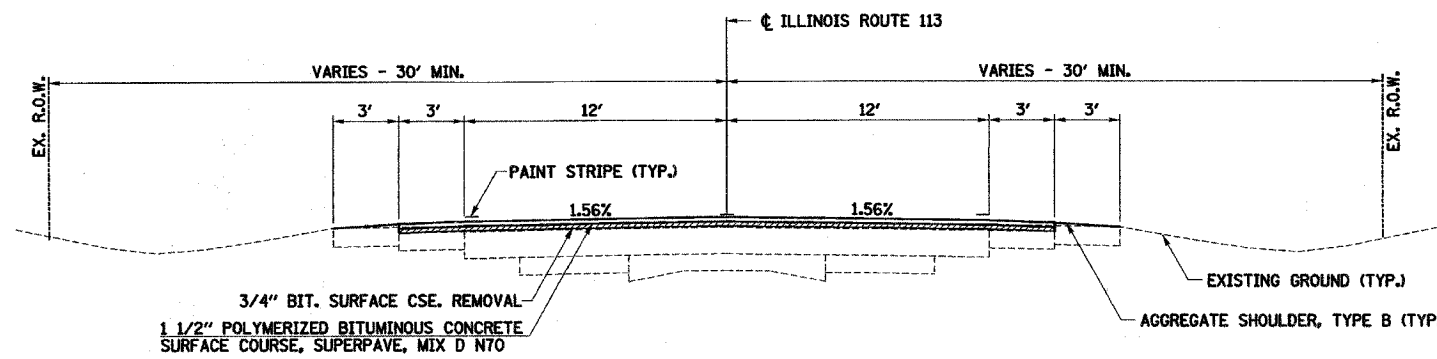
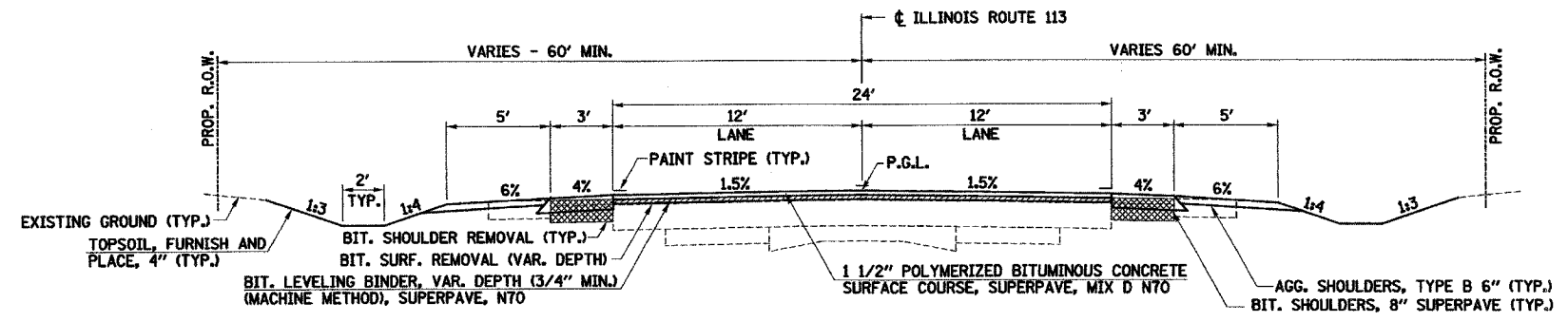


