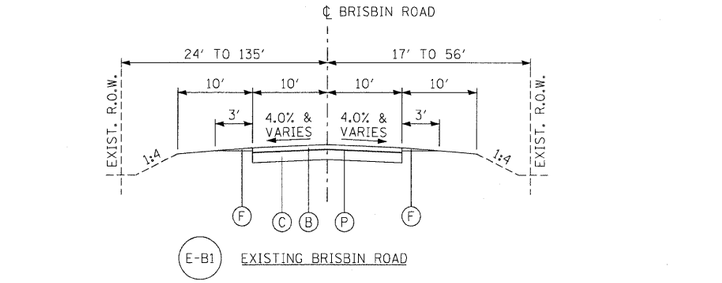
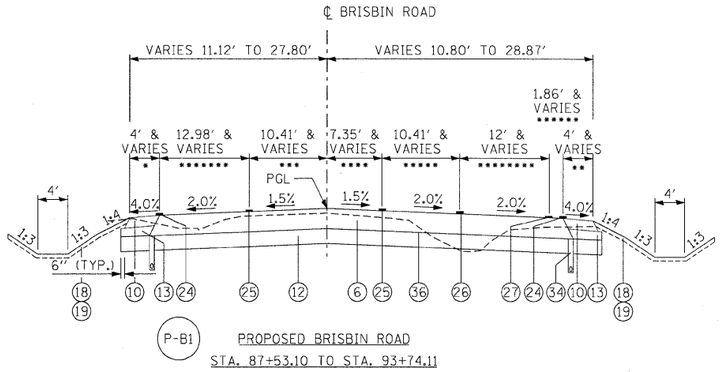
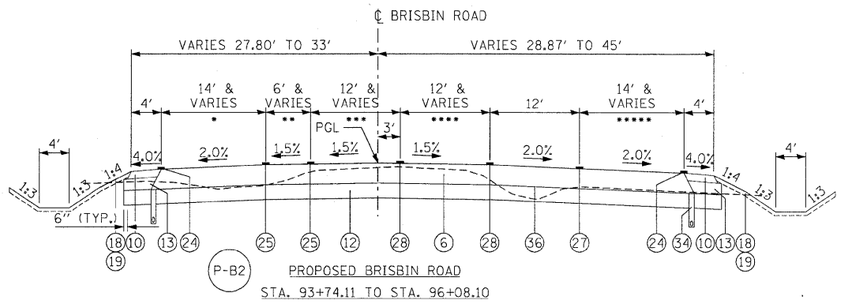


