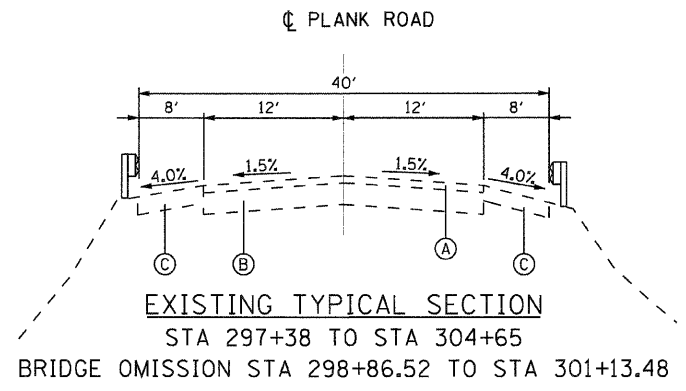
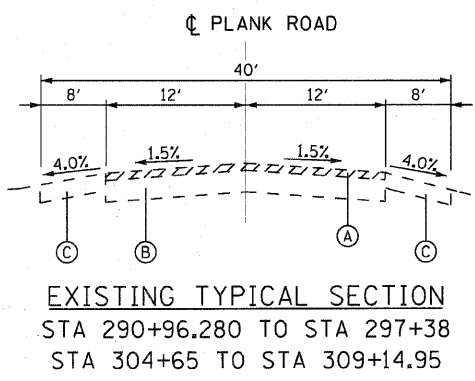
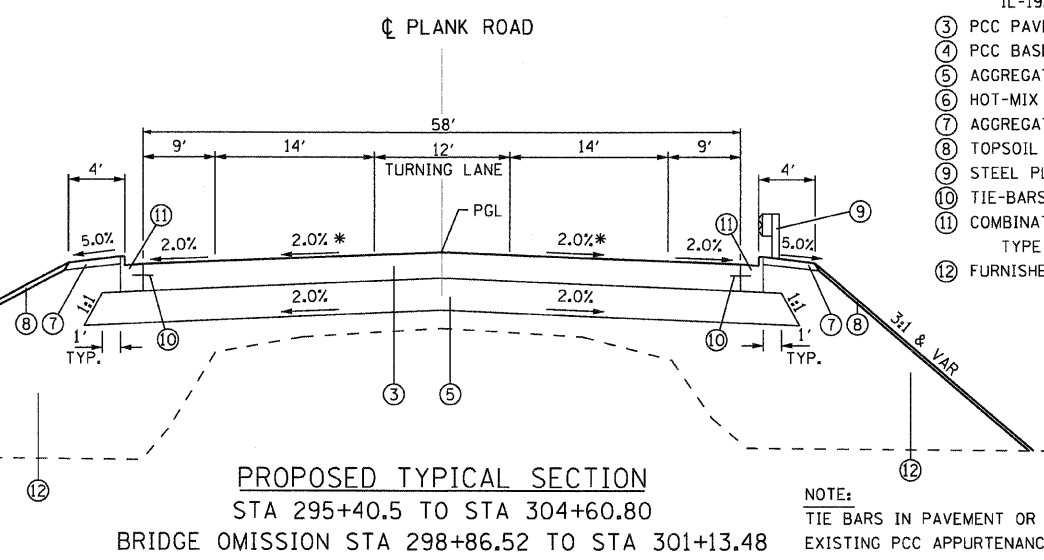
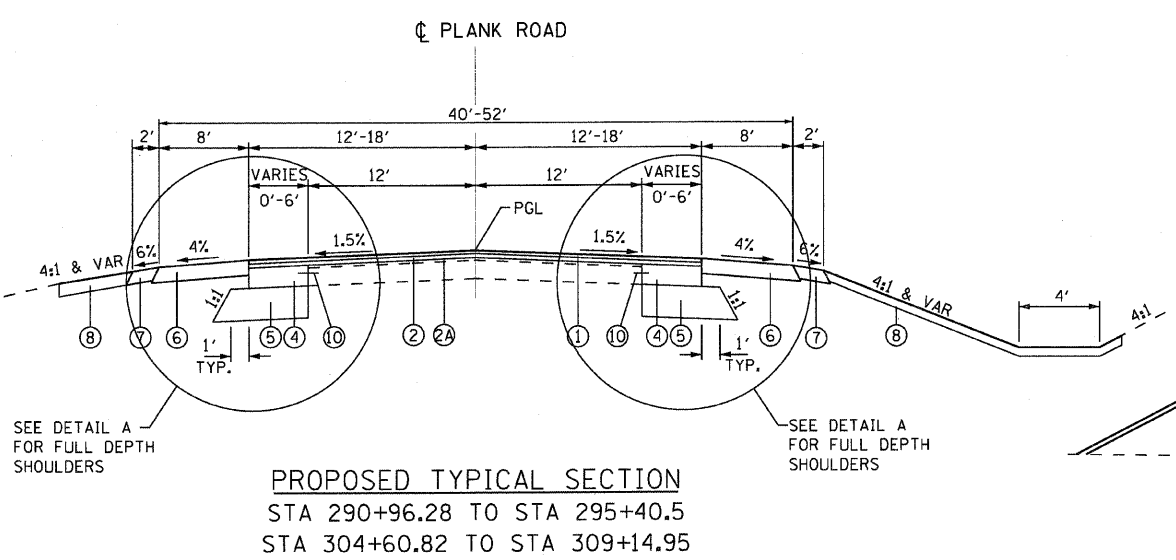


