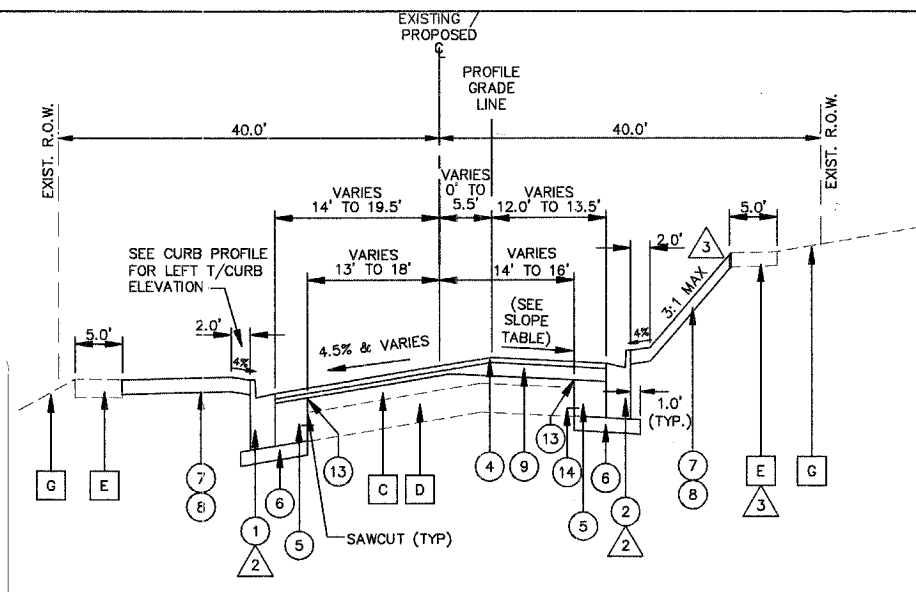
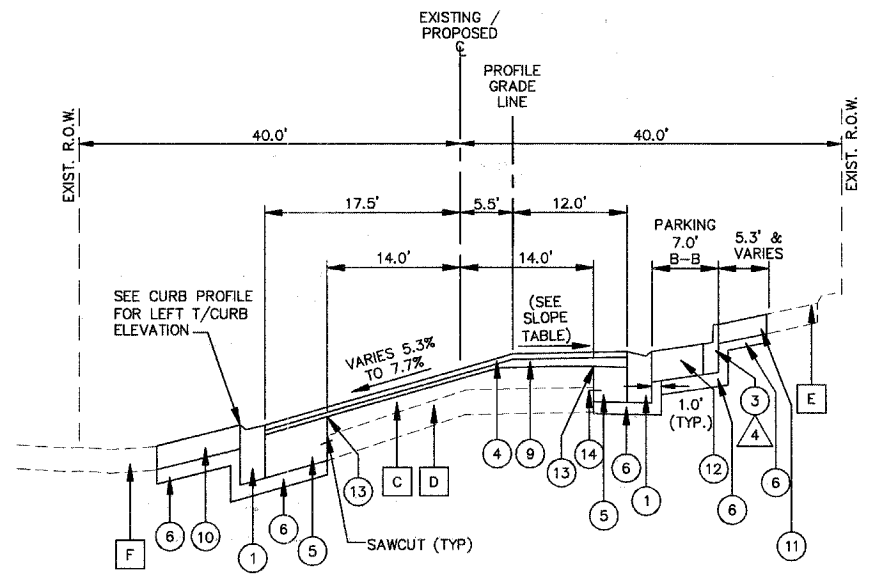


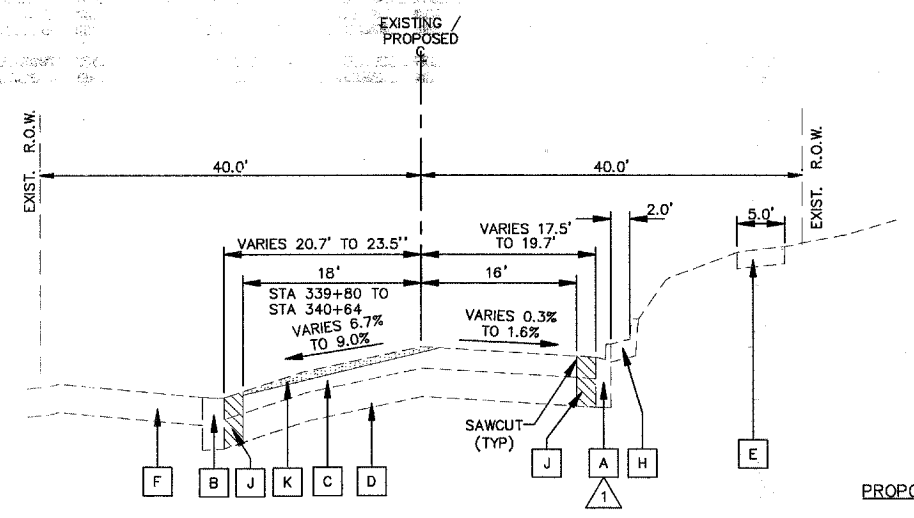
EXISTING TYPICAL SECTION
IL ROUTE 31
STA. 329+45 TO STA. 336+93
STA. 340+85 TO STA. 341+77



