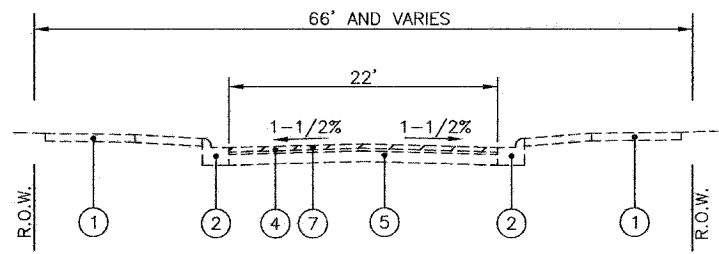


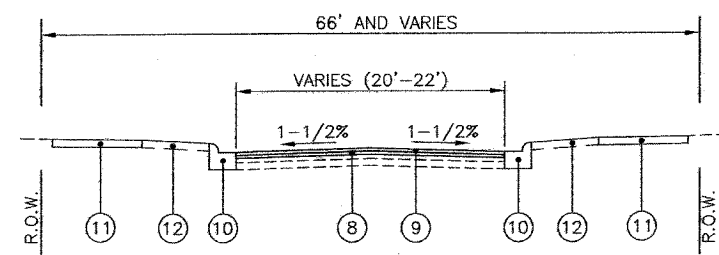
EXISTING TYPICAL SECTION
ADDISON ROAD

LONGCOMMON ROAD TO DELAPLAINE ROAD
STA. 100+26.52 TO STA 125+68.75



EXISTING TYPICAL SECTION
ADDISON ROAD

DELAPLAINE ROAD TO HARLEM AVENUE (IL. 43)
STA. 126+31.44 TO STA 138+61.00



PROPOSED TYPICAL SECTION
ADDISON ROAD

LONGCOMMON ROAD TO HARLEM AVENUE (IL. 43)
STA. 100+26.52 TO STA 138+61.00

PAVEMENT DESIGN CALCULATIONS			
DATE: January 30, 2005			
IMPROVEMENT TYPE: FLEXIBLE PAVEMENT CROSS SECTION (RESURFACING)			
LOCATION: Addison Road - Village of Riverside FAU 1015 Longcommon Road to Delaplaine Road			
CLASSIFICATION OF ROADWAY: = CLASS II ROADWAY (ADT > 2000)			
TRAFFIC FACTOR = $DP / ((0.073 \cdot PV) + (44.530 \cdot SU) + (156.403 \cdot MU) / 1000000)$			
DESIGN LANE VOLUME % OF ADT	= 50 % TRUCKS	50 % PASS. VEHICLES	
DESIGN PERIOD, YEARS (DP)	= 20 YEARS		
% OF PASSENGER VEHICLES (PV)	= 98.50 %		
% OF SINGLE UNIT TRUCKS (SU)	= 1.40 %		
% OF MULTI UNIT TRUCKS (MU)	= 0.10 %		
AVERAGE DAILY TRAFFIC	= 2000	TRAFFIC FACTOR.....	= 0.017035
DESIGN LANE VOLUME	= 1000		
NO. OF PASSENGER VEHICLES	= 985	I.B.R.....	= 2.5
NO. OF SINGLE UNIT TRUCKS	= 14		
NO. OF MULTI UNIT TRUCKS	= 1	STRUCTURAL NUMBER (D)	= 2.30
PROPOSED PAVEMENT CROSS SECTION			
MATERIAL THICKNESS	STRUCTURAL MATERIAL	COEFFICIENT	Dt
1.50	BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX C, N50	0.40	0.60
1.50	POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50	0.40	0.60
1.00	EXISTING BITUMINOUS SURFACE COURSE	0.23	0.23
9.50	EXISTING AGGREGATE BASE COURSE	0.11	1.05
TOTAL Dt PROVIDED =			2.48

LEGEND

- ① EXISTING SIDEWALK
- ② EXISTING CURB AND GUTTER, TYPE M-6.12
- ③ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, (VARIES 4" TO 7")
- ④ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, (VARIES 4-1/2" TO 5-1/2")
- ⑤ EXISTING BASE COURSE,* (VARIES 3-1/2" TO 5-1/2")
- ⑥ PROPOSED BITUMINOUS SURFACE REMOVAL, 3"
- ⑦ PROPOSED BITUMINOUS SURFACE REMOVAL, 2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, VARIES (1/2" TO 1-1/2")**
- ⑨ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N50, 1-1/2"
- ⑩ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
- ⑪ PROPOSED PCC SIDEWALK, 5 INCH, PROPOSED PCC SIDEWALK, 5 INCH (PEA GRAVEL MIX), OR PROPOSED PCC SIDEWALK, 7 INCH (PEA GRAVEL MIX). NOTE: MINIMUM 2 INCH CA-6 SUBBASE REQUIRED (COST INCLUDED WITH SIDEWALK)
- ⑫ TOPSOIL FURNISH AND PLACE 4" AND SODDING (AS DIRECTED BY THE ENGINEER)

