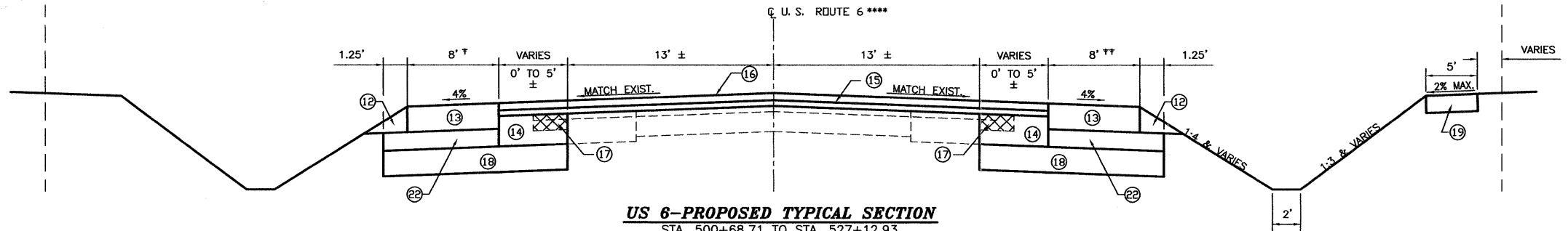


LEGEND

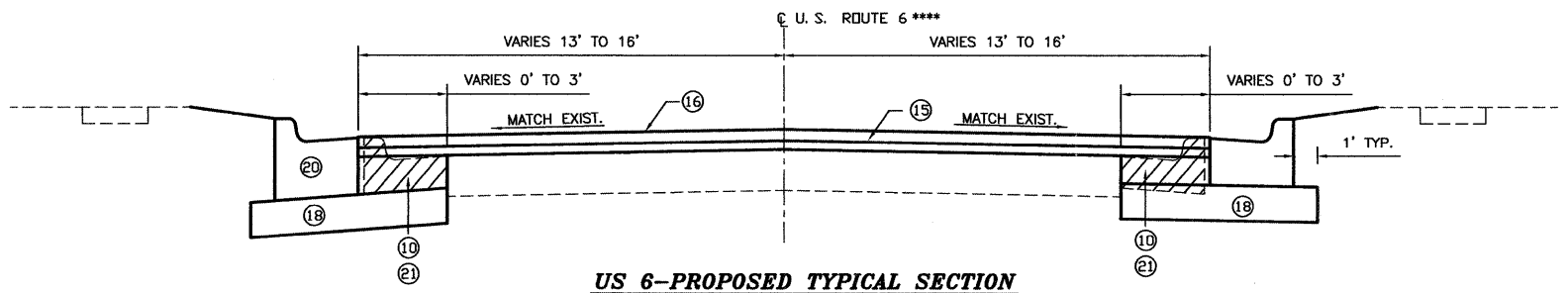
- ① EXISTING AGGREGATE SHOULDERS, TYPE B, 2 1/2'±
- ② EXISTING HOT-MIX ASPHALT SHOULDER, 6'±
- ③ EXISTING HOT-MIX BASE COURSE WIDENING, 9'±
- ④ EXISTING PCC PAVEMENT, 8'±
- ⑤ EXISTING HOT-MIX ASPHALT OVERLAY, 5'±
- ⑥ EXISTING PCC SIDEWALK
- ⑦ EXISTING COMBINATION CURB AND GUTTER
- ⑧ EXISTING 13 1/2' HOT-MIX ASPHALT PAVEMENT
- ⑨ NOT USED
- ⑩ COMBINATION CURB AND GUTTER REMOVAL
- ⑪ NOT USED
- ⑫ AGGREGATE SHOULDER, TYPE B
- ⑬ HOT-MIX ASPHALT SHOULDER, 8'
- ⑭ HOT-MIX ASPHALT BASE COURSE, 8 3/4'
- ⑮ LEVELING BINDER, (MACHINE METHOD), N70, 1'
- ⑯ HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70, 1 1/2'
- ⑰ HOT-MIX ASPHALT SHOULDER REMOVAL (SEE REMOVAL PLANS)
- ⑱ SUBBASE GRANULAR MATERIAL, TYPE A, 12'
- ⑲ PCC SIDEWALK, 4'
- ⑳ PROPOSED COMBINATION CURB AND GUTTER, TYPE B-6.24
- ㉑ PROPOSED PCC BASE COURSE WIDENING, 9'
- ㉒ SUBBASE GRANULAR MATERIALS, TYPE C

**** U.S. ROUTE 6 IS NOT THE SAME AS CENTERLINE OF EXISTING PAVEMENT AND THE DISTANCE BETWEEN THE TWO CENTERLINES VARIES THROUGHOUT THE PROJECT.



† - 6' & VARIES LEFT STA. 500+68.71 TO STA. 501+28.71 TO WIDEN EXISTING SHOULDER TO REMAIN. EXTEND LEVELING BINDER AND SURFACE WIDTH TO INCLUDE EXISTING SHOULDER.

†† - 6' & VARIES RIGHT STA. 500+68.71 TO STA. 502+43.22 TO WIDEN EXISTING SHOULDER TO REMAIN. EXTEND LEVELING BINDER AND SURFACE WIDTH TO INCLUDE EXISTING SHOULDER.



STRUCTURAL DESIGN TRAFFIC:	Year	2018
	PV =	12809
	SU =	333
	MU =	187
ROAD/STREET CLASSIFICATION:	Class	MINOR ARTERIAL
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P =	50
	S =	50
	M =	50
TRAFFIC FACTOR:	Actual TF =	0.72
	AC Type =	20
	Minimum TF =	2.06
PG GRADE:	Binder =	PG64-22
	Surface =	PG64-22
SUBGRADE SUPPORT RATING:	SSR =	POOR

	HMA SURFACE	BASE COURSE	HMA LEVEL BINDER
PG GRADE **	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N70
MIXTURE COMPOSITION	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE	MIXTURE D	--	--
DENSITY TEST METHOD	CORES/CORRELATION	CORES	SATISFACTION OF ENGINEER

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** WHEN RAP EXCEEDS 20%, THE VIRGIN ASPHALT BINDER SHALL BE REDUCED BY ONE GRADE (I.E. 25% RAP WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG62-22 TO BE REDUCED TO A PG58-22).

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 Drawings: Morris, IL 61869-0000
 Modified: Oct 17, 2011 - 9:12am
 Plotted: Oct 17, 2011 - 9:51am by nrcdgc

DRAWN BY: CHAMS	LEVEL	BY	DATE	REVISIONS	DESCRIPTION
CHECKED BY: JKC					
DATE: 10/11					

CHAMLIN & ASSOCIATES
 PERU MORRIS ILLINOIS

FAU 5952 (US 6)
 SECTION 10-00083-00-TL
 CITY OF MORRIS
 GRUNDY COUNTY

TYPICAL SECTIONS

CONSTRUCTION PLANS

CONTRACT NO. 87486
 CURRENT AS OF: 10/11
 SCALE: AS NOTED
 SHEET 3 OF 70
 FILE NO.: 6969.00 Y-