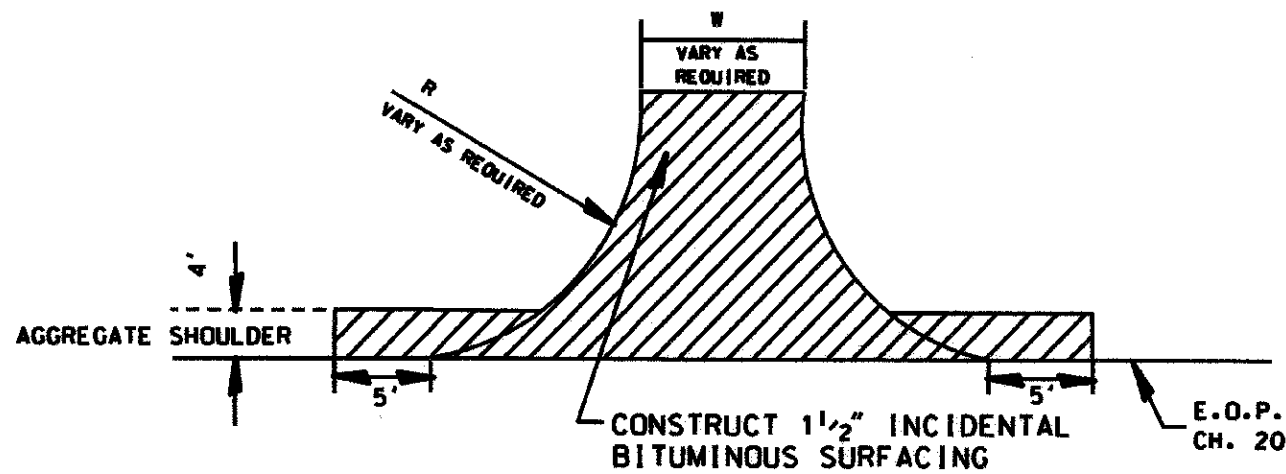


# INTERSECTION DETAIL



INTERSECTION QUANTITY SCHEDULE

STATION	SIDE	WIDTH	RADIUS	INCIDENTAL BIT. SURFACING	BIT. MATRLS. (PRIME COAT)	AGGREGATE (PRIME COAT)	LOCATION
				(TON)	(GAL)	(TON)	
22+54	—	22	25	10	5	0.5	IL RTE 113
80+26	LT	16	30	15	10	0.5	4750N
120+23	RT	20	30	15	10	0.5	4000N
120+33	LT	17	30	15	10	0.5	4000N
173+31	RT	17	30	15	10	0.5	3000N
173+66	LT	17	30	15	10	0.5	3000N
226+60	LT	20	30	15	10	0.5	2000N
226+60	RT	20	30	15	10	0.5	2000N
248+03	LT	30	30	15	10	0.5	1589N
249+30	LT	30	30	15	10	0.5	1589N
279+82	RT	18	30	15	10	0.5	1000N
280+12	LT	19	30	15	10	0.5	1000N
332+63	—	—	50	15	13	0.5	IL RTE 17
TOTALS				190	128	6.5	

\* INCLUDES RADII ONLY. TANGENT INCLUDED IN MAINLINE QUANTITIES.

## Pavement Design Data

Design Period = 15 Years

ADT = 2900 (2012) 3141 (2020)

