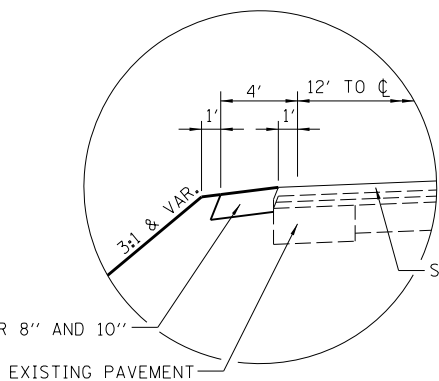
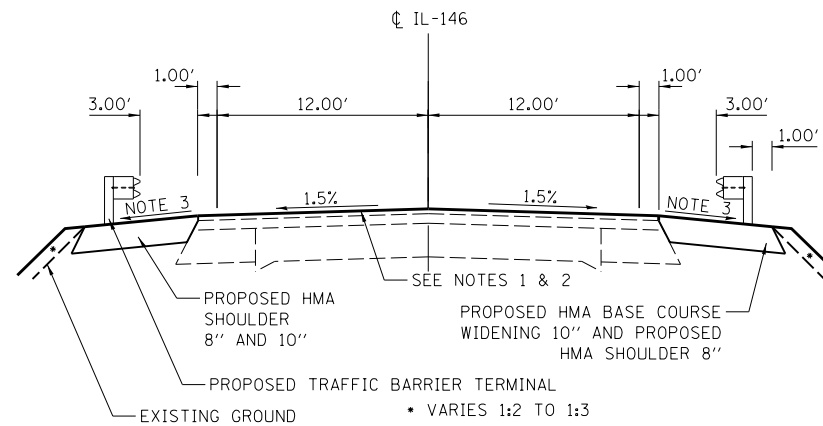


EXISTING IL-146 TYPICAL SECTION



PROPOSED HMA SHOULDER DETAIL
 LT STA. 487+02.91 TO LT STA. 488+41.18
 LT STA. 491+75.10 TO LT STA. 492+25.16



PROPOSED IL-146 TYPICAL SECTION

STA. 487+47.91 TO STA. 488+41.18
 STA. 488+41.18 TO STA. 488+47.18 - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
 STA. 488+47.18 TO STA. 490+42.51 - BRIDGE OMISSION
 STA. 490+42.51 TO STA. 490+48.51 - BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
 STA. 490+48.51 TO STA. 491+80.16

NOTE 1

STA. 487+02.91 TO STA. 488+41.18
 PROPOSED HMA SURFACE COURSE, MIX "C", N90 - 1 1/2"
 STA. 487+47.91 TO STA. 488+41.18
 PROPOSED HMA BINDER COURSE, IL-19.0, N90 - VARIABLE DEPTH

NOTE 2

STA. 490+48.51 TO STA. 492+25.16
 PROPOSED HMA SURFACE COURSE, MIX "C", N90 - 1 1/2"
 STA. 490+48.51 TO STA. 491+80.16
 PROPOSED HMA BINDER COURSE, IL-19.0, N90 - VARIABLE DEPTH

