

STRUCTURAL PAVEMENT DESIGN FOR MAINLINE

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 125,272	SU= 10,930 MU= 31,949
ROAD/STREET CLASSIFICATION:	CLASS 1
PV= 8%	SU= 37% MU= 37%
TRAFFIC FACTOR:	ACTUAL TF= 264.46 AC TYPE= N/A
	MINIMUM TF= 12.39
AC GRADE:	BINDER= SURFACE=
SUBGRADE SUPPORT RATING:	
SSR= 2.00	(STA. to STA.)
SSR= 2.00	(STA. to STA.)

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP %
BITUMINOUS STABILIZED SUB-BASE, 4"	PG 58-22	2% @ 30 Gyr	50
BITUMINOUS STABILIZED SUB-BASE, 4 1/2"	PG 58-22	3% @ 50 Gyr	40
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 Gyr	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-22	2.5% @ 50 Gyr	15
TEMPORARY PAVEMENT (INTERSTATE)			
POLYMERIZED BIT. CONC. BINDER COURSE, SUPERPAVE, IL-19.0, N105, 14"	SBS PG 76-22	4% @ 105 Gyr	10

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS/SQYD/IN

PROPOSED LEGEND:

- 1 CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 14" AND PAVEMENT REINFORCEMENT 14"
- 3 BITUMINOUS STABILIZED SUB-BASE, 4 1/2"
- 5 SUB-BASE GRANULAR MATERIAL, TYPE B 24"
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 9 BITUMINOUS MATERIALS (PRIME COAT)
- 14 EXCAVATE AND PLACE EXISTING GRANULAR MATERIAL
- 15 PORTLAND CEMENT CONCRETE SHOULDERS 14" & VARIES
- 18 CONCRETE MEDIAN SURFACE, 6" (SPECIAL)
- 20 CONCRETE BARRIER, DOUBLE FACE, 32" HEIGHT
- 21 CONCRETE BARRIER, SINGLE FACE, 32" HEIGHT
- 23 BARRIER BASE
- 24 BARRIER WALL MARKERS, TYPE C (80' C-C)
- 26 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24
- 27 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 28 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.48 (MODIFIED)
- 29 PIPE UNDERDRAINS 6"
- 33 GUARDRAIL
- 34 TOPSOIL FURNISH AND PLACE / SEEDING (SEE LANDSCAPING PLANS FOR DETAILS)
- 35 LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF CONTINUOUSLY REINFORCED PCC PAVEMENT 14")
- 36 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE COMB CONC CURB AND GUTTER TYPE)
- 38 LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 8 DEFORMED EPOXY TIE BARS 30" LONG AT 24" C-C. (SHALL BE INCLUDED IN THE COST OF THE APPLICABLE PCC SHOULDER TYPE)
- 39 SUB-BASE GRANULAR MATERIAL, TYPE B 12"

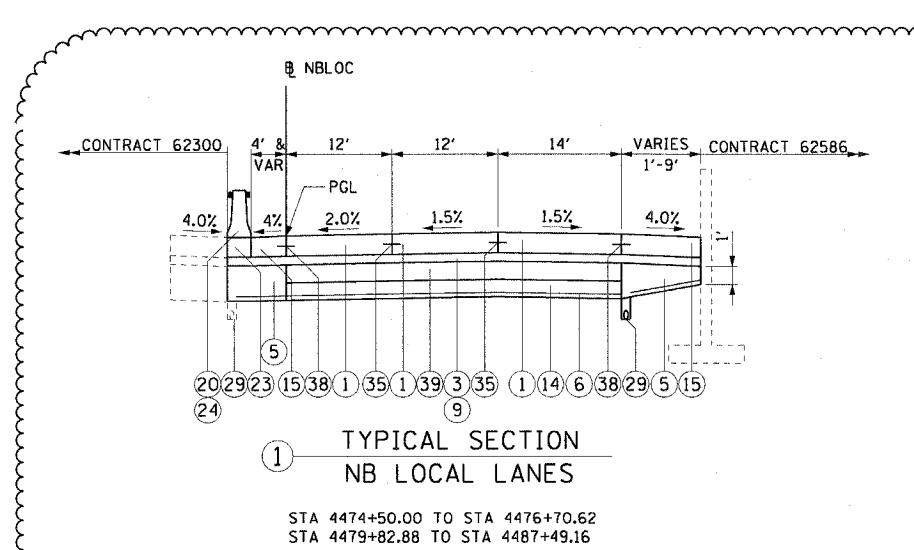
PRTP-1

REVISIONS	
NAME	DATE
ADDENDUM 1	7/27/06

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 90/94 (DAN RYAN EXPRESSWAY)
GARFIELD BLVD TO 31ST STREET (NB LOCAL LANES)

