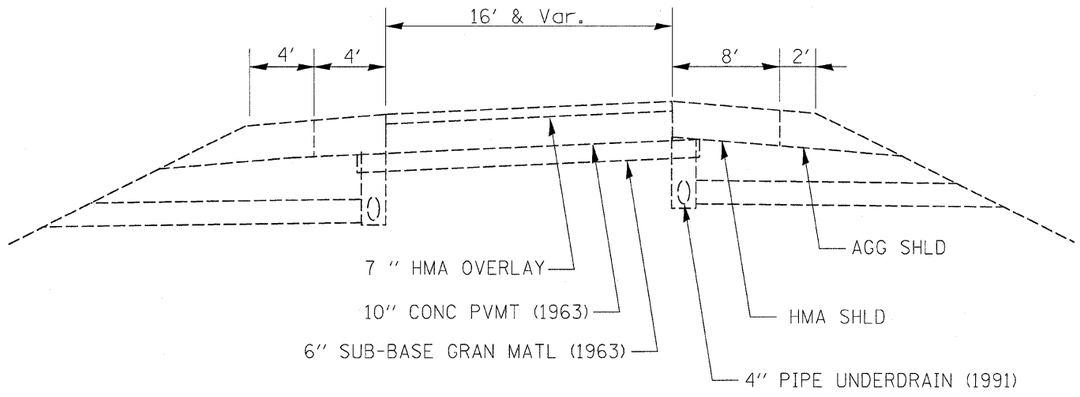
CONTRACT NO. 66731

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	*	BUR & LAS	219	10
STA. _____	TO STA. _____			
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

*** (06-14 & 50-8)RS-1 (14B,B-1,VB,VB-1,VB-2,VB-3)BR**



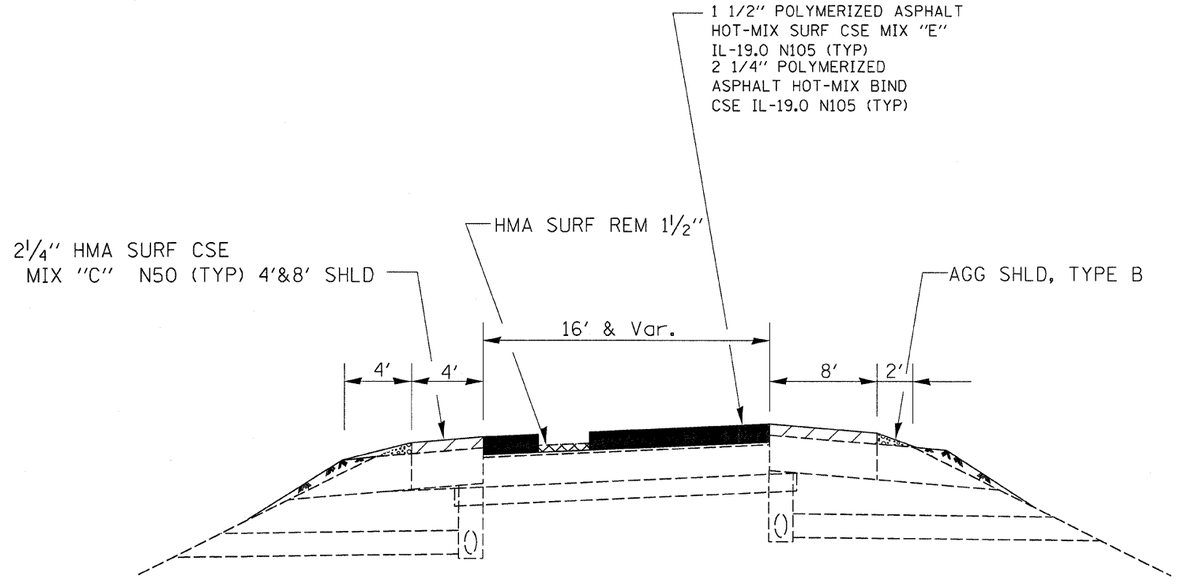
EXISTING TYPICAL SECTION
IL 89 AND PLANK ROAD RAMPS

MIXTURES TABLE							
	HMA SURFACE	HMA BINDER	HMA BASE COURSE TOP LIFTS	HMA BASE COURSE BOTTOM LIFT	HMA SHOULDER 10' SHOULDER	HMA SURFACE 2" (CENTERLINE REPAIR)	HMA SHOULDER (8" THICK) •••
PG GRADE	SBS PG-70-22	SBS PG-70-22	SBS PG-70-22	PG-64-22	PG-64-22	PG-64-22	PG-58-22
MAX % RAP ALLOWABLE••	10	10	10	15	15	25	50
DESIGN AIR VOIDS	4.0% @ N105	4.0% @ N105	4.0% @ N90	4.0% @ N70	3.0% @ N50	3.0% @ N70	3.0% @ N50
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 19.0	IL 19.0	IL 19.0	IL 12.5 OR IL 9.5	IL 12.5 OR IL 9.5	IL 19.0
FRICTION AGGREGATE	MIXTURE E						
DENSITY TEST METHOD	CORES/ NUCLEAR	CORES/ NUCLEAR	CORES/ NUCLEAR	CORES/ NUCLEAR	CORES/ NUCLEAR		CORES/ NUCLEAR•

• 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 THEORETICL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

••IF RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG- GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER. GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

•••THE AMOUNT OF ASPHALT BINDER USED SHALL BE INCREASED 0.5% MORE THAN THAT REQUIRED IN THE MIX DESIGN, EXCEPT WHEN THE HMA BINDER AND SURFACE COURSE MIXTURE OPTION IS USED.



PROPOSED TYPICAL SECTION
IL 89 AND PLANK ROAD RAMPS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION RAMPS

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

PLOT DATE = Aug 27, 2008 - 11:19:03 AM
FILE NAME = c:\pw_work\pwidot\wenzelko\d0s3285\d0s3285\detail.dgn
PLOT SCALE = 1000.8315 ' / IN.
USER NAME = wenzelko