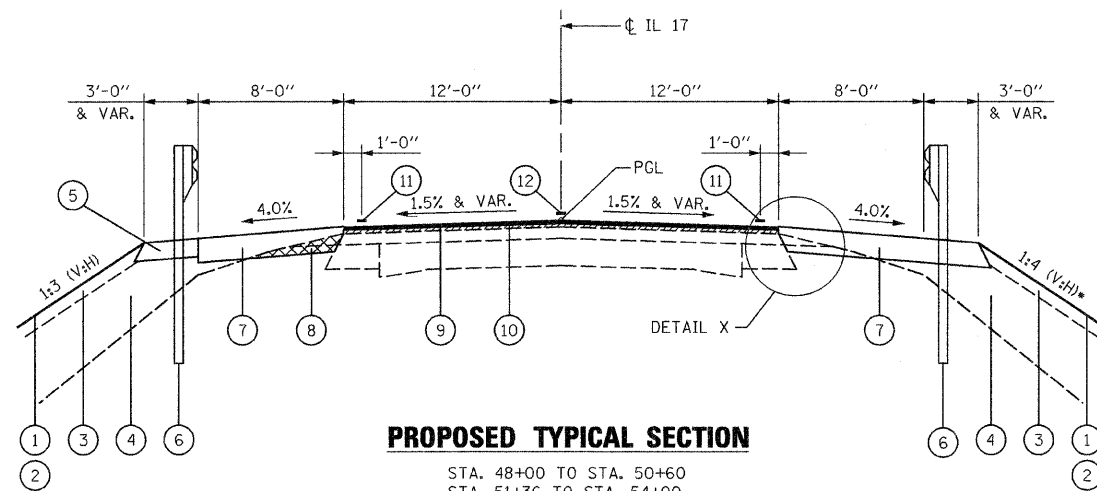


EXISTING TYPICAL SECTION

STA. 48+00 TO STA. 54+00

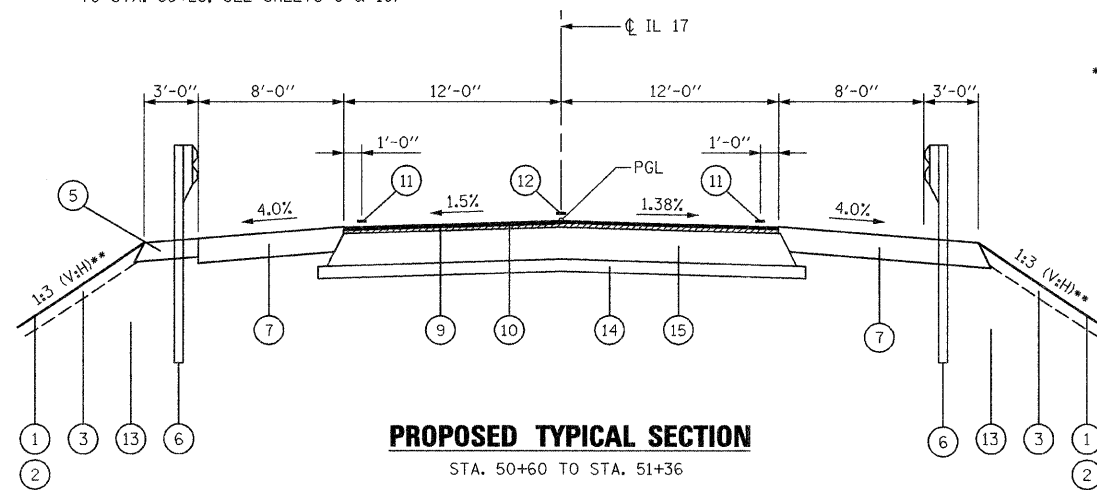
EXISTING BRIDGE OMISSION
S.N. 050-0037
STA. 50+78.50 TO STA. 51+17.50



PROPOSED TYPICAL SECTION

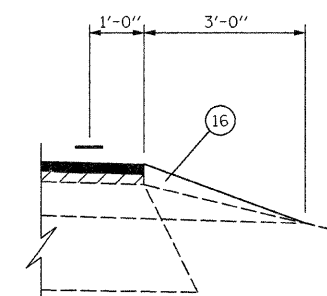
STA. 48+00 TO STA. 50+60
STA. 51+36 TO STA. 54+00