P.V. = 88% = 2764 S.U. = 7.0% = 220 M.U. = 5.0% = 157

I.B.V. = 15

T.F. = 0.64

S.N. = 4.14

Pavement Structure Number

Ex. 7" Agg. Base 7 x 0.08 = 0.56

Ex. 2" Bit. Conc. Subclass B-5 2 x 0.17 = 0.34

Ex. 4.5" Bit. Conc. Surfacing 4.5 x 0.23 = 1.04

Ex. 2 1/4" CL.I Bit. Surfacing 2.75 x 0.23 = 0.63

Ex. 2 1/4" Bit. Conc. Surface CL.I 2.25 x 0.30 = 0.68

Prop. 2 1/4" Bit. Conc. Surf. CL.I 2.25 x 0.40 = 0.90

4.14

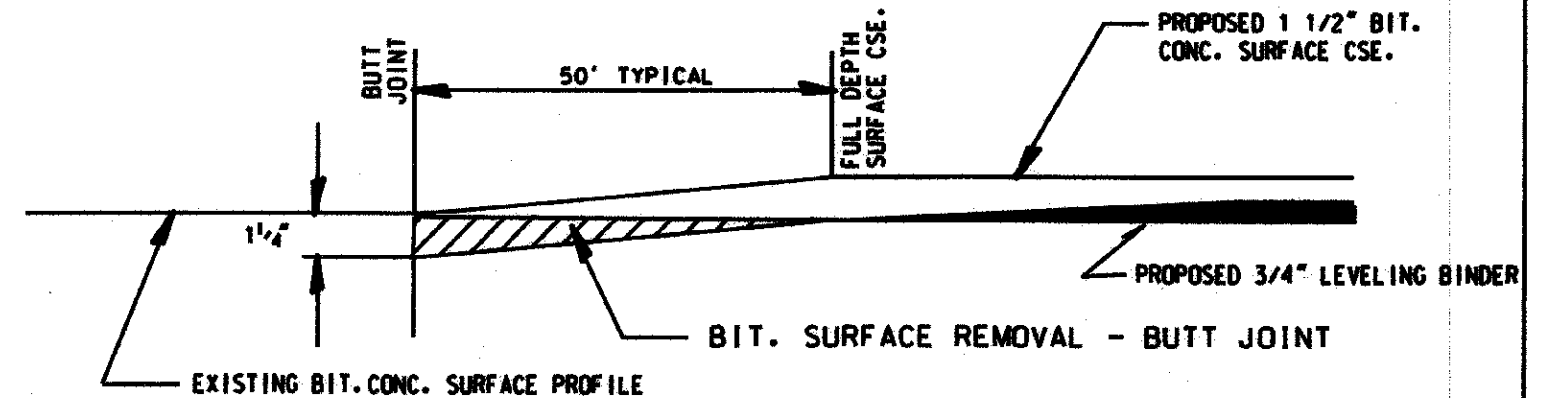
Marshall Stability ≥ 1700

	LEVEL BINDER	HMA SURFACE
PG GRADE	PG64-22	PG64-22
MAX% RAP ALLOWABLE	SEE SPECIAL PROVISIONS	SEE SPECIAL PROVISIONS
DESIGN AIR VOIDS	4% @ N50	4% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5
FRICTION AGGREGATE		MIXTURE 0
DENSITY TEST METHOD	Satisfaction of Engineer	% OF GROWTH CURVE

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

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
08-00072-08-RS	KANKAKEE	3	3
ILLINOIS PROJECT C-93-088-12		CONTRACT NO. 87527	

# TYPICAL BUTT JOINT DETAIL



BITUMINOUS SURFACE REMOVAL AND TEMPORARY RAMP SCHEDULE

STA TO STA	BIT. SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP (3' Wide)	LOCATION
22+54 to 22+79*	91 50 YDS	24 50 YDS	IL RTE 113
80+26 LT 35' TO LT 50'	27		4750 N
120+23 RT 35' TO RT 50'	33		4000 N
120+23 LT 35' TO LT 50'	28		4000 N
173+31 RT 35' TO RT 50'	28		3000 N
173+66 RT 35' TO RT 50'	28		3000 N
226+60 RT 31' TO RT 56'	56	7	2000 N
226+60 LT 31' TO LT 56'	56	7	2000 N
248+03 LT 15' TO RT 21'	34		1589 N
249+30 LT 15' TO RT 21'	34		1589 N
279+82 RT 35' TO RT 50'	30		1000 N
280+12 LT 35' TO LT 50'	32	7	1000 N
332+13 to 332+63**	253	41	IL RTE 17
TOTALS	730 50 YDS	86 50 YDS	

\* STA 22+54 IS THE SOUTH EDGE OF PAVEMENT IL RT 113

\*\* STA 332+63 IS THE NORTH EDGE OF PAVEMENT OF IL RT. 17

## GENERAL NOTES:

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL UTILITY LOCATIONS.