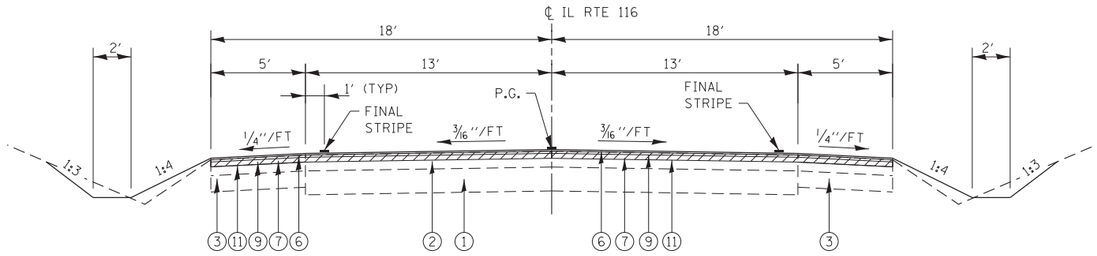
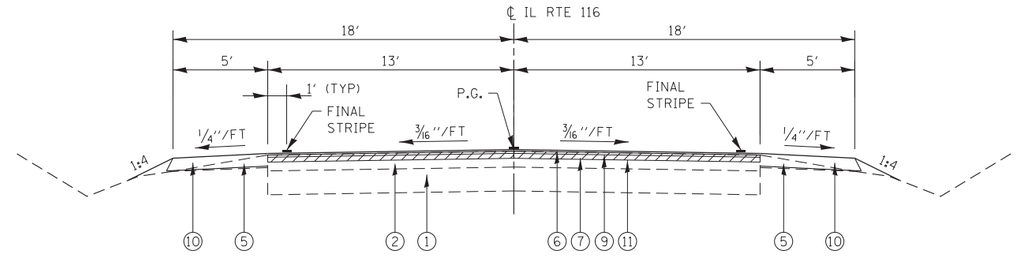


