



*COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

FROM STA. 1012+34.04 TO STA. 1012+77.50

LEGEND:

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- 2 STABILIZED SUB-BASE 4"
- 3 AGGREGATE SUBGRADE, 12"
- PORTLAND CEMENT CONCRETE SHOULDER, 10" OR 14" (MATCH PAVEMENT THICKNESS)
- 5 AGGREGATE SHOULDER TYPE B, 6"
- 6 SEEDING, CLASS 2A
- (7) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (8) CONCRETE MEDIAN, TYPE SB-6.24 (SPECIAL)
- 9 CONCRETE MEDIAN SURFACE, 6"
- (10) TOPSOIL, 4"
- 11) SODDING, SALT TOLERANT
- (12) LONGITUDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS 24" LONG AT 24" CENTERS
- (3) LONGITUDINAL CONSTRUCTION JOINT, NO. 6 EPOXY COATED TIE BARS 24" LONG AT 24" CENTERS
- SAWED LONGITUDINAL JOINT WITH NO. 6 \times 30 POXY COATED DEFORMED TIE BARS AT 30" CENTERS
- $\ensuremath{\text{(15)}}$ Continuously reinforced portland cement concrete pavement, 14"
- (6) STABILIZED SUB-BASE 6" (BAM)
- 17) AGGREGATE SHOULDER TYPE A, 4"
- (18) PIPE UNDERDRAINS 4" (MODIFIED)
- (19) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (20) GRANULAR SUBGRADE REPLACEMENT
- (21) PORTLAND CEMENT CONCRETE SIDEWALK, 4"

NOTE: AGGREGATE SUBGRADE EXTENDS 12" BEYOND BACK OF CURB STABILIZED SUB-BASE 4" EXTENDS 6" BEYOND BACK OF CURB

| BITUMINOUS MIX INFORMATION | | | | | | | | |
|----------------------------|--|---|-------------------------------|-------------------------------------|--|--|--|--|
| | Superpave Binder Temporary Pavement | Superpave Surface Temporary Pavement | Superpave Surface | Superpave Stabilized Sub-base | | | | |
| PG Grade | PG64 - 22 | PG64 - 22 | PG64 - 22 | PG58 - 22** | | | | |
| Max % RAP Allowable** | 15% | 10% | 10% | 40% | | | | |
| Design Air Voids | 4.0% @ N70 | 4.0% @ N70 | 4.0% @ N90 | 2.0% @ N30 | | | | |
| Mixture Composition | IL 19.0 | 12.5 or IL | 12.5 or IL | BAM | | | | |
| Friction Aggregate | | Mixture C | Mixture D | | | | | |
| Plant Control Limits | Class 1 | Class 1 | Class 1 | Non Class 1 | | | | |
| Density Control Method | Satisfaction of the Engineer | Satisfaction of the Engineer | Cores or Nuclear Method | Min. 91.0% | | | | |

MATERIAL SHALL BE COMPACTED TO 93-97 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT THE BOTTOM LIFT ON AN UNIMPROVED SUBGRADE SHALL BE COMPACTED TO A MINIMUM OF 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** IF RAP OPTION IS SELECTED AT 20% OR GREATER FOR THE STABILIZED SUB-BASE, THE ASPHALT CEMENT GRADE WILL BE PG58-28.

| REVISIONS | | ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | | |
|-----------|------|---------------------------------------|---------------------------|----------------------|-------------|---------|--|
| - [| NAME | DATE | 1LL1 | NOIS DEPARTMENT OF | - TRANSPO | RIAITON | |
| | | | FAI | ROUTE 80 (I-80 AT MI | NOOKA INTER | CHANGE) | |
| | | | | | | | |
| | | | PROPOSED TYPICAL SECTIONS | | | | |
| | | | | | | | |
| | | | SCALE: | NONE | DRAWN BY: | NJS | |
| | | | DATE | 2/10/06 | CHECKED BY: | JJC | |
| | | | | | | | |