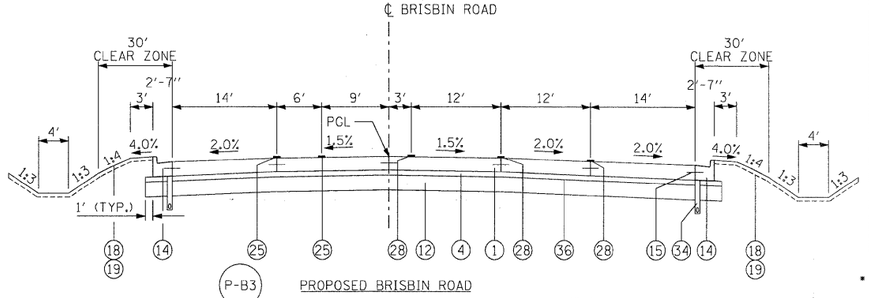
E-B1 EXISTING BRISBIN ROAD



P-B1 PROPOSED BRISBIN ROAD
STA. 87+53.10 TO STA. 93+74.11



P-B2 PROPOSED BRISBIN ROAD
STA. 93+74.11 TO STA. 96+08.10



P-B3 PROPOSED BRISBIN ROAD
STA. 96+08.10 TO STA. 99+05.49

NOTE:
SEE SH. 132 FOR INTERSECTION DETAIL

* VARIES 1' TO 4' FROM STA. 87+53.10 TO STA. 88+43.10

** VARIES 2' TO 4' FROM STA. 87+53.10 TO STA. 88+43.10

*** VARIES 0' TO 10.41' FROM STA. 87+53.10 TO STA. 88+43.10

**** VARIES 0' TO 7.35' FROM STA. 87+53.10 TO STA. 92+17.95
VARIES 7.35' TO 0' FROM STA. 92+17.95 TO STA. 93+74.11

***** VARIES 0' TO 10.41' FROM STA. 92+17.95 TO STA. 93+74.11

****** VARIES 0' TO 1.86' FROM STA. 93+38.16 TO STA. 93+74.11

******* VARIES 10' TO 12.98' FROM STA. 87+53.10 TO STA. 93+74.11

******** VARIES 10' TO 12' FROM STA. 87+53.10 TO STA. 93+74.11

* VARIES 12.98' TO 14' FROM STA. 93+74.11 TO STA. 96+08.10

** VARIES 10.41' TO 6' FROM STA. 93+74.11 TO STA. 95+65.29

*** VARIES 10.41' TO 12' FROM STA. 93+74.11 TO STA. 96+08.10

**** VARIES 0' TO 12' FROM STA. 94+28.14 TO STA. 96+08.10

***** VARIES 1.86' TO 14' FROM STA. 93+74.11 TO STA. 96+08.10

	HMA BASE COURSE, 6 3/4"	HMA STABILIZED SUB-BASE 4"	HMA LEVELING BINDER (0.75")	HMA SURFACE (NORTH RD.) (2")	HMA SURFACE (US 6) (1.5")	HMA BINDER (US 6) (VARIES)	HMA SHOULDERS (BOTTOM 6")
PG GRADE	PG64-22	PG58-22	SBS PG70-22	PG64-22	SBS PG70-22	SBS PG70-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N50	2.0% @ N30	4.0% @ N90	4.0% @ N50	4.0% @ N90	4.0% @ N90	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 19.0	IL 9.5	IL 9.5 OR IL 12.5	IL 9.5 OR IL 12.5	IL 19.0	IL 19.0
FRICTION AGGREGATE				MIXTURE C	MIXTURE D		
DENSITY TEST METHOD	CORES	CORRELATION	SATISFACTION OF ENGINEER	CORES	CORES	SATISFACTION OF ENGINEER	CORES *

	HMA SHOULDERS (TOP 2")	FULL DEPTH HMA (BOTTOM 4")	FULL DEPTH HMA (MID 8")	FULL DEPTH HMA (TOP 2.25" BINDER)	FULL DEPTH HMA (LEVELING BINDER 0.75")	FULL DEPTH HMA (SURFACE 1.5")
PG GRADE	PG64-22	PG64-22	PG64-22	SBS PG70-22	SBS PG70-22	SBS PG70-22
DESIGN AIR VOIDS	4.0% @ N50	3.0% @ N50	4.0% @ N70	4.0% @ N90	4.0% @ N90	4.0% @ N90
MIXTURE COMPOSITION	IL 9.5 OR IL 12.5	IL 19.0	IL 19.0	IL 19.0	IL 9.5	IL 9.5 OR IL 12.5
FRICTION AGGREGATE	MIXTURE C					MIXTURE D
DENSITY TEST METHOD	CORES	CORES	CORES	CORES	SATISFACTION OF ENGINEER	CORES

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DESITY, 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.

EXISTING LEGEND:

(A) EXISTING PCC PAVEMENT, 14"
(B) EXISTING HOT-MIX ASPHALT PAVEMENT, 3"
(C) EXISTING AGGREGATE SUBGRADE, 8"
(D) EXISTING STABILIZED SUB-BASE, 6"
(E) EXISTING POROUS GRANULAR EMBANKMENT, SUBGRADE, 12"
(F) EXISTING AGGREGATE SHOULDER, 3"
(G) EXISTING AGGREGATE SHOULDERS, TYPE "A", 8"
(H) EXISTING STABILIZED SHOULDERS, 8"
(I) EXISTING SUBBASE GRANULAR MATERIAL TYPE "A", 4"
(J) EXISTING STABILIZED BASE COURSE, 9"
(K) EXISTING BITUMINOUS CONCRETE BINDER COURSE, 1 1/2"
(L) EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1 1/2"
(M) EXISTING BITUMINOUS CONCRETE LEVELING BINDER, 5/8"
(N) EXISTING BITUMINOUS CONCRETE SURFACE COURSE 1 3/8"
(O) EXISTING AGGREGATE SHOULDERS, TYPE "B", 2"
(P) EXISTING BITUMINOUS SURFACE TREATMENT