*APPROXIMATE LIMITS OF BASE COURSE MATERIAL

STA. 100+26 TO STA. 113+00 BITUMINOUS BASE
STA. 113+00 TO STA. 120+00 PCC BASE
STA. 120+00 TO STA. 125+69 BITUMINOUS BASE
STA. 126+31 TO STA. 132+00 PCC BASE
STA. 132+00 TO STA. 138+61 BITUMINOUS BASE

**APPROX. 1 1/2" THICK (STA. 100+26.52 TO STA. 125+68.75)
APPROX. 1/2" THICK (STA. 126+31.44 TO STA. 138+61.00)

PAVEMENT PATCHING SCHEDULE						
STATION	OFFSET	PROPOSED PATCH LENGTH (FOOT)	PROPOSED PATCH WIDTH (FOOT)	PATCH AREA (SQ YD)	PATCH TYPE	PATCH THICKNESS (IN)
102+05	5' RT.	30	15	50.0	2	4
103+04	6' LT.	20	10	22.2	1	4
105+58	4' RT.	35	25	97.2	4	4
106+98	6' LT.	30	20	66.7	3	4
108+86	4' LT.	30	15	50.0	3	8
110+47	3' LT.	12	10	13.3	1	8
110+96	6' RT.	30	20	66.7	4	8
112+34	5' RT.	20	15	33.3	2	8
112+85	3' RT.	20	15	33.3	2	8
115+48	5' RT.	30	20	66.7	4	8
117+54	5' LT.	12	10	13.3	1	8
118+74	4' LT.	30	15	50.0	3	8
120+94	6' RT.	30	20	66.7	3	4
121+47	5' RT.	35	25	97.2	4	4
122+87	4' LT.	20	10	22.2	1	4
124+32	3' RT.	30	15	50.0	2	4
127+33	6' RT.	30	20	66.7	4	8
127+45	7' RT.	20	15	33.3	2	8
129+86	6' LT.	12	10	13.3	1	8
131+32	5' LT.	30	15	50.0	3	8
133+46	6' RT.	35	25	97.2	4	4
134+57	7' LT.	30	20	66.7	3	4
135+84	5' LT.	20	10	22.2	1	4
136+59	6' RT.	30	15	50.0	2	4

PAVEMENT DESIGN CALCULATIONS			
DATE: January 30, 2005			
IMPROVEMENT TYPE: FLEXIBLE PAVEMENT CROSS SECTION (RESURFACING)			
LOCATION: Addison Road - Village of Riverside FAU 1015 Delaplaine Road to Harlem Avenue (IL RT 43)			
CLASSIFICATION OF ROADWAY: = CLASS II ROADWAY (ADT > 2000)			
TRAFFIC FACTOR = $DP / ((0.073 \cdot PV) + (44.530 \cdot SU) + (156.403 \cdot MU) / 1000000)$			
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% OF PASSENGER VEHICLES (PV)	= 98.50 %		
% OF SINGLE UNIT TRUCKS (SU)	= 1.40 %		
% OF MULTI UNIT TRUCKS (MU)	= 0.10 %		
AVERAGE DAILY TRAFFIC	= 2000	TRAFFIC FACTOR.....	= 0.017035
DESIGN LANE VOLUME	= 1000		
NO. OF PASSENGER VEHICLES	= 985	I.B.R.....	= 2.5
NO. OF SINGLE UNIT TRUCKS	= 14		
NO. OF MULTI UNIT TRUCKS	= 1	STRUCTURAL NUMBER (D)	= 2.30
PROPOSED PAVEMENT CROSS SECTION			
MATERIAL THICKNESS	STRUCTURAL MATERIAL	COEFFICIENT	Dt
1.50	BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX C, N50	0.40	0.60
0.50	POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50	0.40	0.20
3.30	EXISTING BITUMINOUS SURFACE COURSE	0.23	0.76
9.00	EXISTING AGGREGATE BASE COURSE	0.11	0.99
TOTAL Dt PROVIDED =			2.55

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	MAX RAP %
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE IL-4.75 N50	SBS/SBR PG 76-28	2.5%@50 GYR	0
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX C, N50	PG 64-22	4%@50 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N70 (CLASS D PATCHES, 4" & 8")	PG 64-22	4%@70 GYR	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE IL 19.0, N50 (DRIVEWAY BASE)	PG 58-22	4%@50 GYR	25
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE MIX C, N50 (DRIVEWAYS)	PG 64-22	4%@50 GYR	15

UNIT WEIGHT FOR ALL BITUMINOUS SURFACE MIX IS 112 LBS/SY/IN

REVISIONS	
NAME	DATE
IDOT REV. #1	12/30/04

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU. 1015
ADDISON ROAD

TYPICAL SECTIONS

SCALE: NTS
DATE: 10/15/04

DRAWN BY: BCD
CHECKED BY: JDM