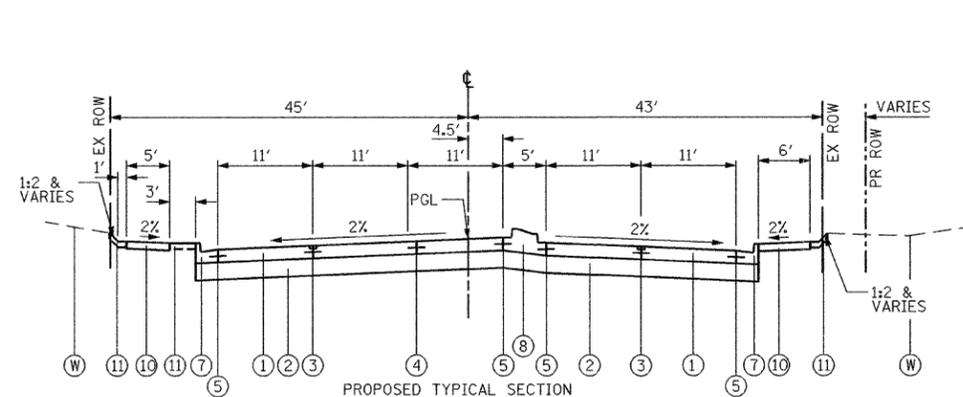
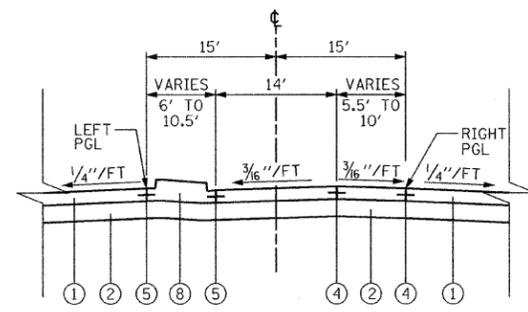


PROPOSED TYPICAL SECTION
MIDWEST ROAD
STATION 55+85.91 TO 57+86.82 * SEE INTERSECTION PAVING PLAN SHEET NO. 159 FOR DETAILS.



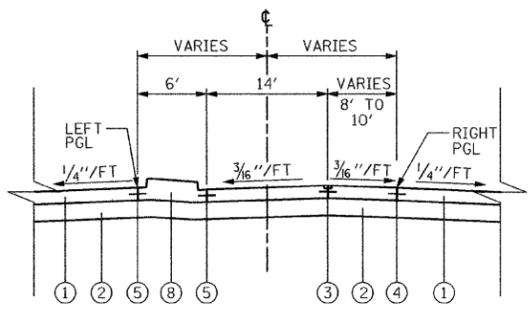
PROPOSED TYPICAL SECTION
MIDWEST ROAD
STATION 57+86.82 TO 59+87.26



SINGLE LEFT TURN LANE DETAIL

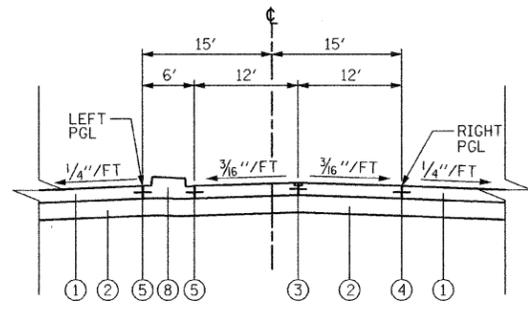
22nd STREET
WESTBOUND
STATION 229+61.77 TO 234+61.77
STATION 222+51.47 TO 226+55.23 U
STATION 256+18.61 TO 260+69.72 U
EASTBOUND
STATION 223+55.23 TO 228+55.23
STATION 251+12.62 TO 255+13.62 U
STATION 258+55.00 TO 262+56.95

U SEE SHEET NO. 39 TO 42 FOR SUPERELEVATION DETAILS



SINGLE LEFT TURN LANE DETAIL

22nd STREET
EASTBOUND
STATION 270+14.46 TO 274+13.46



DUAL LEFT TURN LANE DETAIL

22nd STREET
WESTBOUND
STATION 244+62.80 TO 249+27.80
EASTBOUND
STATION 237+17.15 TO 242+88.15

- PROPOSED LEGEND**
- ① PORTLAND CEMENT CONCRETE PAVEMENT 8 3/4" (JOINTED)
 - ② AGGREGATE SUBGRADE 12"
 - ③ LONGITUDINAL SAWED JOINT NO. 6 X 2'-6" LONG DEFORMED TIE BARS (EPOXY COATED) AT 2'-6" C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF PCC PAVEMENT)
 - ④ LONGITUDINAL CONSTRUCTION JOINT NO. 6 X 2' LONG DEFORMED TIE BARS GROUDED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF PCC PAVEMENT)
 - ⑤ NO. 6 X 2' LONG DEFORMED TIE BARS GROUDED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF COMBINATION CURB & GUTTER OR CONC MEDIAN)
 - ⑥ COMBINATION CURB & GUTTER, TY B-6.12
 - ⑦ COMBINATION CURB & GUTTER, TY B-6.24
 - ⑧ CONCRETE MEDIAN, TY SB-6.12
 - ⑨ CONCRETE MEDIAN, TY SB-6.24
 - ⑩ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - ⑪ TOPSOIL FURNISH AND PLACE 4" AND SODDING AS NOTED ON PLANS
 - ⑫ TOPSOIL FURNISH AND PLACE 24" AND SEEDING AS NOTED ON PLANS
 - ⑬ HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, 2 1/2"
 - ⑭ CLASS D PATCHES, TYPE IV, 10 INCH
 - ⑮ PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)
 - Ⓜ GROUND SURFACE (ASSUME EXISTING 5" TOPSOIL DEPTH)

NOTE: BOXED ITEMS ARE INCLUDED IN THE COST OF THE CONTRACT

NOTES:

1. POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. IN ADDITION, PGES HAS BEEN PROVIDED FOR USE IN THE EXISTING SWALE LOCATIONS AT THE LOCATIONS INDICATED. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION IS TO BE PLACED BELOW THE PGES IN THE EXISTING SWALE LOCATIONS. THOUGH THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER, ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH EITHER A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGES AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. 4" TRANSVERSE PIPE UNDERDRAINS SHALL BE INSTALLED EVERY 300' AND AT ALL LOW POINTS IN THE PROFILE. THE UNDERDRAINS SHALL BE INSTALLED IN ACCORDANCE WITH ARTICLE 601, PIPE DRAINS, UNDERDRAINS AND FRENCH DRAINS AND CHECK SHEET 19 OF THE IDOT RECURRING SPECIAL PROVISIONS.

POROUS GRANULAR EMBANKMENT, SUBGRADE

STATION RANGE	LOCATION	LENGTH	WIDTH	DEPTH	VOLUME	
22nd STREET						
209+20 TO 212+20	ROADWAY	300'	64.0'	6"	356 CY	
217+50 TO 220+50	ROADWAY	300'	110.2'	6"	613 CY	
223+20 TO 226+20	ROADWAY	300'	111.2'	6"	618 CY	
229+20 TO 232+20	ROADWAY	300'	121.8'	6"	677 CY	
250+00 TO 253+00	ROADWAY	300'	123.2'	6"	685 CY	
ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)						
10+00 TO 13+00	ROADWAY	300'	150.9'	6"	839 CY	
					TOTAL	3788 CY

POROUS GRANULAR EMBANKMENT, SUBGRADE AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

STATION RANGE	LOCATION	LENGTH	WIDTH	DEPTH	VOLUME (PGE, SUBGRADE)	AREA (GEOTECH FABRIC)
22nd STREET						
236+00 TO 239+00	EX SWALE, RT OF C	300'	10.0'	12"	112 CY	334 SY
ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)						
11+00 TO 11+50	EX SWALE, RT OF B	50'	10.0'	12"	19 CY	56 SY
					TOTALS	131 CY

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
PV = 55,803 SU = 855 MU = 342
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 8% S = 37% M = 37%
TRAFFIC FACTOR: ACTUAL TF = 2.69 MINIMUM TF = 4.96
EDGE SUPPORT CONDITION: TIED CURB & GUTTER
SUBGRADE SUPPORT RATING: POOR

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
FULL DEPTH PAVEMENT (MACARTHUR DRIVE)	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2"	4% @ 50 GYRATIONS
HMA BINDER IL-19mm, N50; 6 1/2" (IN 2 LIFTS)	4% @ 50 GYRATIONS
DRIVEWAYS	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2"	4% @ 50 GYRATIONS
HMA BASE COURSE (HMA BINDER IL-19mm); CE - 8" (IN 3 LIFTS)	4% @ 50 GYRATIONS
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1 1/2"	4% @ 50 GYRATIONS
HMA BINDER IL-19mm, N50; 8 1/2" (IN 3 LIFTS)	4% @ 50 GYRATIONS
PATCHING	
CLASS D PATCH (HMA BINDER IL-19mm)	4% @ 70 GYRATIONS
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYRATIONS
HMA REMOVAL OVER PATCHES, 2 1/2"	

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.