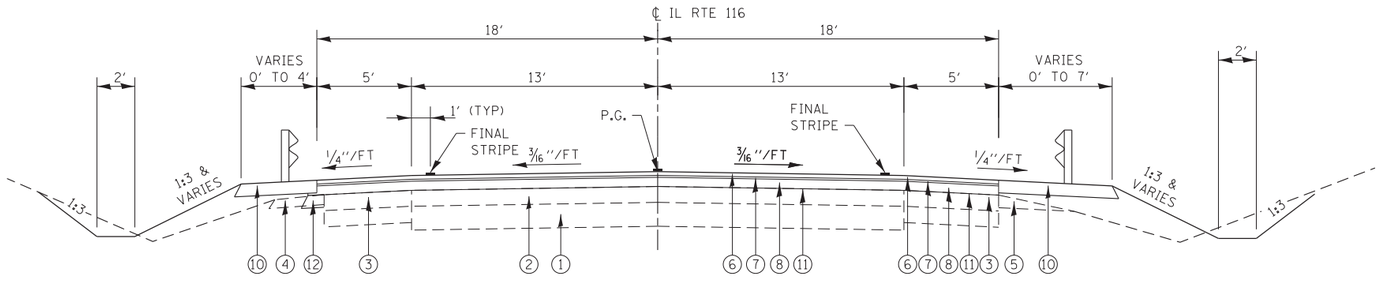
PROPOSED TYPICAL SECTION

STA. 26+70.00 TO STA. 28+28.29



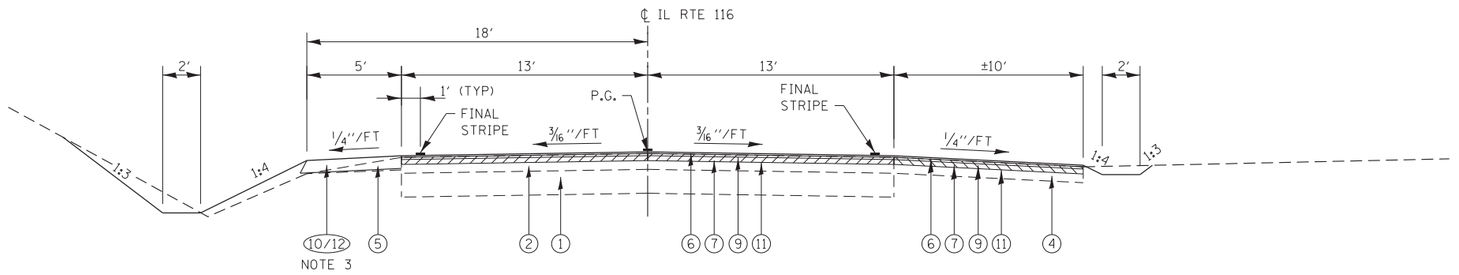
PROPOSED TYPICAL SECTION

STA. 28+28.29 TO STA. 29+05.00



PROPOSED TYPICAL SECTION

STA. 23+18.11 TO STA. 26+70.00
STRUCTURE, BRIDGE APPROACH PAVEMENT, CONNECTOR PAVEMENT OMISSION
STA. 24+20.25 TO STA. 25+62.75



PROPOSED TYPICAL SECTION

STA. 21+20.00 TO STA. 23+18.11

LEGEND

1. EXISTING CONCRETE PAVEMENT, 9″
2. EXISTING BITUMINOUS CONCRETE OVERLAY, ±6″
3. EXISTING HMA BASE COURSE WIDENING
4. EXISTING HOT-MIX ASPHALT SHOULDER
5. EXISTING AGGREGATE SHOULDER
6. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX ″C″, N50, 1½″
7. PROPOSED HOT-MIX ASPHALT LEVELING BINDER (MACHINE METHOD), N50, ¾″ (NOTE 1)
8. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (NOTE 2)
9. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
10. PROPOSED HOT-MIX ASPHALT SHOULDERS, 8″
11. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
12. PROPOSED HOT-MIX ASPHALT BASE COURSE, 8″ (SEE STAGING TYPICAL SECTIONS)

NOTE 1: A ¾″ LIFT OF LEVELING BINDER IS USED THROUGHOUT THE ENTIRE PROJECT. VARIABLE DEPTH LEVELING BINDER IS USED TO TRANSITION TO THE 2¼″ MINIMUM HMA BINDER COURSE THICKNESS. SEE MISC. DETAIL SHEET FOR HMA PAVEMENT THICKNESS TAPER DETAIL.

NOTE 2: ESTIMATED VARIABLE DEPTH HMA BINDER COURSE THICKNESS
STA. 21+20.00 TO STA. 23+25.00 - NONE ANTICIPATED
STA. 23+25.00 TO STA. 24+20.25 - VARIES 2¼″ TO 8¼″
STA. 25+62.75 TO STA. 26+70.00 - VARIES 2¼″ TO 9½″
STA. 26+70.00 TO STA. 29+05.00 - NONE ANTICIPATED

NOTE 3: STA. 21+20.00 TO STA 22+65.00 - HMA SHOULDER
STA. 22+65.00 TO STA 23+18.11 - HMA BASE COURSE
(SEE STAGING TYPICAL SECTIONS)

MIXTURE REQUIREMENTS

	HMA BINDER AND BASE COURSE	HMA LEVELING BINDER	HMA SURFACE	HMA SHOULDERS BOTTOM LIFTS	HMA SHOULDERS TOP LIFTS
PG GRADE	PG 64-22	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
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE			MIXTURE C		MIXTURE C
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER	CORES	CORES*	CORES

* 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.

FILE NAME = $FILES$	USER NAME = Schwankerg	DESIGNED - RGV	
	PLOT TIME = $TIME$	DRAWN - RGV	
	PLOT SCALE = 20.000 ′ / in.	CHECKED - JRR	
	PLOT DATE = 12/13/2012	DATE - 8/10/12	

OATES ASSOCIATES
Engineering + Architecture
ILLINOIS
Eastport Business Center 1
100 Lester Court, Suite 1
Carterville, IL 62234
tel 618.985.2050
fax 618.985.7050
MISSOURI
Ladue Gas Building
720 Olive, Suite 1900
St. Louis, MO 63101
tel 314.588.8581
fax 314.588.9606
www.oatesassociates.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
681	(113 BR)BR & (113 BR-1)BR	LIVINGSTON	123	12
		CONTRACT NO. 66832		
	ILLINOIS FED. AID PROJECT			