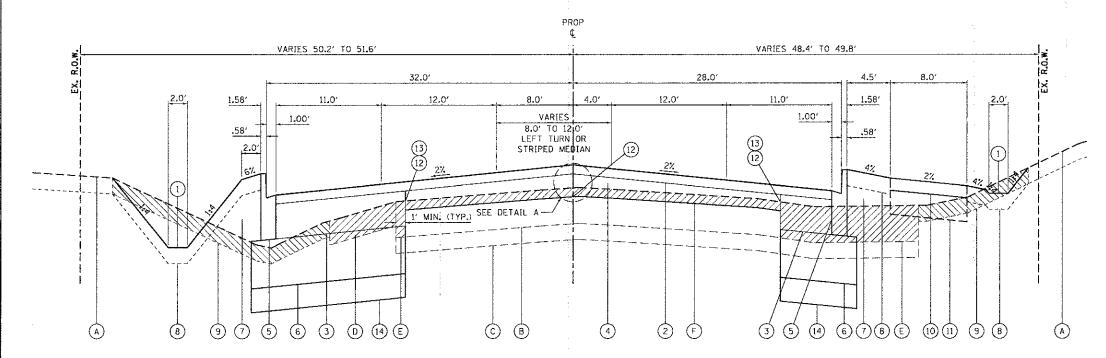
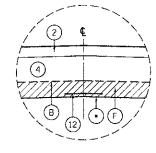
TYPICAL SECTIONS

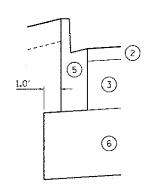


PROPOSED BETHANY ROAD STA. 10+26.17 TO STA. 16+87.20



DETAIL A . BOTTOM OF MILLING

STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE SYSTEM A PER SEC. 443 OF THE STANDARD SPECIFICATIONS. THE STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE PLACED ON THE EXISTING CENTERLINE AND LONGITUDINAL PAVING JOINTS AND EDGE JOINTS OF THE HMA WIDENING.



BASE STAGGER DETAIL ADJACENT TO CURB & GUTTER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S)	HMA SURFACE	HMA BINDER	HMA BASE COURSE (DRIVEWAYS)	HMA SURFACE FOR DRIVEWAYS	HMA SURFACE FOR MULTI-USE PATH	TEMPORARY RAMP	CLASS D PATCHES
PG GRADE	PG 64-22	PG 64-22	PG 58-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50	4.0 @ N50
MIXTURE COMPOSITION:	IL 9.5 OR 12.5	IL 19.0	IL 19.0	IL 12.5	IL 12.5 OR 19.0	IL 19.0	IL 19.0
FRICTION AGGREGATE	MIXTURE D	N/A	N/A	MIXTURE C	MIXTURE C	MIXTURE D	MIXTURE D

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/SQ YD/IN.

• IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

LEGEND, EXISTING

- (A) EXISTING GROUND
- (B) EXISTING BIT. CONC. PAVEMENT (8.8"-10.8")
- (C) EXISTING AGGREGATE BASE (UNKNOWN THICKNESS)
- (D) EXISTING AGGREGATE SHOULDER (TO BE REMOVED)
- (E) EXISTING PAVEMENT (TO BE REMOVED)
- (F) EXISTING PAVEMENT (TO BE SURFACE MILLED), VARIES

LEGEND, PROPOSED

- PROPOSED GRADE
- (2) 21/4", HMA SURFACE COURSE, MIX "D", N50
- 83/4", HMA BINDER COURSE, IL-19,0, N50
- **(4)** HMA BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH
- TYPE B6.12 CURB AND GUTTER (11" DEPTH)
- **(6)** AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 7 FURNISHED EXCAVATION
- (8) TOPSOIL PLACEMENT, 4" / SEEDING / EROSION CONTROL BLANKET
- (9) TOPSOIL STRIPPING, 4" (PAID FOR AS EARTH EXCAVATION)
- (10) 3", HMA SURFACE COURSE, MIX "C", N50
- (11) AGGREGATE BASE COURSE, TYPE B, 6"
- (12) STRIP REFLECTIVE CRACK CONTROL TREATMENT (SYSTEM A)
- (13) FULL DEPTH SAW CUT (INCLUDED IN COST OF REMOVAL ITEM)
- AGGREGATE SUBGRADE IMPROVEMENT (CU YD)

(F) EXISTING PAVEMENT SURFACE TO BE MILLED

SEE PLAN AND PROFILE FOR LIMITS OF PAYEMENT SURFACE MILLING.

SOILS REPORT PAVEMENT CORE RESULTS

STA. 12+96 BITUMINOUS CONCRETE THICKNESS = 8.8 INCHES. STA. 22+03 BITUMINOUS CONCRETE THICKNESS = 10.8 INCHES.

SOILS REPORT RECOMMENDATIONS

STA. 13+00 TO STA. 16+87.2: UNDERCUT 6" AND REPLACE WITH AGG. SUBRADE STA. 18+79.9 TO STA. 20+56: UNDERCUT 18" AND REPLACE WITH AGG. SUBRADE STA, 20+56 TO STA, 23+50: NO SPECIAL TREATMENT SUGGESTED. STA. 23+50 TO STA. 26+50: UNDERCUT 6" AND REPLACE WITH AGG. SUBRADE

STRUCTURAL PAVEMENT DESIGN

STRUCTURAL DESIGN TRAFFIC: Year 2017 (FROM STAGES 1 AND 2)

PV = 16,320

SU = 340

MU = 340

ROAD/STREET CLASSIFICATION: II

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:

P = 96

S = 2 M = 2

TRAFFIC FACTOR: Actual TF =1.9 AC Type = HMA

Minimum TF = NA

PG GRADE: Surface = PG 64-22

Binder = PG 64-22

SUBGRADE SUPPORT RATING:

SSR = POOR

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WILLS BURKE KELSEY ASSOCIATES LTD.	USER NAME = nparris	DESIGNED - KMA	REVISED -		TYPICAL SECTIONS		SHEET
		DRAWN - NOP	REVISED -	STATE OF ILLINOIS		5355 10-00167-01-WR DEKALB 78	16
	PLOT SCALE = 1:5	CHECKED - DBP	REVISED -	DEPARTMENT OF TRANSPORTATION	PROPOSED	CONTRACT NO.87544	
	PLOT DATE = 12/20/2012	DATE - 12/21/12	REVISED -		SCALE: SHEET NO. 2 OF 3 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT	