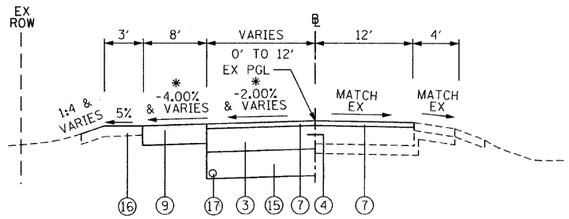
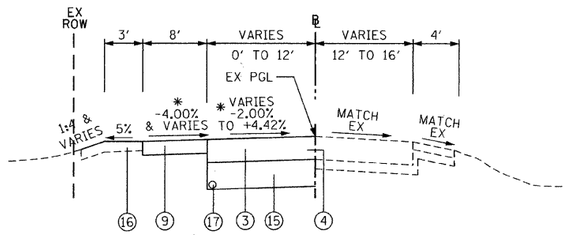
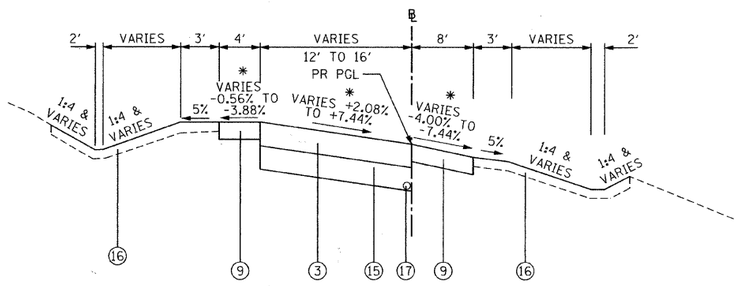


PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+00.00 TO 400+77.73
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 EXIT RAMP
STATION 400+77.73 TO 404+25.56
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.



PROPOSED TYPICAL SECTION
ILLINOIS ROUTE 38 ENTRANCE RAMP
STATION 500+00.00 TO 504+41.25
* SEE SHEET 28 TO 29 FOR PAVING DETAILS.

EXISTING LEGEND

- (A) PORTLAND CEMENT CONCRETE PAVEMENT (10″)
- (B) PORTLAND CEMENT CONCRETE PAVEMENT (11″)
- (C) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (D) HOT MIX ASPHALT SURFACE COURSE (2″ AND VARIES)
- (E) HOT MIX ASPHALT BINDER COURSE (2″ AND VARIES)
- (F) HOT MIX ASPHALT BASE COURSE (10″ AND VARIES)
- (G) HOT MIX ASPHALT SHOULDER (8″ AND VARIES)
- (H) HOT MIX ASPHALT BIKE PATH
- (I) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12
- (J) COMBINATION CONCRETE CURB & GUTTER, TY B-9.6
- (K) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (L) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18 & MONOLITHIC PORTLAND CEMENT CONCRETE BASE COURSE, 10″
- (M) CONCRETE MEDIAN TY SB-9.6
- (N) CONCRETE MEDIAN SURFACE, 4 INCH
- (O) SUB BASE GRANULAR MATERIAL, TYPE B, 4″
- (P) GROUND SURFACE (ASSUME EXISTING 4″ TOPSOIL DEPTH)
- (Q) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2″ TYPICAL)

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE BASE COURSE (10″)
- (2) PORTLAND CEMENT CONCRETE BASE COURSE (11″)
- (3) PORTLAND CEMENT CONCRETE PAVEMENT 11″ (JOINTED)
- (4) LONGITUDINAL CONSTRUCTION JOINT NO. 6 X 2′ LONG DEFORMED TIE BARS GROUND-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 GROUND-IN-PLACE (EPOXY COATED) AT 2′ C-C (STANDARD 420001-07) (INCLUDED IN THE COST OF COMBINATION CURB & GUTTER OR CONC MEDIAN)
- (6) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14″ CONSISTING OF:
  - (6A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
  - (6B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 12½″
- (7) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1½″
- (8) LEVELING BINDER (MACHINE METHOD), N70 VARIES ¾″ TO 2¼″
- (9) HOT-MIX ASPHALT SHOULDERS, 8″
- (10) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 - 2″
- (11) AGGREGATE BASE COURSE, TYPE B 5″
- (12) COMBINATION CONCRETE CURB & GUTTER, TY B-6.18
- (13) CONCRETE MEDIAN, TY SB-6.24
- (14) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (15) AGGREGATE SUBGRADE 12″
- (16) TOPSOIL FURNISH AND PLACE 4″ AND SEEDING AS NOTED ON PLANS
- (17) PIPE UNDERDRAINS 4″

