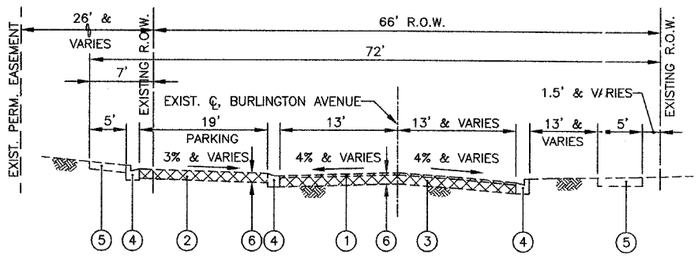
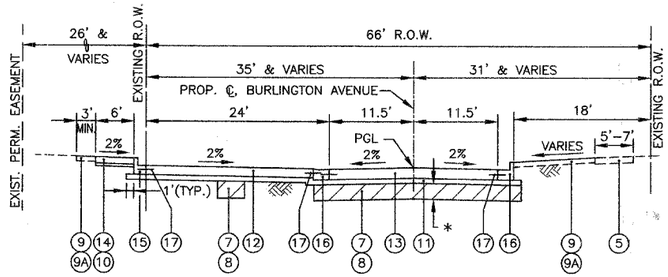
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3783	00-00080-00-FP	COOK	49	6
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

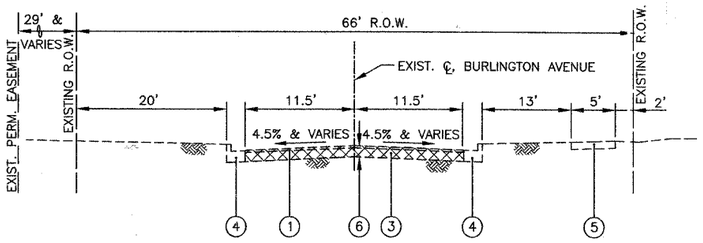
CONTRACT NO. 83988



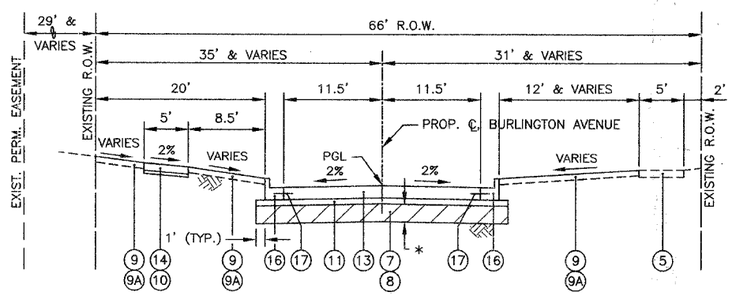
EXISTING TYPICAL SECTION - BURLINGTON AVE.
STA. 200+19.09 TO STA. 213+80



PROPOSED TYPICAL SECTION - BURLINGTON AVE.
STA. 200+19.09 TO STA. 213+80



EXISTING TYPICAL SECTION - BURLINGTON AVE.
STA. 213+80 TO STA. 227+03.12



PROPOSED TYPICAL SECTION - BURLINGTON AVE.
STA. 213+80 TO STA. 218+00

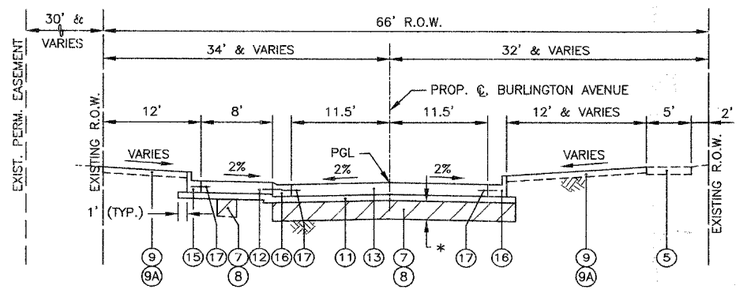
PAVEMENT DESIGN CALCULATIONS

DATE: AUGUST 5, 2004
IMPROVEMENT TYPE: RIGID PAVEMENT CROSS SECTION
LOCATION: BURLINGTON AVENUE - WOLF ROAD TO GILBERT AVENUE