F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-80	50-8 HBR	LASALLE	143	6
STA. TO STA.		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		



EXISTING LEGEND

- (A) BITUMINOUS CONCRETE (+/- 3")
- (B) PCC PAVEMENT (+/- 10")
- (C) BITUMINOUS SHOULDERS (8")



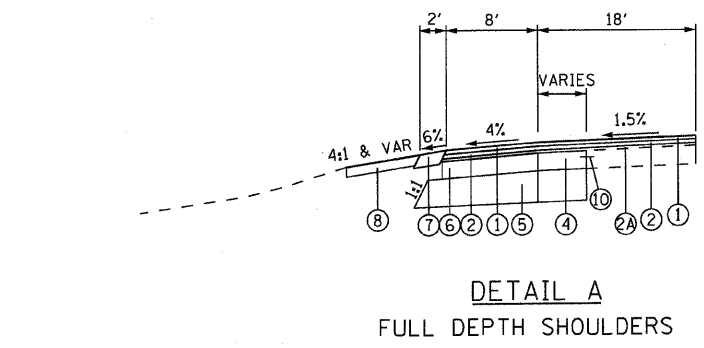
PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 1 1/2"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70 1 1/2"
- (2A) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19, N 90, VARIES 1 1/2"-11"
- (3) PCC PAVEMENT 9 3/4" JOINTED
- (4) PCC BASE COURSE WIDENING, 10"
- (5) AGGREGATE SUBGRADE 12"
- (6) HOT-MIX ASPHALT SHOULDERS, 8"
- (7) AGGREGATE SHOULDERS, TYPE B, 4"
- (8) TOPSOIL FURNISH & PLACE, 4"
- (9) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (10) TIE-BARS (SEE NOTE)
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) FURNISHED EXCAVATION

NOTE:
TIE BARS IN PAVEMENT OR BETWEEN PAVEMENT AND OTHER NEW/OR EXISTING PCC APPURTENANCES WILL BE IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS. TIE BARS SHALL BE TYPE NO. 8, 30 IN. IN LENGTH AT 30 IN. CENTERS, EPOXY COATED, DRILLED AND GROUTED. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR INSTALLATION AND TESTING WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE PORTLAND CEMENT CONCRETE ITEM INVOLVED.

GUARDRAIL LOCATIONS LT
STA 296+35.4 TO STA 298+91.1
STA 301+48.0 TO STA 304+03.7
GUARDRAIL LOCATIONS RT
STA 295+96.4 TO STA 298+52.0
STA 301+08.9 TO STA 303+64.6

* CROSS SLOPE VARIES FROM 2% TO 1.5% FOR TRAVELED WAY AS SHOWN ON PROPOSED PLANS



	HMA BINDER	HMA LEVEL BINDER	HMA SURFACE	HMA SHOULDERS 8" (NON-STAGED)
PG GRADE	SBS PG70-22	SBS PG70-22	SBS PG70-22	PG58-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N90	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0
FRICTION AGGREGATE			MIXTURE D	
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER	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.

PLANK ROAD

STRUCTURAL DESIGN FACTOR:	YEAR: 2027
PV: 7257	SU: 323 MU: 1930
ROAD STREET CLASSIFICATION:	CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 50 S = 50 M = 50
TRAFFIC FACTOR:	ACTUAL TF = 7.81 AC TYPE = AC-20 MINIMUM TF = 4.0
AC GRADE: BINDER = PG 64-22	SURFACE = PG 64-22
SUBGRADE SUPPORT RATING:	SSR = POOR
IBR = 3	

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 80 UNDER FAU 6097 (PLANK ROAD)
NAME	DATE	
		TYPICAL SECTIONS SCALE: VERT. NONE HORIZ. N.T.S. DATE: 12/02/09 DRAWN BY ENTRAN/CAD CHECKED BY TMH

PLOT DATE = 2/1/2010
 FILE NAME = s:\projects\120548891\001\cadd\PL11\F01.dwg
 PLOT SCALE = 1:800
 PLOT TIME = 4:00:03 PM