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

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIRMENTS

MIXTURE TYPE	AIR VOIDS @ N_{DES}
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1½″	4% @ 70 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5mm); (LIFTS ¾″ TO 2¼″)	4% @ 70 GYRATIONS
PAVEMENT WIDENING (FULL DEPTH PAVEMENT)	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1½″	4% @ 70 GYRATIONS
HMA BINDER COURSE, IL-19.0, N70; 12½″ (IN 4 LIFTS)	4% @ 70 GYRATIONS
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 1½″	4% @ 50 GYRATIONS
HMA BINDER COURSE, IL-19.0, N50; 8½″ (IN 3 LIFTS)	4% @ 50 GYRATIONS
SHOULDERS	
HMA SHOULDERS, 8″ (HMA BINDER IL 19mm)	2% @ 30 GYRATIONS
BIKE PATH	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5mm); 2″	4% @ 30 GYRATIONS
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm); 11″ (IN 3 LIFTS), 12″ (IN 4 LIFTS)	4% @ 70 GYRATIONS

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.

POROUS GRANULAR EMBANKMENT, SUBGRADE AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES), 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 PGES. 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.

STATION RANGE	LOCATION	LENGTH	AVE WIDTH	DEPTH	VOLUME
BRUSH HILL ROAD					
119+34 TO 122+50	WIDENING	316′	7.5′	6″	44 CU YD

SCHEDULE OF EARTHWORK

FROM	TO	20201200 REMOVAL & DISPOSAL OF UNSUITABLE CU YD					20200100 EARTH EX CU YD				EXCAVATION TO BE USED IN EMBANKMENT (ADJ FOR 15% SHRINKAGE) CU YD				EMBANKMENT CU YD				EARTHWORK BALANCE EXCESS (+) OR SHORTAGE (-) CU YD				20400800 FURNISHED EX CU YD
		UNDERCUT	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	PRE STAGE 1	STAGE 1	STAGE 2	STAGE 3	
YORK STREET																							
202+50	214+50			153				798		283		679		241		22				657		241	
BRUSH HILL ROAD																							
118+00	123+85			11	109			32	409	59		28	348	51			48			28	300	51	
ILLINOIS ROUTE 38 ENTRANCE AND EXIT RAMPS																							
500+00	506+00		43	228	17	412	15	615	69	443	13	523	59	377	63	158		28	-50	365	59	349	
UNDERCUT		44																					
SUBTOTAL BY STAGE		44	43	392	126	412	15	1,445	478	785	13	1,230	407	669	63	180	48	28	-50	1,050	359	641	
TOTAL						1,017				2,723				2,319				319	50				50

PLAN: SURVEYED, PLOTTED, QUANTITIES CHECKED, ALIGNMENT VERIFIED, CADD FILE NAME; NOTE BOOK; NO.; BY; DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT VERIFIED, STRUCTURE (ROTATING CKRD); NOTE BOOK; NO.; BY; DATE

FILE NAME = g:\ch08\0007\road\phase 2\sheets\DIX0007TypSecPr-2.dgn	USER NAME = jmgoiemba	DESIGNED - JMG	REVISED -
	PLOT SCALE = 1.0000 ′ / IN.	DRAWN - JMG	REVISED -
	PLOT DATE = 8/4/2011	CHECKED - JMG	REVISED -
		DATE - 7/4/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

YORK STREET AT IL RTE 38 RAMPS/BRUSH HILL ROAD
PROPOSED TYPICAL SECTIONS

SCALE: NOT TO SCALE | SHEET NO. 11 OF 85 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2678	09-00171-00-CH	DUPAGE	85	11
		CONTRACT NO. 63610		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		