CLASSIFICATION OF ROADWAY: CLASS II ROADWAY
TRAFFIC FACTOR = DP((0.073*FV)+(53.29*SU)+(237.070*MU))/1000000)

STRUCTURAL DESIGN TRAFFIC	=	2438	(ADT PROJECTED AT ONE HALF OF THE DESIGN PERIOD)
DESIGN LANE VOLUME % OF ADT	=	75	%
DESIGN PERIOD,YEARS (DP)	=	20	YEARS
% OF PASSENGER VEHICLES (FV)	=	99	%
% OF SINGLE UNIT TRUCKS (SU)	=	0.50	%
% OF MULTI UNIT TRUCKS (MU)	=	0.50	%

PROJ. AVERAGE DAILY TRAFFIC	=	3250	TRAFFIC FACTOR.....	=	0.074298
DESIGN LANE VOLUME	=	2438			
NO. OF PASSENGER VEHICLES	=	2413	I.B.R.....	=	2.5
NO. OF SINGLE UNIT TRUCKS	=	12			
NO. OF MULTI UNIT TRUCKS	=	12			



PROPOSED TYPICAL SECTION - BURLINGTON AVE.
STA. 218+00 TO STA. 227+03.12

LEGEND

1. EXISTING BITUMINOUS SURFACE COURSE, 3"
2. EXISTING BITUMINOUS PAVEMENT, 12", VARIABLE DEPTH
3. EXISTING P.C.C. PAVEMENT, 7"
4. EXISTING CONCRETE CURB & GUTTER, TYPE B-6.12
5. EXISTING P.C.C. SIDEWALK
6. PAVEMENT REMOVAL
7. POROUS GRANULAR EMBANKMENT, SUBGRADE (AT LOCATIONS DESIGNATED BY THE ENGINEER)
8. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (AT LOCATIONS DESIGNATED BY THE ENGINEER)
9. SODDING
9A. TOPSOIL FURNISH AND PLACE 4"
10. SUB-BASE GRANULAR MATERIAL, TYPE B 2" (INCIDENTAL TO P.C.C. SIDEWALK 5")
11. SUB-BASE GRANULAR MATERIAL, TYPE B 4"
12. P.C.C. PAVEMENT 7"
13. P.C.C. PAVEMENT 8"
14. PORTLAND CEMENT CONCRETE SIDEWALK 5" (AT LOCATIONS SHOWN ON THE PLANS OR DESIGNATED BY THE ENGINEER)
15. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (THICKNESS OF CURB FLAG SHALL BE EQUAL TO THE THICKNESS OF THE PROPOSED PAVEMENT).
16. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (THICKNESS OF CURB FLAG SHALL BE EQUAL TO THE THICKNESS OF THE PROPOSED PAVEMENT.)
17. 24" LONG DEFORMED EPOXY-COATED NO. 6 TIE BARS, 24" CTRS, 24" LONG (COST INCLUDED IN CONCRETE CURB AND GUTTER)

*ESTIMATED UNDERCUTS VARY 0" TO 18" DEEP

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATIONS	ITEM	AC TYPE	VOIDS
PATCHING	BITUMINOUS MIXTURE FOR PATCHING POTHOLES (HOT MIX)	PG 64-22	4% @ 50 GYR
PATCHING	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL 9.5mm)	PG 64-22	4% @ 50 GYR

* THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/ IN.

* HOT-MIX ASPHALT SURFACE COURSE USED ONLY FOR CLASS B PATCHES (SEE SHEET 22 FOR LOCATION AND SHEET 28 FOR DETAIL)

SOILS NOTE:

POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE MANUAL). IF UNSTABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH PGE. IF UNSTABLE SOIL IS NOT ENCOUNTERED, THEN THE QUANTITY WILL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR.

THE LIMITS OF UNSTABLE SOILS ARE AT THE APPROXIMATE LOCATIONS AS FOLLOWS:

STA. TO STA.	ESTIMATED UNDERCUT
200+19.09 TO 213+80	3,150 CU YD WITH GEOTECHNICAL FABRIC

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 3783
BURLINGTON AVENUE

TYPICAL SECTIONS

SCALE: NTS
DATE: 8/15/07
DRAWN BY SMP
CHECKED BY BDH