PROPOSED LEGEND:

(1) PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)
(2) PORTLAND CEMENT CONCRETE SHOULDERS 10 1/4"
(3) PORTLAND CEMENT CONCRETE SHOULDERS 14"
(4) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"
(6) HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 16 1/2"
(7) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
(8) HOT-MIX ASPHALT BASE COURSE, 6 3/4"
(9) AGGREGATE SHOULDERS, TYPE B, 6"
(10) HOT-MIX ASPHALT SHOULDERS, 8"
(11) AGGREGATE SURFACE COURSE, TYPE A
(12) AGGREGATE SUBGRADE 12"
(13) SUB-BASE GRANULAR MATERIAL, TYPE C
(14) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
(15) LONGITUNDINAL CONSTRUCTION JOINT, NO. 8 EPOXY COATED TIE BARS 30" LONG AT 24" CENTERS
(16) CONCRETE MEDIAN, TYPE SB-6.24
(17) CORRUGATED MEDIAN
(18) TOPSOIL EXCAVATION AND PLACEMENT
(19) SEEDING, CLASS 2A OR SEEDING, CLASS 3 FOR SLOPES 1:3 OR STEEPER
(20) HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"
(21) PAVEMENT REMOVAL
(22) SHOULDER RUMBLE STRIP
(23) STEEL PLATE BEAM GUARD RAIL, TYPE A
(24) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE)
(25) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (DOUBLE YELLOW @ 8" C-C)
(26) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE SKIP-DASH 6'-2')
(27) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (WHITE SKIP-DASH 6'-2')
(28) POLYUREA PAVEMENT MARKING TYPE II - LINE 8" (WHITE)
(29) POLYUREA PAVEMENT MARKING TYPE II - LINE 4" (YELLOW)
(30) POLYUREA PAVEMENT MARKING TYPE II - LINE 6" (WHITE SKIP-DASH 30'-10')
(32) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90
(33) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
(34) PIPE UNDERDRAINS 4" (MODIFIED)
(35) GROOVING FOR RECESSED PAVEMENT MARKING 5"
(36) BITUMINOUS MATERIALS/AGGREGATE PRIME COAT
(37) HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"
(38) AGGREGATE BASE COURSE, TYPE B 4"
(39) AGGREGATE SUBGRADE 18"
(40) AGGREGATE SUBGRADE 24"
(41) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
(42) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90

NOTES:

1. BRIDGE OMISSION STA. 113+37.69 TO STA. 116+62.15
2. SEE ROADWAY AND INTERSECTION DETAILS FOR EXACT LOCATION OF PROFILE GRADE LINE
3. BRISBIN ROAD MEDIAN CURB SHALL BE A DRY CURB (SLOPE IN THE SAME DIRECTION AS ADJACENT PAVEMENT IN ACCORDANCE WITH STANDARD 606001)
4. SEE PAVEMENT MARKING SHEETS FOR GROOVING LIMITS

FILE NAME = t:\1812\cadd sheets\D366408-sht-typical.dgn	USER NAME = _USER_	DESIGNED - CGC	REVISED -
		DRAWN - CGC	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - AKK	REVISED -
	PLOT DATE = 5/20/2010	DATE - 5/20/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRISBIN ROAD
TYPICAL SECTIONS

SCALE: NONE | SHEET NO. 10 OF 351 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(32,47-4) HBK-4 & G(N)	GRUNDY	351	10
		CONTRACT NO. 66408		
	ILLINOIS FED. AID PROJECT			

* FAI 80 & FAS 297 / FAU 392