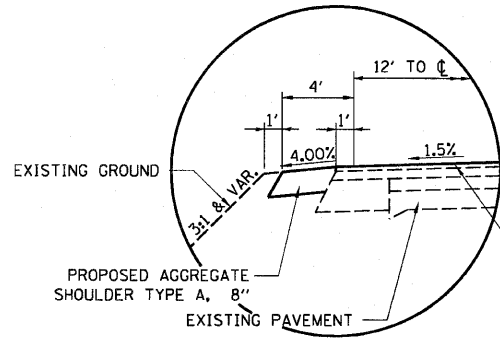


DATE	
BY	
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	
NO.	
FINAL SURVEY	
NOTE BOOK	
NO.	

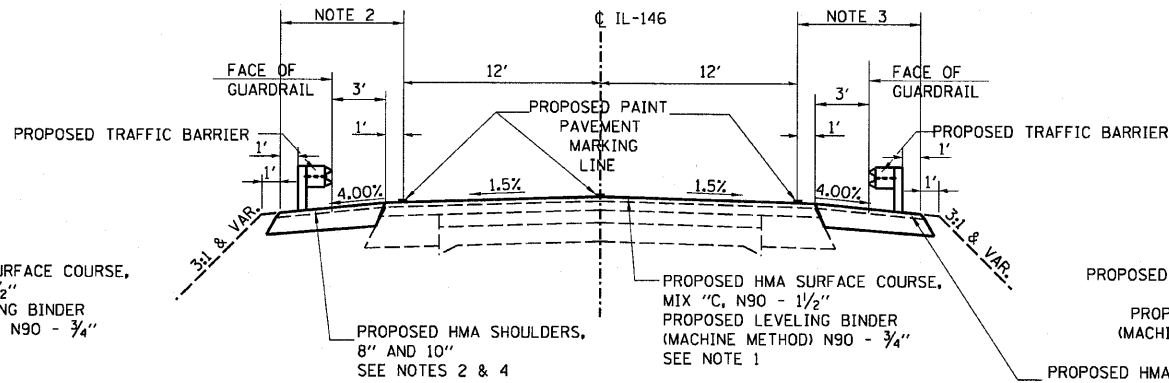


DATE	
BY	
SURVEYED	
PLOTTED	
DATE	
AREAS CHECKED	
NO.	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



PROPOSED AGGREGATE SHOULDER DETAIL
STA. 1435+69.50 TO STA. 1435+72.19
STA. 1442+62.33 TO STA. 1442+75.00

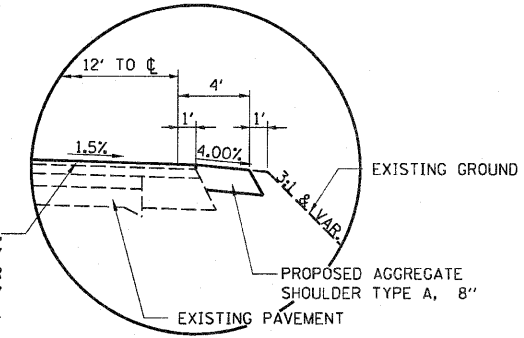
PROPOSED HMA SURFACE COURSE,
MIX "C, N90 - 1 1/2"
PROPOSED LEVELING BINDER
(MACHINE METHOD) N90 - 3/4"
SEE NOTE 1



PROPOSED IL-146 TYPICAL SECTION

STA. 1435+99.50 TO 1438+15.00
STA. 1438+15.00 TO STA. 1438+21.00 - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
STA. 1438+21.00 TO STA. 1440+23.50 - BRIDGE OMISSION
STA. 1440+23.50 TO STA. 1440+29.50 - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
STA. 1440+29.50 TO STA. 1442+45.00

PROPOSED HMA SURFACE COURSE,
MIX "C, N90 - 1 1/2"
PROPOSED LEVELING BINDER
(MACHINE METHOD) N90 - 3/4"
SEE NOTE 1
PROPOSED HMA BASE COURSE WIDENING, 10" AND PROPOSED HMA SHOULDERS, 8" SEE NOTES 3 & 4



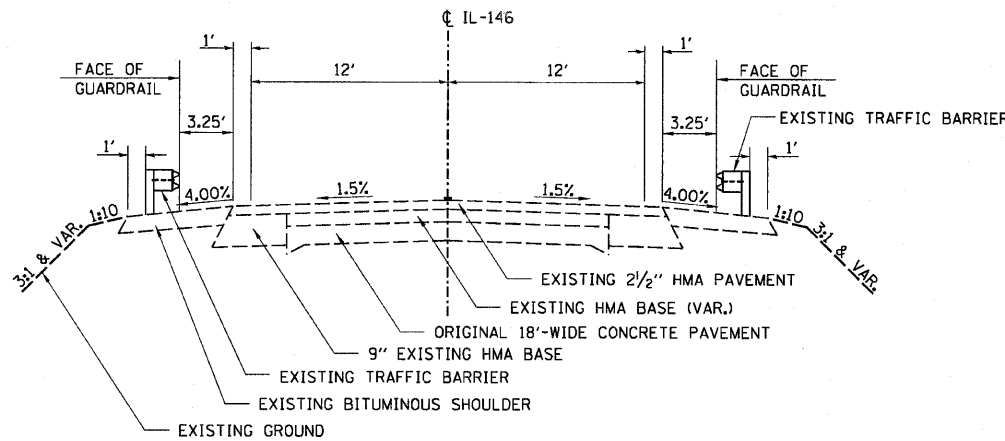
PROPOSED AGGREGATE SHOULDER DETAIL
STA. 1435+69.50 TO STA. 1435+82.17
STA. 1442+05.00 TO STA. 1442+75.00

