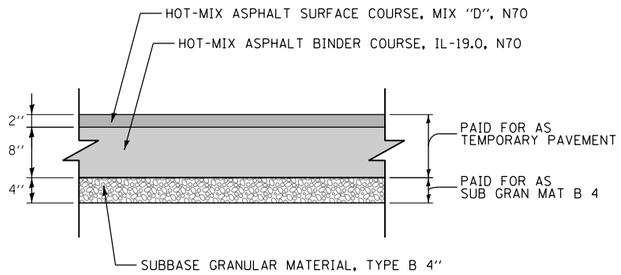
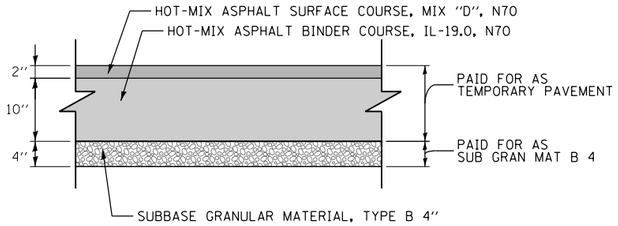
TEMPORARY PAVEMENT DETAILS:

DETAIL A: FULL DEPTH TEMPORARY HMA PAVEMENT

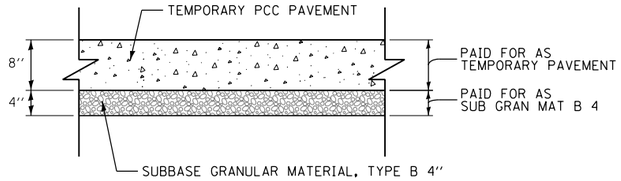


TEMPORARY HMA PAVEMENT FOR I-290 AND SW RAMP

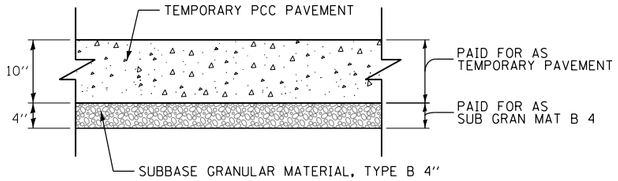


TEMPORARY HMA PAVEMENT FOR SB I-90/94 AND ES RAMP

DETAIL B: TEMPORARY PCC PAVEMENT



TEMPORARY PCC PAVEMENT FOR I-290 AND SW RAMP



TEMPORARY PCC PAVEMENT FOR SB I-90/94 AND ES RAMP

I-290

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
PV= _____ SU= _____ MU= _____
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= _____ S= _____ M= _____
TRAFFIC FACTOR: ACTUAL TF= _____ AC TYPE= _____
MINIMUM TF= _____
PG GRADE: BINDER= _____ SURFACE= _____
SUBGRADE SUPPORT RATING
SSR= POOR

SB I-90/94

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
PV= _____ SU= _____ MU= _____
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= _____ S= _____ M= _____
TRAFFIC FACTOR: ACTUAL TF= _____ AC TYPE= _____
MINIMUM TF= _____
PG GRADE: BINDER= _____ SURFACE= _____
SUBGRADE SUPPORT RATING
SSR= POOR

ES RAMP

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
PV= _____ SU= _____ MU= _____
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= _____ S= _____ M= _____
TRAFFIC FACTOR: ACTUAL TF= _____ AC TYPE= _____
MINIMUM TF= _____
PG GRADE: BINDER= _____ SURFACE= _____
SUBGRADE SUPPORT RATING
SSR= POOR

WS RAMP

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
PV= _____ SU= _____ MU= _____
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= _____ S= _____ M= _____
TRAFFIC FACTOR: ACTUAL TF= _____ AC TYPE= _____
MINIMUM TF= _____
PG GRADE: BINDER= _____ SURFACE= _____
SUBGRADE SUPPORT RATING
SSR= POOR

SW RAMP

STRUCTURAL DESIGN TRAFFIC: YEAR 2015
PV= _____ SU= _____ MU= _____
ROAD/STREET CLASSIFICATION: CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P= _____ S= _____ M= _____
TRAFFIC FACTOR: ACTUAL TF= _____ AC TYPE= _____
MINIMUM TF= _____
PG GRADE: BINDER= _____ SURFACE= _____
SUBGRADE SUPPORT RATING
SSR= POOR

TEMPORARY PAVEMENT GENERAL NOTES:

1. THE CONTRACTOR SHALL HAVE THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT.
2. TEMPORARY HMA TEMPORARY PAVEMENT SHALL CONSIST OF TWO ITEMS: HMA BINDER COURSE AND HMA SURFACE COURSE.
3. PORTLAND CEMENT CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS. TEMPORARY PCC PAVEMENT DOES NOT REQUIRE DOWEL BARS.

HOT MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) @ NDES
PAVEMENT RESURFACING	
HALSTED STREET AND HARRISON STREET	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm): 1-3/4"	4% @ 70 GYR
PAVEMENT RECONSTRUCTION	
HALSTED STREET AND HARRISON STREET	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm): 1-3/4"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 2-1/4"	4% @ 70 GYR
TEMPORARY PAVEMENT (IF HMA OPTION IS SELECTED BY CONTRACTOR)	
I-290, WS RAMP AND HALSTED STREET	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm): 2"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 8" (IN 3 LIFTS)	4% @ 70 GYR
SB I-90/94 AND ES RAMP	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 mm): 2"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70: 10" (IN 4 LIFTS)	4% @ 70 GYR

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE AC TYPE FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

AGGREGATE SUBGRADE IMPROVEMENT AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

AGGREGATE SUBGRADE IMPROVEMENT (ASI), HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION IS TO BE PLACED BELOW THE ASI. THOUGH THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ASI 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.

AECOM
303 EAST WACKER DRIVE, SUITE 1400
CHICAGO, IL 60601-5276
PHONE: (312) 373-7700 FAX: (312) 373-6800

D160W26-sht-Typical-06	DESIGNED - OPS	REVISED -
USER NAME = chiue	DRAWN - OPS	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - DBM	REVISED -
PLOT DATE = 9/12/2013	DATE - 9/15/13	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
TEMPORARY PAVEMENT

SCALE: NONE | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2013-008R	COOK	559	33
		CONTRACT NO. 60W26		
	ILLINOIS FED. AID PROJECT			

FILE PATH = pw:\3880039-pwnt.eecomonline.local:PWAECOM00\Documents\01 Americas\Transportation\60269938 Circle\Phase I\000_CAD\006-Roadway\Sheets\60W26_Contract\D160W26-sht-Typical-06