NOTE 3

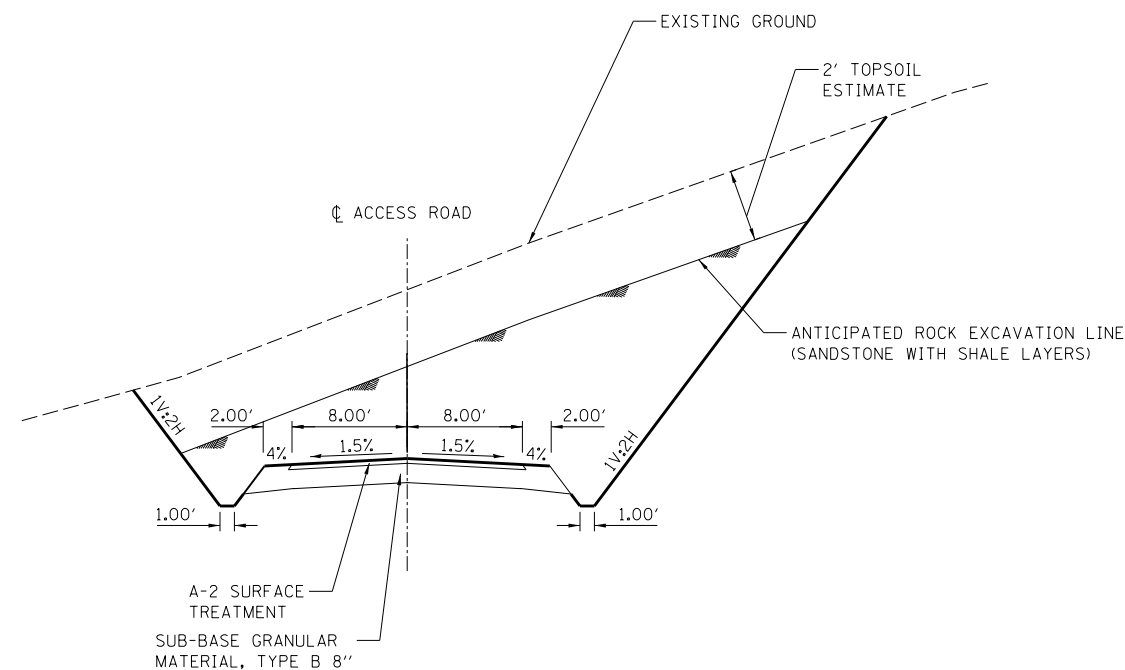
ROTATE SHOULDERS TO MATCH PCC CONNECTOR OVER 25.00'
 STA. 488+16.18 TO STA. 488+41.18 - TRANSITION PAVED SHOULDER FROM 4.0% CROSS SLOPE TO 2.0% CROSS SLOPE
 STA. 490+48.51 TO STA. 490+73.51 - TRANSITION PAVED SHOULDER FROM 2.0% CROSS SLOPE TO 4.0% CROSS SLOPE

MIXTURE TABLE

LOCATIONS:	HOT-MIX ASPHALT SURFACE COURSE AND LEVELING BINDER
MIXTURE USE(S):	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90
AC/PG:	PG 64-22
ABR % (MAX.):	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXT)	IL-9.5 MM
FRICTION AGGREGATE:	C SURFACE
QUALITY MANAGEMENT PROGRAM:	QC/QA

LOCATIONS:	HOT-MIX ASPHALT BINDER COURSE, BASE COURSE WIDENING AND HMA SHOULDERS
MIXTURE USE(S):	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0 MM FINE GRADE
AC/PG:	PG 64-22
ABR % (MAX.):	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXT)	IL-19.0 MM FINE GRADE
FRICTION AGGREGATE:	NONE
QUALITY MANAGEMENT PROGRAM:	QC/QA

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.



PROPOSED ACCESS ROAD TYPICAL SECTION

STA. 100+07.58 TO STA. 103+46.25

LAYOUT	BKC	2/7/11
DRAWN	BKC	2/7/11
REVIEWED	MH	2/28/11

FILE NAME =	USER NAME = dwd01573	DESIGNED - BKC	REVISED -
pw:\sp\svr\306.hanson.dom\hanson_projects\01d\documents\08h0131\W015-SN044-006118.dwg	PROJECT = 08h0131	DATE = 02/17/14	REVISED -
MODEL = IL-146 and Access	PLOT SCALE = 10.0000 "/in.	CHECKED - MH	REVISED -
	PLOT DATE = 03/10/2014	DATE - 02/17/14	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS (IL-146 OVER BAY CREEK)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
885	110B-1	JOHNSON	52	7
CONTRACT NO. 78279				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				