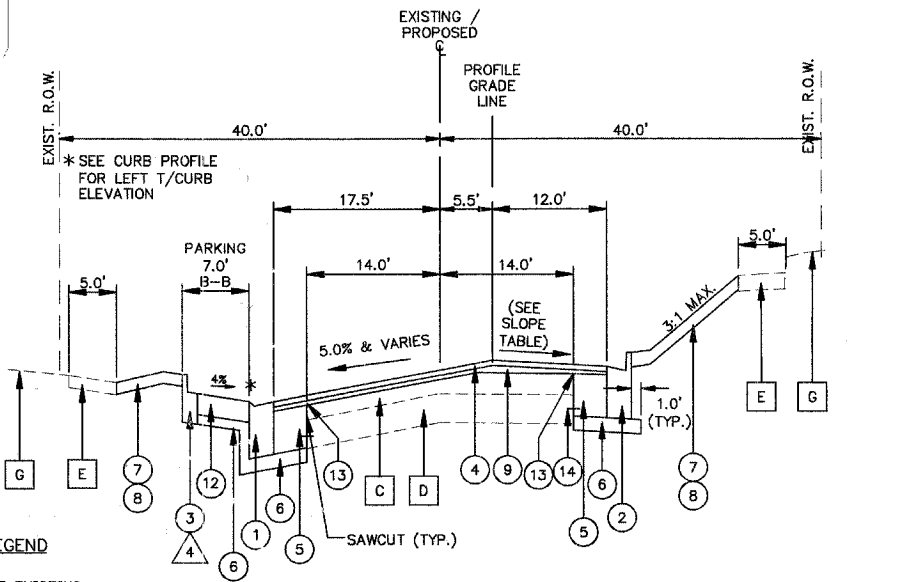
PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 329+45 TO STA. 333+67
STA. 339+80 TO STA. 341+77



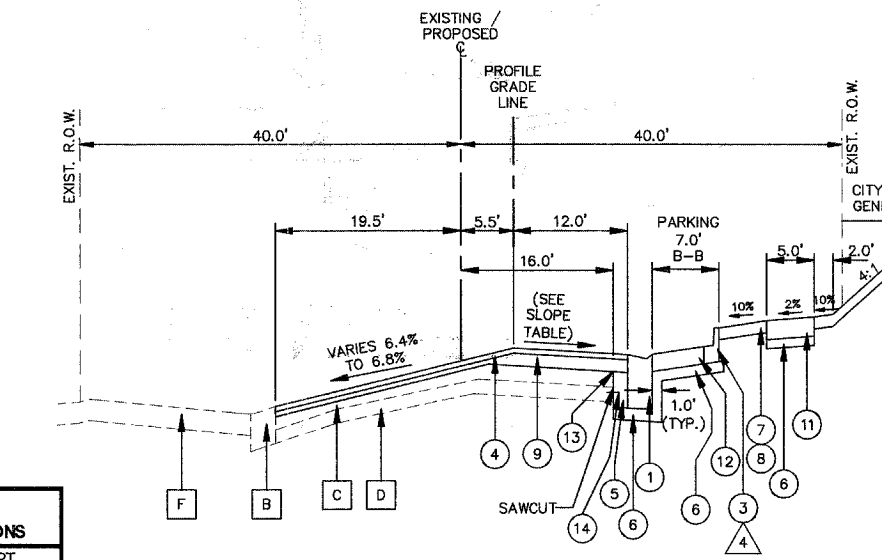
PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 335+35 TO STA. 336+60
(PROJECT OMISSION STA. 336+60 TO STA. 337+40)