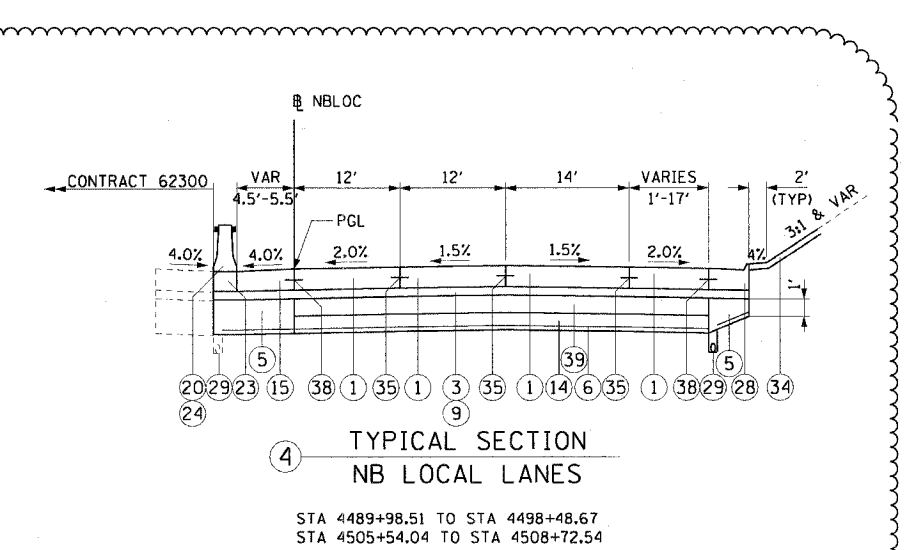
**PROPOSED TYPICAL SECTIONS
NORTHBOUND LOCAL LANES**

SCALE: H₁"=10' V₁"=5'
DATE: June 9, 2006
DRAWN BY: NJH
CHECKED BY: RMG



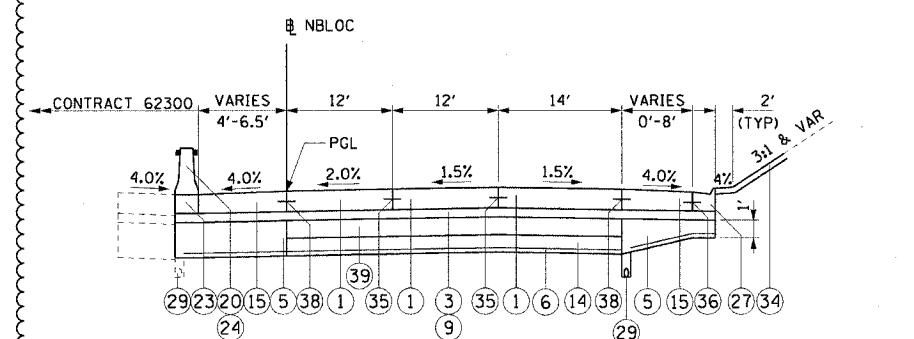
1 TYPICAL SECTION
NB LOCAL LANES

STA 4474+50.00 TO STA 4476+70.62
STA 4479+82.88 TO STA 4487+49.16



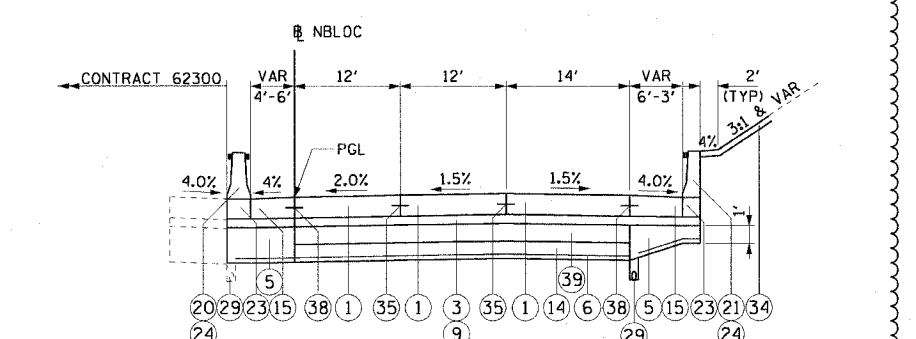
4 TYPICAL SECTION
NB LOCAL LANES

STA 4489+98.51 TO STA 4498+48.67
STA 4505+54.04 TO STA 4508+72.54



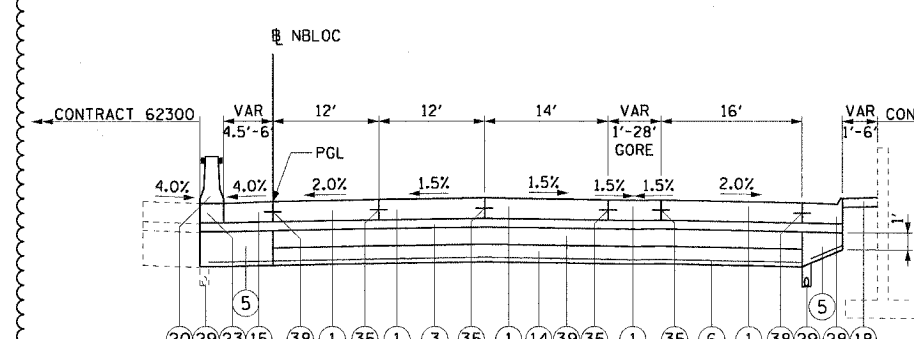
2 TYPICAL SECTION
NB LOCAL LANES

STA 4476+70.62 TO STA 4479+82.88
STA 4498+48.67 TO STA 4500+98.17
STA 4502+70.87 TO STA 4505+54.04
STA 4514+05.49 TO STA 4516+33.26



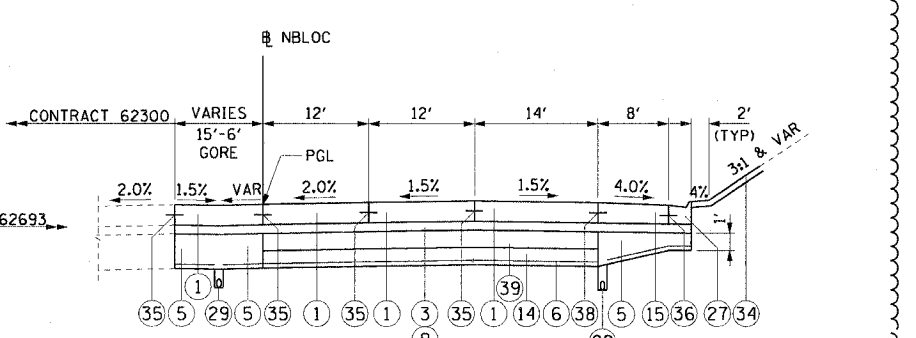
5 TYPICAL SECTION
NB LOCAL LANES

STA 4500+98.17 TO STA 4502+70.87



3 TYPICAL SECTION
NB LOCAL LANES

STA 4487+49.16 TO STA 4489+98.51
STA 4508+72.54 TO STA 4514+05.49