MIXTURE TABLE

LOCATION(S):	HOT-MIX ASPHALT SURFACE COURSE AND LEVELING BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MX C, N90
AC/PG:	PG64-22
RAP % (MAX.)	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM OR IL 12.5 MM
FRICTION AGGREGATE	C SURFACE

LOCATION(S):	HOT-MIX ASPHALT & BASE COURSE WIDENING - MAINLINE
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0
AC/PG:	PG64-22
RAP % (MAX.)	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM
FRICTION AGGREGATE	NONE

LOCATION(S):	HOT-MIX ASPHALT SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT SHOULDERS
AC/PG:	PG58-22
RAP % (MAX.)	50
DESIGN AIR VOIDS:	2.0%, 30 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	HMA SHOULDERS
FRICTION AGGREGATE	NONE



EXISTING IL-146 TYPICAL SECTION

THE HOT MIX ASPHALT BASE COURSE WIDENING, 10" CONSTRUCTED IN PRE-STAGE I MAY BE INCORPORATED INTO THE FINAL HOT MIX ASPHALT SHOULDERS, 8" DURING STAGE II CONSTRUCTION IF APPROVED BY THE ENGINEER. SUCH CHANGE WILL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION, BUT THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

NOTES:

1. PROPOSED BUTT JOINT
STA. 1435+69.50 TO STA. 1435+99.50
STA. 1442+45.00 TO STA. 1442+75.00

2. LEFT SIDE
STA. 1435+72.19 TO STA. 1435+76.88 - PAVED SHOULDER WIDTH 4.00'
STA. 1435+76.88 TO STA. 1436+33.31 - FIELD ENTRANCE
STA. 1436+33.31 TO STA. 1436+69.70 - PAVED SHOULDER WIDTH 4.00'
STA. 1436+69.70 TO STA. 1436+77.91 - PAVED SHOULDER WIDTH TRANSITIONS FROM 4.00' TO 8.08'
STA. 1436+77.91 TO STA. 1437+27.91 - PAVED SHOULDER WIDTH TRANSITIONS FROM 8.08' TO 7.08'
STA. 1442+04.09 TO STA. 1442+54.15 - PAVED SHOULDER WIDTH TRANSITION FROM 7.08' TO 8.08'
STA. 1442+54.15 TO STA. 1442+62.33 - PAVED SHOULDER WIDTH TRANSITION FROM 8.08' TO 4.00'

3. RIGHT SIDE
STA. 1435+82.17 TO 1435+90.35 - PAVED SHOULDER WIDTH TRANSITIONS FROM 4.00' TO 8.08'
STA. 1435+90.35 TO STA. 1436+40.41 - PAVED SHOULDER WIDTH TRANSITIONS FROM 8.08' TO 7.08'
STA. 1441+16.59 TO STA. 1441+66.65 - PAVED SHOULDER WIDTH TRANSITIONS FROM 7.08' TO 8.08'
STA. 1441+66.65 TO STA. 1441+74.83 - PAVED SHOULDER WIDTH TRANSITIONS FROM 8.08' TO 4.00'

4. ROTATE SHOULDERS TO MATCH APPROACH PAVEMENT OVER 25'.
STA. 1437+90.00 TO STA. 1438+15.00 - TRANSITION PAVED SHOULDER FROM 4% CROSS SLOPE, TO 2% CROSS SLOPE.
STA. 1440+29.50 TO STA. 1440+54.50 - TRANSITION PAVED SHOULDER FROM 4% CROSS SLOPE, TO 2% CROSS SLOPE.

FILE NAME =	USER NAME = Cox01283	DESIGNED - JDW	REVISED -
g:\working\cox01283\dms23631\0978141-shd	typical.dgn	DRAWN - BKC	REVISED -
	PLOT SCALE = 10.0000' / in.	CHECKED - MH	REVISED -
	PLOT DATE = 10/21/2010	DATE - 06-30-2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-146 (OVER SIMMONS CREEK) TYPICAL SECTIONS

SCALE: NTS SHEET NO. 1 OF 1 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	6B-2	POPE	48	5
CONTRACT NO. 78141				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				