EXISTING TYPICAL SECTION
IL ROUTE 31
STA. 336+93 TO STA. 340+85



PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 333+67 TO STA. 335+35



PROPOSED TYPICAL SECTION
IL ROUTE 31
STA. 337+40 TO STA. 339+80
(PROJECT OMISSION STA. 336+60 TO STA. 337+40)

PROPOSED TYPICAL SECTION LEGEND

- # EXISTING ITEM TO REMAIN - SEE EXISTING TYPICAL SECTION LEGEND
- ① COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 WITH EPOXY-COATED TIE BARS
- ② COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24 WITH EPOXY-COATED TIE BARS
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- ④ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"
- ⑤ PORTLAND CEMENT CONCRETE BASE COURSE, WIDENING (VARIABLE DEPTH)
- ⑥ SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- ⑦ TOPSOIL FURNISH AND PLACE, 4"
- ⑧ SODDING, SALT TOLERANT
- ⑨ LEVELING BINDER (MACHINE METHOD), N70 (VARIES 1" TO 3-3/4" - IN 2 LIFTS)
- ⑩ PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"
- ⑪ PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- ⑫ HOT-MIX ASPHALT DRIVEWAY PAVEMENT
- ⑬ STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑭ EPOXY-COATED TIE BARS [INCLUDED IN COST OF P.C.C. BASE COURSE WIDENING (VARIABLE DEPTH)]

EXISTING TYPICAL SECTION LEGEND

- A EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- B EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- C EXISTING HOT-MIX ASPHALT PAVEMENT, VARIES 3" TO 7"
- D EXISTING PORTLAND CEMENT CONCRETE BASE COURSE, VARIES 7" TO 8-1/2"
- E EXISTING PORTLAND CEMENT CONCRETE SIDEWALK
- F EXISTING DRIVEWAY PAVEMENT
PCC: STA. 334+93 TO STA. 336+06
CC: STA. 337+73 TO STA. 339+80
IMA: STA. 339+80 TO STA. 340+48
- G EXISTING GROUND
- H EXISTING PORTLAND CEMENT CONCRETE SIDEWALK WITH CURB
- J PAVEMENT REMOVAL
- K HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (VARIES 0" TO 5-1/2")

NOTES

- 1 EXISTING CURB & GUTTER TYPE B-6.24 STA. 335+62 TO STA. 337+96
- 2 PROPOSED CURB & GUTTER TYPE B-6.12 STA. 340+85 TO STA. 341+47
- 3 PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5" WITH PARKWAY GRADED AT 10% MAX. SLOPE 338+30 TO STA. 340+26
- 4 PROPOSED GUTTER SHALL SLOPE 4.0% TOWARD C.L.
- 5 PROPOSED CURB & GUTTER TYPE B-9.24 STA. 329+75 TO STA. 335+35

PAVEMENT DESIGN INFORMATION

IL ROUTE 31 (FIRST STREET)

COMPOSITE DESIGN CLASS II ROAD

2017 ADT 16700

STRUCTURAL DESIGN TRAFFIC

PV 15700 (94%)
SU 668 (4%)
MU 334 (2%)

PAVEMENT DESIGN

IBR 2.0
TF 2.81
SN 3.64

PAVEMENT LAYER

ACTUAL SURFACE THICKNESS 2-1/2"
MIN BASE COURSE THICKNESS 9"
(ACTUAL BASE COURSE THICKNESS VAR. TO MATCH EXISTING PAVEMENT NOT LESS THAN 9")

STRENGTH COEFFICIENT

x 0.40 = 1.00
x 0.33 = 2.97

SLOPE TABLE	
CROSS SLOPE TRANSITIONS	
STA.	SLOPE RT
329+45	-1.50%
331+85	-1.50%
332+85	1.49%
333+15	1.49%
334+15	-1.50%
335+60	-1.50%
336+60	3.50%
336+60 TO 337+40 OMISSION	
337+40	1.60%
338+40	-1.50%
339+50	-1.50%
340+70	4.30%
341+00	4.30%
341+48	-2.64%

NOTE
SLOPE IS (+) AS UP FROM P.G.L.

BITUMINOUS MIXTURE REQUIREMENT

MIX	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT DRIVEWAY PAVEMENT (INCLUDES ITEMS)		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1-1/2")	PG 64-22	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (5-1/2")	PG 64-22*	4% @ 50 Gyr.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70	PG 64-22*	4% @ 70 Gyr.
INCIDENTAL HOT-MIX ASPHALT SURFACING, (HMA BINDER, IL-19.0, N50)	PG 64-22*	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS / SQ YD / IN.
*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.