOPE MATCHES THE PAVEMENT SLOPE WHERE IT IS LESS THAN 4%. THE RIGHT SHOULDER MAXIMUM ROLLOVER FACTOR IS 8% WITH A MINIMUM MAGNITUDE OF 2%. THEREFORE, THE RIGHT SHOULDER SLOPE VARIES FROM -2% TO 4%.

**EST. UNDERCUT TABLE**

LOCATION	DEPTH
STA. 23+50 TO STA. 26+50	6"
STA. 32+50 TO STA. 44+00	6"
ELSEWHERE	0"

**RH&A**

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**REVISIONS**

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 BETHANY ROAD WIDENING  
 FAIRWAY OAKS DRIVE TO RESOURCE PARKWAY  
 CITY OF DEKALB

PROPOSED TYPICAL SECTIONS  
 BETHANY ROAD

SCALE: N.T.S.  
 DATE: 8/17/07

DRAWN BY: KMA  
 CHECKED BY: BP

PLOT DATE = 8/16/2007  
 FILE NAME = H:\06\0615\57209-Bethany\0615\17062.dgn  
 PLOT SCALE = N.T.S.  
 USER NAME = J0615