6 TYPICAL SECTION
NB LOCAL LANES

STA 4516+33.26 TO STA 4520+63.93

- NOTES:
- SEE ROADWAY DETAILS FOR VARIABLE HEIGHT OF THE DOUBLE FACE BARRIER WALL AND FOR THE TYING OF THE BARRIER BASE TO THE PCC SHOULDER AND FOR THE LIMITS OF CONSTRUCTION OF THE SUB-BASE GRANULAR MATERIAL UNDER THE DOUBLE FACE BARRIER WALL.
 - SHOULDER RUMBLE STRIPS SHALL BE CONSTRUCTED IN THE PROPOSED AND EXISTING SHOULDERS OF THE LOCAL AND EXPRESS LANES ACCORDING TO IDOT STANDARD 642001.
 - TYPICAL SECTIONS NEED TO BE VERIFIED WITH THE ROADWAY PLANS AS THEY ARE A REPRESENTATION OF THE PLANS. THEY DO NOT SHOW ALL CONFIGURATIONS, JUST THE MOST PREDOMINANT.

NOTES CONT:

- THE SLOPE OF THE STABILIZED SUB-BASE 4 1/2" UNDER THE SHOULDERS AND CURB & GUTTER SHALL MATCH THE SLOPE OF THE ADJACENT PAVEMENT IN THE NORMAL CROWNED AREAS.

F:\940466C\W\8\Chrs 16 & 19\SP\CH\16\Typical Sections\SEC00022.dwg 7/28/2006 11:03:17 AM