



- LEGEND**
- ① P.C.C. PAVEMENT, 10"
 - ② PAVEMENT FABRIC
 - ③ LONGITUDINAL JOINT W/ KEYWAY & TIE BARS
 - ④ NO. 4 TIE BARS
 - ⑤ SAWED LONGITUDINAL JOINT W/ TIE BARS
 - ⑥ COMB. CONC. CURB & GUTTER, TY. B-8.12
 - ⑦ TOP SOL., 4"
 - ⑧ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NSO, 1 1/2"
 - ⑨ BITUMINOUS MATERIALS (PRIME COAT)
 - ⑩ HOT-MIX ASPHALT SURFACE COURSE REMOVAL, 1 1/2"
 - ⑪ EXIST. C.C.C. & G., TY. B-8.12
 - ⑫ HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/4"
 - ⑬ COMB. CONC. CURB & GUTTER, TY. B-8.12
 - ⑭ EXIST. AGGREGATE SHOULDER TO BE REMOVED (INCIDENTAL TO EARTH EXCAVATION)
 - ⑮ EXIST. AGGREGATE BASE
 - ⑯ EXIST. BITUMINOUS SURFACE
 - ⑰ EXIST. BITUMINOUS BINDER
 - ⑱ EX. BITUMINOUS BINDER
 - ⑲ STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A
 - ⑳ AGGREGATE SHOULDERS, TY. B, 6"
 - ㉑ PAVEMENT MARKING (STRIPES, 4")
 - ㉒ SUB-BASE GRANULAR MATERIAL, TYPE A, 6"

W. COURTLAND ST.

STRUCTURAL DESIGN TRAFFIC: YEAR: 2016
 PV = 4,079 S = 172 MU = 43
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 0.5 S = 0.5 M = 0.5
 TRAFFIC FACTOR: ACTUAL TF = 0.48
 MINIMUM TF = 6.70
 SUBGRADE SUPPORT RATING:
 SSR = POOR (STA. 10+80 TO 32+42)
 MECHANISTIC DESIGN FOR ROAD PAVEMENT
 USE: P.C.C. PAVEMENT, 10"

VETERANS RD.

STRUCTURAL DESIGN TRAFFIC: YEAR: 2011
 PV = 2,726 S = 180 MU = 14
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 0.5 S = 0.5 M = 0.5
 TRAFFIC FACTOR: ACTUAL TF = 0.24
 MINIMUM TF = 4.43 AC TYPE = 20
 SUBGRADE SUPPORT RATING:
 SSR = POOR (STA. 19+41 TO 28+33)
 MODIFIED AASHTO
 USE: POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", NSO, 1 1/2"
 HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/4"

- GENERAL NOTES:**
1. ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF "THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", OF THE STATE OF ILLINOIS, LATEST EDITION, AND WITH THE VILLAGE OF MORTON SUBDIVISION STANDARDS.
 2. FINAL ACCEPTANCE BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE VILLAGE OF MORTON FOR THE IMPROVEMENTS IS BASED ON THE CONDITION OF THE IMPROVEMENTS AT THE TIME THE FINAL INSPECTION IS MADE.
 3. SUBGRADE COMPACTION - PREPARE & COMPACT SUBGRADE TO 98% COMPACTION STANDARD PROCTOR.
 4. PROVIDE EXPANSION JOINTS AT INTERSECTION RETURNS, INLET BOXOUTS, AND AT THOSE LOCATIONS WHICH CORRESPOND TO PAVEMENT EXPANSION JOINTS. USE 1 1/2" DIA. SMOOTH 15" LONG COATED DOWEL BAR WITH A METALLIC PINCHED STOP CAP ON ONE END. GREASE ENTIRE BAR. PROVIDE SAWED CONTRACTION JOINTS AT PAVEMENT JOINT LOCATIONS, SAW 2" DEEP AS SOON AS CONDITIONS PERMIT & FILL W/ APPROVED JOINT SEALER.
 5. ALL REINFORCEMENT BARS AND TIE BARS, ETC. USED ON THIS PROJECT TO BE EPOXY COATED.
 6. ALL JOINTS SHALL BE SAWED AS SOON AS CURING PERMITS.
 7. TIE BARS SHALL BE PLACED BETWEEN THE PROPOSED P.C.C. PAVEMENT, 10" AND THE PROPOSED C.C.C. & G., TY. B-8.12, AS REQUIRED IN HIGHWAY STANDARD 608001-03. TIE BARS SHALL BE CONSIDERED INCIDENTAL TO THE C.C.C. & G., TY. B-8.12.
 8. DOWELED TRANSVERSE PAVEMENT JOINTS SHALL BE SPACED AT A MAXIMUM OF 40.0 FT. AND AS SHOWN ON THE "JOINTING DETAIL SHEET". COST OF DOWEL BARS SHALL BE INCIDENTAL TO THE PAY ITEM "PORTLAND CEMENT CONCRETE PAVEMENT, 10".
 9. SURFACE COURSE - CONTINUOUS PAVING OPERATIONS ON MAIN ROADWAYS SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.
 10. ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS - THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE STORM SEWERS REQUIRED PRIOR TO ORDERING THESE ITEMS.
 11. THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
 12. ALL ELEVATIONS SHOWN REFER TO U.S.G.S. DATUM AT MEAN SEA LEVEL UNLESS OTHERWISE NOTED.
 13. ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.00 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

MIXTURE REQUIREMENTS

LOCATION (S) AND MIXTURE USE (S):	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE - MAINLINE
AC/PG:	SSS 64-25
RAP % : (MAX)	0%
DESIGN AIR VOIDS:	4.0% @ Ndes = 50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	E 9.5 OR L 12.5
FRICTION AGGREGATE:	MIXTURE D

LOCATION (S) AND MIXTURE USE (S):	HOT-MIX ASPHALT BASE COURSE WIDENING *
AC/PG:	PG 64-22
RAP % : (MAX) **	25%
DESIGN AIR VOIDS:	4.0%
MIXTURE COMPOSITION: (GRADATION MIXTURE)	L 19.0
FRICTION AGGREGATE:	N/A

* TO BE PLACED IN AT LEAST THREE LIFTS, MINIMUM LIFT THICKNESS IS 2 1/4", TOP LIFT SHOULD BE NOMINAL 2 1/4" LIFT.
 ** IF > 15% RAP IS USED, THE CONTRACTOR MAY BE REQUIRED TO USE A SOFTER GRADE OF ASPHALT AS DETERMINED BY THE MATERIALS ENGINEER.

CONSTRUCTION:
 CONSTRUCT TWO FIELD ENTRANCES ON SOUTH SIDE OF W. COURTLAND ST., AT LOCATIONS DESIGNATED BY PROPERTY OWNER. FIELD ENTRANCES TO BE CONSTRUCTED OF AGGREGATE SURFACE COURSE, TYPE B, AT A THICKNESS OF 10".