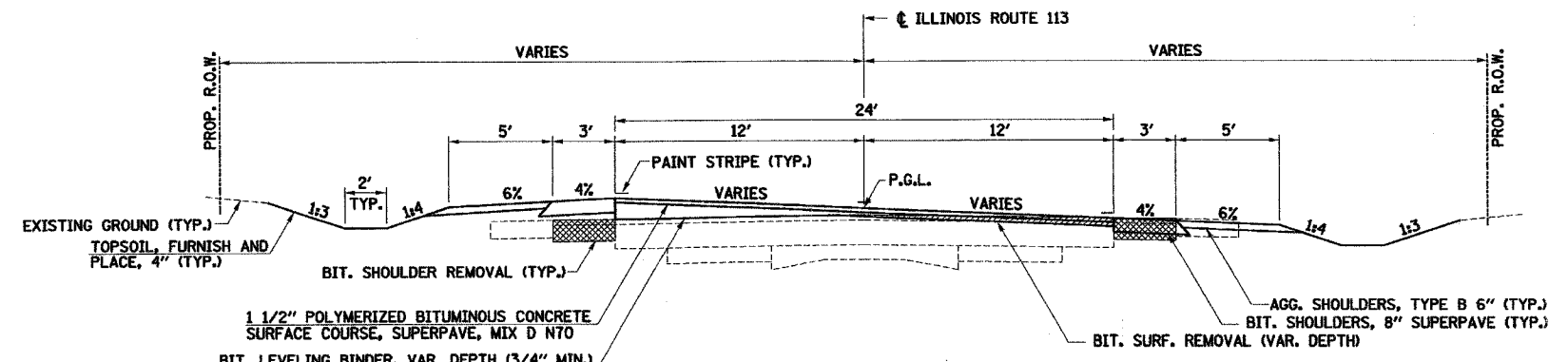
EXISTING ILLINOIS ROUTE 113 TYPICAL SECTION
STA. 33+00.00 TO STA. 110+20.00



PROPOSED ILLINOIS ROUTE 113 TYPICAL SECTION
STA. 33+00.00 TO STA. 62+00.00
STA. 108+00.00 TO STA. 110+20.00



PROPOSED ILLINOIS ROUTE 113 TYPICAL SECTION
STA. 62+00.00 TO STA. 68+73.00
STA. 106+56.00 TO STA. 108+00.00



PROPOSED ILLINOIS ROUTE 113 TYPICAL SECTION
STA. 68+73.00 TO STA. 70+12.93

EXISTING ILLINOIS ROUTE 113 PAVEMENT CORES

LOCATION	COMPOSITION
0.24 MILES SOUTH OF TOWER ROAD, 8' OFF CENTERLINE IN NBL	4 3/4" BIT. CONC. SURFACE COURSE 10 1/8" BIT. CONC. BINDER COURSE
0.20 MILES SOUTH OF TOWER ROAD, 7' OFF CENTERLINE IN NBL	4 3/8" BIT. CONC. SURFACE COURSE 7 1/2" BIT. CONC. BINDER COURSE 2" BIT. CONC. SURFACE COURSE
0.65 MILES NORTH OF TOWER ROAD, 10' OFF CENTERLINE IN SBL	3 5/8" BIT. CONC. SURFACE COURSE 6 1/4" BIT. CONC. BINDER COURSE 1 1/2" BIT. CONC. SURFACE COURSE
0.60 MILES NORTH OF TOWER ROAD, 6' OFF CENTERLINE IN SBL	3 3/4" BIT. CONC. SURFACE COURSE 7" BIT. CONC. BINDER COURSE 1 3/4" BIT. CONC. SURFACE COURSE

NOTE:
EXISTING BITUMINOUS AND AGGREGATE SHOULDERS SHALL BE REMOVED BETWEEN STA. 108+00 AND STA. 113+25 RT PRIOR TO CONSTRUCTION OF THE WEST DETOUR. THE SHOULDERS SHALL BE REPLACED WITH 3' BITUMINOUS SHOULDERS AND 5' AGGREGATE SHOULDERS UPON REMOVAL OF THE WEST DETOUR.

MIX DESIGN

	SUPERPAVE BINDER TOP LIFT	SUPERPAVE LEVEL BINDER	SUPERPAVE SURFACE	SUPERPAVE BINDER BOTTOM LIFT(S)	SUPERPAVE SURFACE FOR DETOURS	SUPERPAVE SHOULDERS	SUPERPAVE BINDER FOR DETOURS	SUPERPAVE BASE COURSE WIDENING ON TOWER
PG GRADE	SBS PG64-28	PG64-22	SBS PG64-28	PG64-22	PG64-22	PG58-22	PG64-22	PG64-22
MAX % RAP ALLOWABLE*	0%	10%	0%	15%	10%	30%	15%	25%
DESIGN AIR VOIDS	4.0% e N70	4.0% e N70	4.0% e N70	4.0% e N70	4.0% e N70	2.0% e N50	4.0% e N70	4.0% e N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 12.5 OR IL 9.5	BAM	IL 19.0	IL 19.0
FRICTION AGGREGATE			MIXTURE D		MIXTURE D			
PLANT CONTROL LIMITS	CLASS I	CLASS I	CLASS I	CLASS I	CLASS I	NON-CLASS I	CLASS I	CLASS I
DENSITY CONTROL METHOD	CORRELATION		CORRELATION	CORRELATION	CORES	% GROWTH CURVE	CORRELATION	CONTRACTOR OPTION

* IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAU 6194 (ILLINOIS ROUTE 113)
TYPICAL SECTIONS
ILLINOIS ROUTE 113

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

DATE _____
BY _____
SURVEYED _____
CHECKED _____
ALIGNED _____
DESIGNED _____
DRAWN _____
FILE NO. _____

DATE _____
BY _____
SURVEYED _____
CHECKED _____
ALIGNED _____
DESIGNED _____
DRAWN _____
FILE NO. _____

*****DATE*****