EARTH EXCAVATION FOR HMA SHOULDER
PLACEMENT PRIOR TO STAGE I - STA. 48+61
TO STA. 53+25, SEE SHEETS 9 & 10



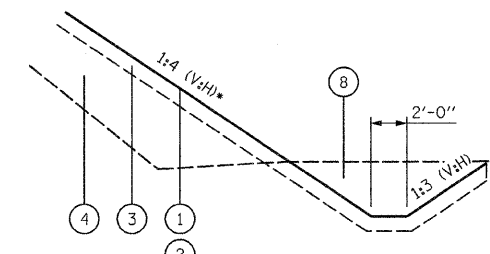
PROPOSED TYPICAL SECTION

STA. 50+60 TO STA. 51+36



DETAIL X

3' AGGREGATE WEDGE SHOULDER, TYPE B
TO BE PLACED OUTSIDE OF PROPOSED HMA
SHOULDER LIMITS (TYP. EACH SHOULDER).
SEE SHEETS 7 & 8 FOR LOCATIONS.



DITCH DETAIL

- * FRONT SLOPE SHALL BE 1:3 (V:H) BEHIND GUARD RAIL.
- ** TRANSITION SLOPE TO 1:2 (V:H) BEHIND THE CULVERT WINGWALLS AND HEADWALL. SEE CULVERT PLANS FOR DETAILS.

PROPOSED CULVERT LIMITS
S.N. 050-2044
STA. 50+78.50 TO STA. 51+17.50

LEGEND

- (A) EXISTING AGGREGATE WEDGE
- (B) EXISTING BITUMINOUS BASE COURSE WIDENING, 9"
- (C) EXISTING 9-6 1/2-9 P.C.C. PAVEMENT
- (D) EXISTING PAVEMENT MARKING
- (E) EXISTING BITUMINOUS OVERLAY
- (F) EXISTING GUARD RAIL TO BE REMOVED
- (1) SEEDING, CLASS 2
- (2) MULCH, METHOD 2
- (3) VEGETATION SUSTAINING SOIL (INCLUDED IN FURNISHED EXCAVATION)
- (4) FURNISHED EXCAVATION
- (5) BITUMINOUS STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL
- (6) STEEL PLATE BEAM GUARD RAIL, TYPE A (SEE SHEETS 5 & 8 FOR LIMITS)
- (7) HOT-MIX ASPHALT SHOULDERS, 8" (INCLUDES HMA STABILIZATION ON SOUTH SHOULDER)
- (8) EARTH EXCAVATION
- (9) LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- (10) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- (11) PAINT PAVEMENT MARKING - LINE, 4" SOLID WHITE
- (12) PAINT PAVEMENT MARKING - LINE, 6" DASHED YELLOW
- (13) POROUS GRANULAR EMBANKMENT (SEE SHEET 17 FOR DETAILS)
- (14) SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- (15) HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- (16) AGGREGATE WEDGE SHOULDER, TYPE B

MIX DESIGN TABLE

	HMA LEVEL BINDER	HMA SURFACE	HMA BASE COURSE	HMA SHOULDER (TOP LIFT)	HMA SHOULDER (BOT. LIFT)	HMA STABILIZATION
PG GRADE	PG64-22	PG64-22	PG64-22	PG58-22	PG58-22	PG58-22
MAX % RAP ALLOWABLE (2)	25%	15%	25%	15%	50%	50%
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	3.0% @ N50	3.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0	IL 12.5 OR IL 9.5	IL 19.0	BAM
FRICTION AGGREGATE		MIXTURE C		MIXTURE C		
DENSITY TEST METHOD	SATISFACTION OF ENGINEER	CORES/NUCLEAR	CORES/NUCLEAR	(1)	(1)	SATISFACTION OF ENGINEER

- (1) 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 THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.
- (2) IF RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

benesch

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312-565-0460
Job # 3838.01

FILE NAME = ...D366844-sh1-typical.dgn	USER NAME = #USER#	DESIGNED - HMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A.P. RTE. 649	SECTION (107) BR	COUNTY LASALLE	TOTAL SHEETS 24	SHEET NO. 4	
PLOT SCALE = #SCALE#	CHECKED - KJN	REVISIED -	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66844	
PLOT DATE = 08/07/2008	DATE - 8/7/08	REVISIED -									