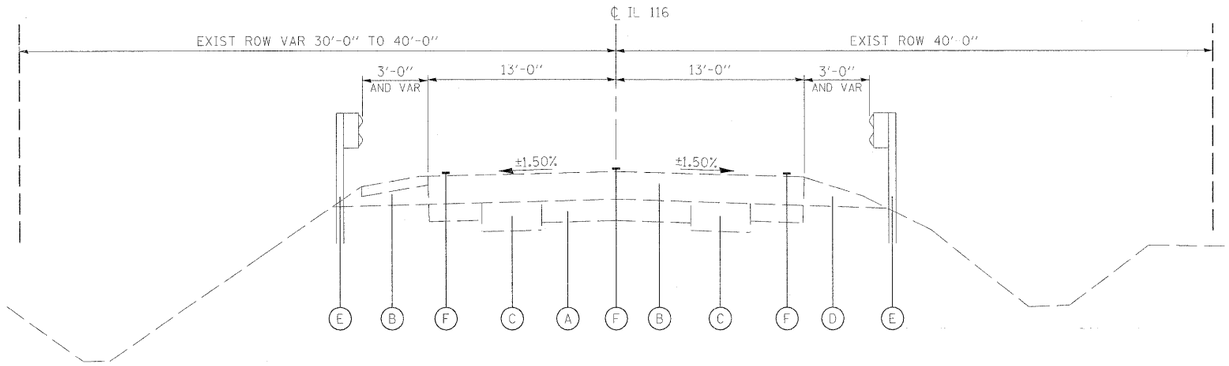
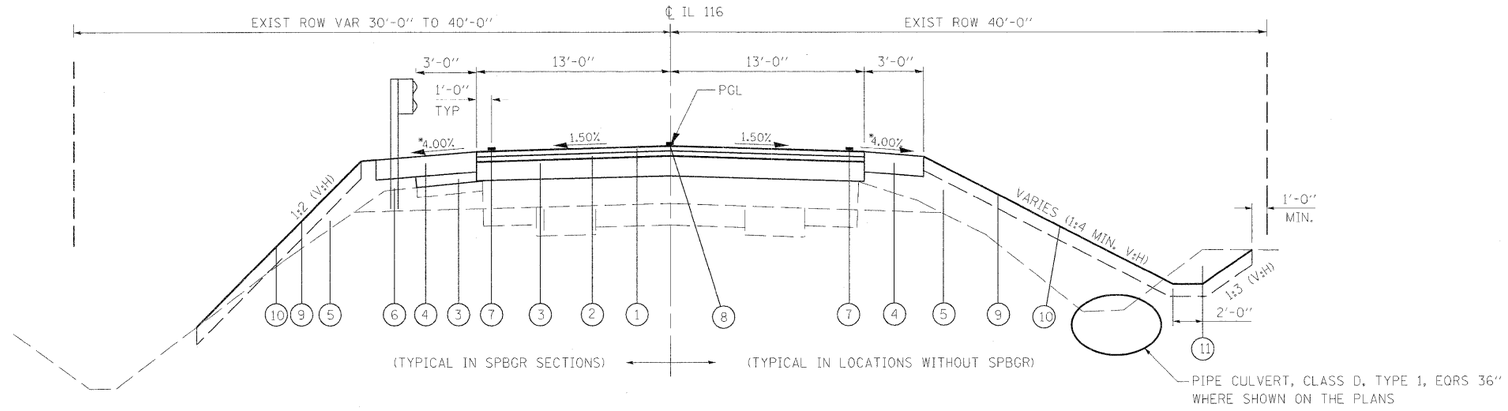


