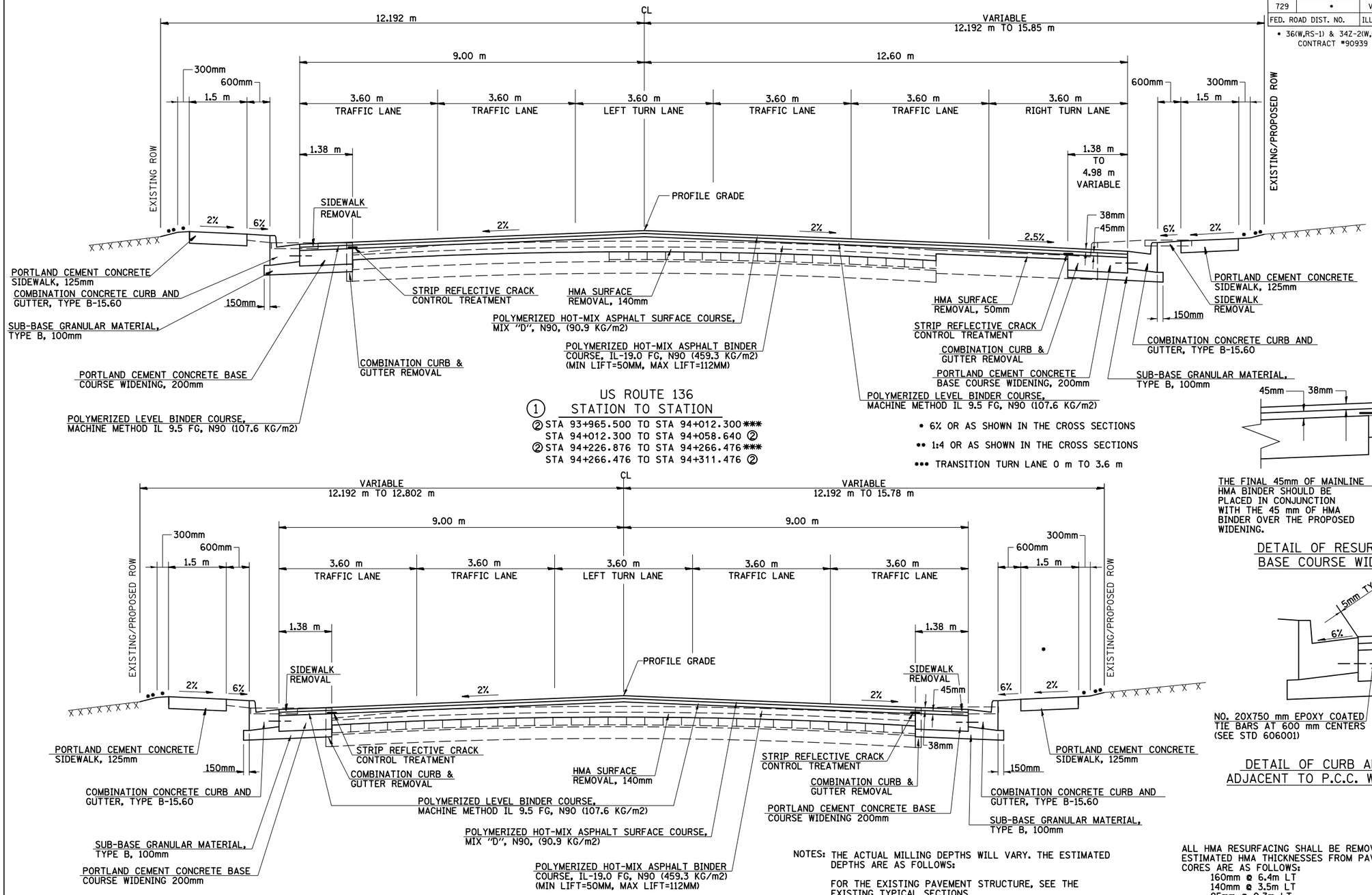
FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
729	•	VERMILION	298	26
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• 36(W,RS-1) & 34Z-2(W,RS)
CONTRACT #90939



US ROUTE 136
① STATION TO STATION

② STA 93+965.500 TO STA 94+012.300 ***
STA 94+012.300 TO STA 94+058.640 ②
② STA 94+226.876 TO STA 94+266.476 ***
STA 94+266.476 TO STA 94+311.476 ②

• 6% OR AS SHOWN IN THE CROSS SECTIONS

•• 1:4 OR AS SHOWN IN THE CROSS SECTIONS

••• TRANSITION TURN LANE 0 m TO 3.6 m

US ROUTE 136
② STATION TO STATION

STA 93+951.420 TO STA 93+965.500 ①
① STA 94+058.640 TO STA 94+226.876 ②
STA 94+311.476 TO STA 94+630.000 ③

THE FINAL 45mm OF MAINLINE HMA BINDER SHOULD BE PLACED IN CONJUNCTION WITH THE 45 mm OF HMA BINDER OVER THE PROPOSED WIDENING.

DETAIL OF RESURFACING OVER BASE COURSE WIDENING (TYP.)

NO. 20X750 mm EPOXY COATED TIE BARS AT 600 mm CENTERS (SEE STD 606001)

DETAIL OF CURB AND GUTTER ADJACENT TO P.C.C. WIDENING (TYP.)

NOTES: THE ACTUAL MILLING DEPTHS WILL VARY. THE ESTIMATED DEPTHS ARE AS FOLLOWS:

FOR THE EXISTING PAVEMENT STRUCTURE, SEE THE EXISTING TYPICAL SECTIONS

THE YIELD OF 459.3 KG/m2 FOR VARIABLE THICKNESS HMA BINDER COURSE IS BASED ON A NOMINAL THICKNESS OF 192mm. THIS VALUE WAS CALCULATED FROM THE NOMINAL HMA SURFACE REMOVAL THICKNESS OF 140mm PLUS THE AVERAGE INCREASE OF THE PROPOSED SURFACE ABOVE THE EXISTING SURFACE OF 135mm MINUS THE 83mm RESURFACING THICKNESS.

ALL HMA RESURFACING SHALL BE REMOVED. THE ESTIMATED HMA THICKNESSES FROM PAVEMENT CORES ARE AS FOLLOWS:

160mm @ 6.4m LT
140mm @ 3.5m LT
95mm @ 0.3m LT
140mm @ 2.7m RT
100mm @ 5.9m RT

FOR THE EXISTING PAVEMENT STRUCTURE, SEE THE EXISTING TYPICAL SECTIONS.

PROPOSED TYPICAL SECTIONS

8/17/2012

c:\pw_work\pwidot\cearlockjd\d0313241\20003t002.dgn