EXISTING TYPICAL SECTION

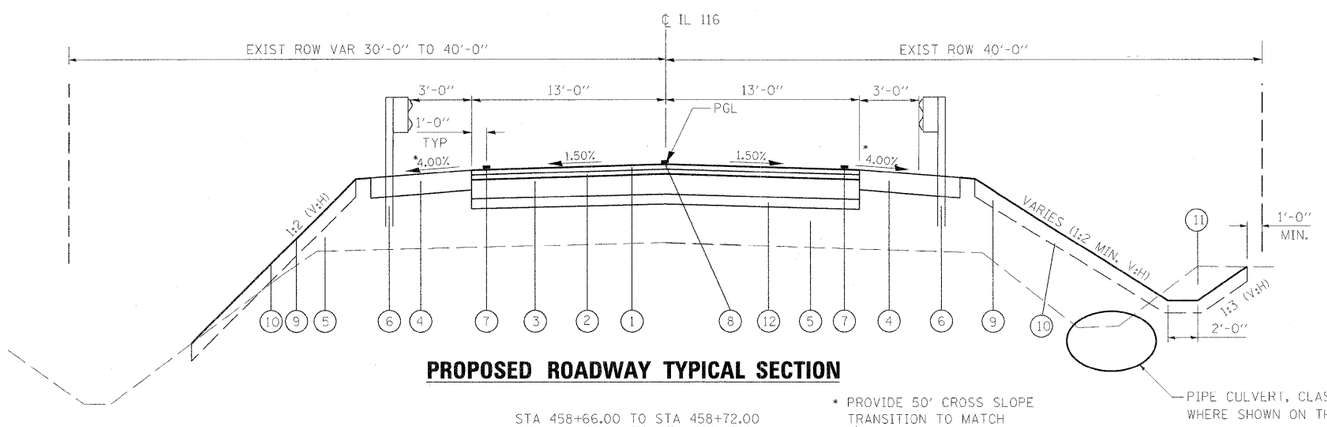
STA 456+00.00 TO STA 459+24.00
BRIDGE OMMISSION STA 459+24.00 TO STA 459+56.00
STA 459+56.00 TO STA 463+00.00



PROPOSED ROADWAY TYPICAL SECTION

STA 455+50.00 TO STA 458+66.00
BRIDGE OMMISSION STA 458+72.00 TO STA 460+07.00
STA 460+13.00 TO STA 463+00.00

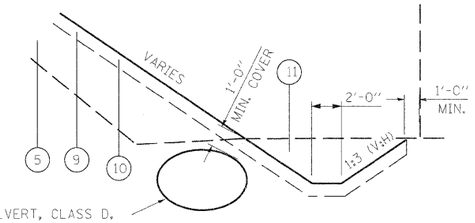
* PROVIDE 50' CROSS SLOPE TRANSITION TO MATCH PROPOSED BRIDGE APPROACH



PROPOSED ROADWAY TYPICAL SECTION

STA 458+66.00 TO STA 458+72.00
STA 460+07.00 TO STA 460+13.00

* PROVIDE 50' CROSS SLOPE TRANSITION TO MATCH PROPOSED BRIDGE APPROACH



DITCH DETAIL

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1.5")
2. LEVELING BINDER (MACHINE METHOD), N50 (3/4")
3. HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N50 DEPTH VARIES (SEE NOTE 2, THIS SHEET). LIFTS NOT TO EXCEED 4".
4. HOT-MIX ASPHALT SHOULDERS (8" PLACED IN TWO LIFTS OF 4")
5. FURNISHED EXCAVATION
6. STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FT POSTS
7. PAINT PAVEMENT MARKING - LINE, 4" SOLID WHITE
8. PAINT PAVEMENT MARKING - LINE, 4" DASHED
9. SEEDING, CLASS 3
10. EROSION CONTROL BLANKET
11. EARTH EXCAVATION
12. SUBBASE GRANULAR MATERIAL, TYPE A (4")
- A. EXIST CONCRETE PAVEMENT
- B. VARIABLE DEPTH HMA PAVEMENT
- C. EXIST HMA WIDENING
- D. EXIST AGGREGATE SHOULDER
- E. EXIST STEEL PLATE BEAM GUARDRAIL
- F. EXIST PAVEMENT MARKING

MIX DESIGN TABLE

	HMA BINDER	HMA SURFACE	HMA SHOULDERS	HMA LEVEL BINDER
PG GRADE**	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 19.0	IL 9.5
FRICTION AGGREGATE		MIXTURE C		
DENSITY TEST METHOD	CORES	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.

** 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 PG64-22 TO BE REDUCED TO A PG58-22).

NOTES:

1. FRONT SLOPE SHALL BE 1:2 MIN. (V:H) BEHIND GUARDRAIL AND 1:4 MIN. (V:H) IN NON-GUARDRAIL SECTIONS.
2. DEPTH OF BINDER COURSE VARIES TO EITHER MATCH EXISTING HMA PAVEMENT, OR TO TRANSITION ROADWAY AT THE BRIDGE APPROACH FOOTING.

benesch
engineers · scientists · planners

FILE NAME = ...\sheets\D366980-sht-typical.dgn	USER NAME = jsalman	DESIGNED - PSB	REVISED - JMS 10-27-2010
		DRAWN - MW	REVISED - JMS 11-30-2010
	PLOT SCALE = $SCALE$	CHECKED - JMS	REVISED -
	PLOT DATE = 12\09\2010	DATE - 10-28-2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: 5 | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
681	(117) BR-1	IROQUOIS	41	4
		CONTRACT NO. 66960		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		