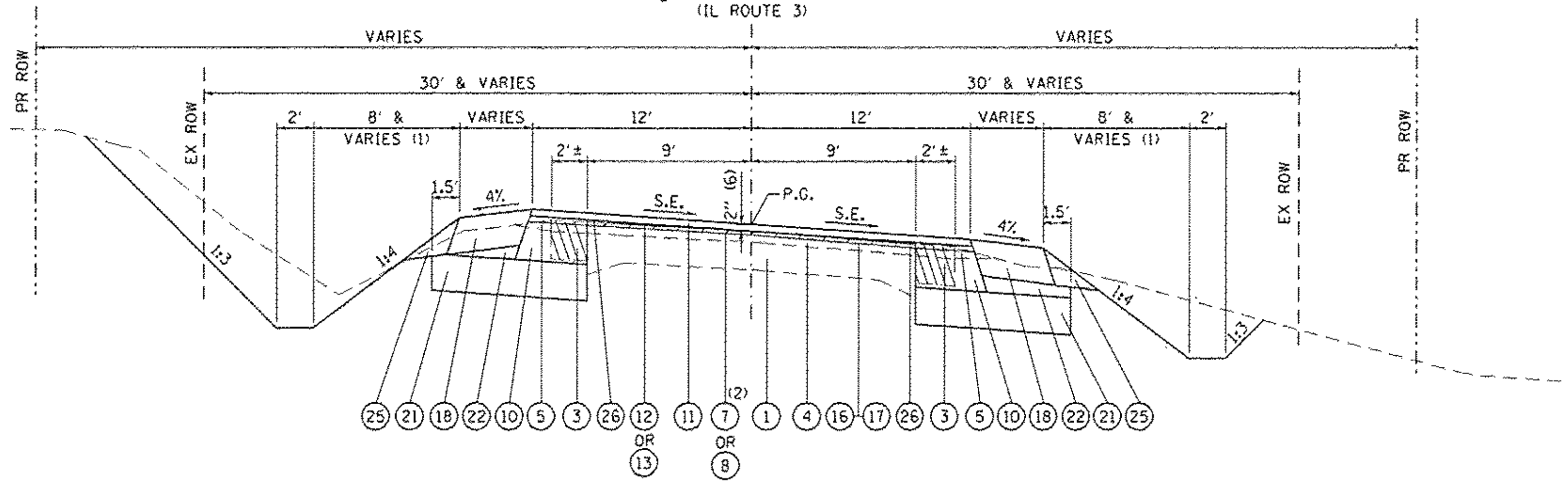
MILLING TABLE

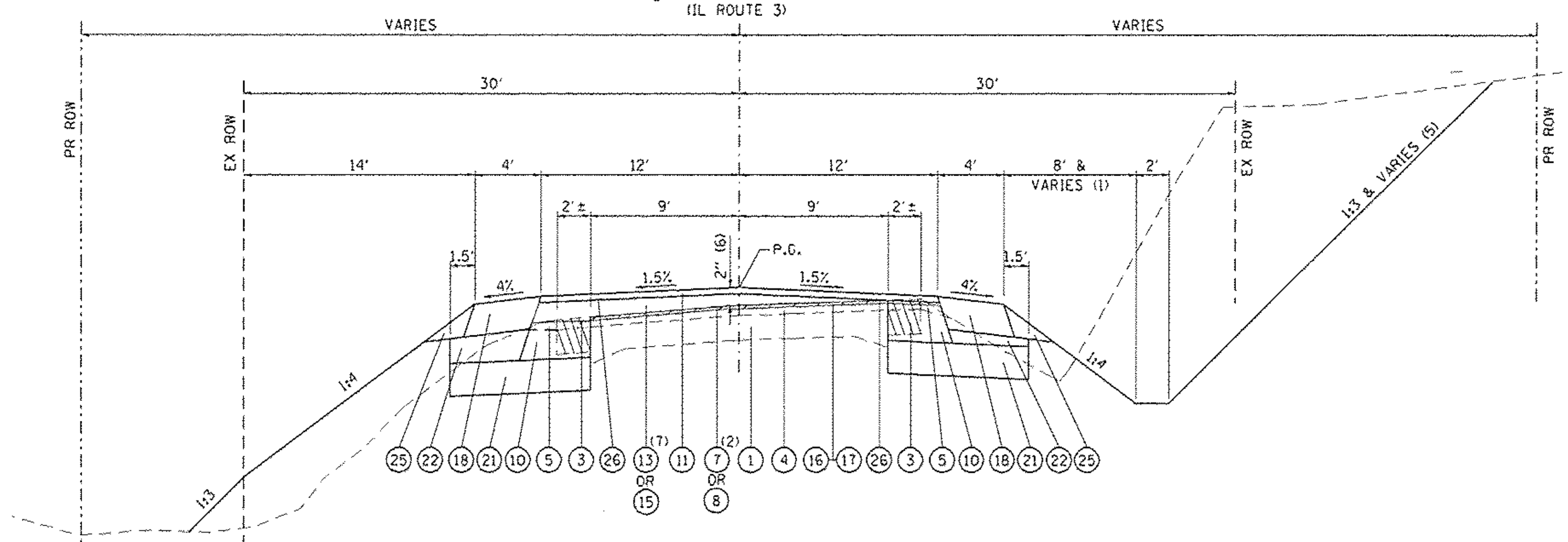
STATION	MILLING DEPTH AT CENTERLINE	MILLING SLOPE LEFT	MILLING SLOPE RIGHT
101+39.00			
103+69.00	1 ½"		EXISTING
104+09.00	TRANSITION	EXISTING	
110+50.00			PROPOSED
115+50.00		PROPOSED	
123+50.00	1/2"	EXISTING	EXISTING
141+00.00			
421+80.00			
422+00.00	TRANSITION	PROPOSED	PROPOSED
424+50.41	1 1/2"		
OTTERVILLE	½"	PROPOSED	EXISTING



TYPICAL SECTION SUPERELEVATION

STA 103+69.00 TO STA 110+82.06

END 3' SHOULDER STA 106+74.08 LT AND BEGIN 4' SHOULDER
END 3' SHOULDER STA 107+06.51 RT BEGIN 4' SHOULDER STA 107+63.52



TYPICAL SECTION NORMAL CROWN

STA 110+82.06 TO STA 125+04.55

LEGEND

1. EXISTING 9"-6"-9" PCC PAVEMENT
2. EXISTING OIL AND CHIP PAVEMENT
3. EXISTING HOT-MIX ASPHALT WIDENING, ±6"
4. EXISTING HOT-MIX ASPHALT OVERLAY
5. EXISTING AGGREGATE SHOULDER WEDGE
6. EXISTING GUTTER TBR
7. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
8. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, ½"
9. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1½"
10. PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
11. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1½"
12. PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70, 1"
13. PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70, VARIABLE DEPTH
14. PROPOSED HOT-MIX ASPHALT BINDER COURSE, 2½"
15. PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH
16. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
17. PROPOSED AGGREGATE (PRIME COAT)
18. PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
19. PROPOSED CONCRETE GUTTER, TYPE B
20. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B
21. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 8"
22. PROPOSED SUBBASE GRANULAR MATERIAL, TYPE C
23. PROPOSED AGGREGATE SHOULDER, TYPE B, 4"
24. PROPOSED AGGREGATE SHOULDER, TYPE B, 6"
25. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
26. PROPOSED STRIP REFLECTIVE CRACK CONTROL

HOT-MIX ASPHALT SURFACE REMOVAL
HOT-MIX ASPHALT WIDENING OR PAVEMENT, TO BE REMOVED
EXISTING GUTTER TO BE REMOVED
ROCK EXCAVATION

(1) SEE PROFILE FOR DITCH DEPTHS.

(2) SEE MILLING TABLE FOR MILLING DEPTHS AND SLOPES.

(3) WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SLOPE SHALL BE 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4% THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER IS NOT GREATER THAN 8%.

(4) SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE, BUT NOT LESS THAN 4%.

(5) SEE CROSS SECTIONS FOR VARIABLE SLOPES.

(6) PROFILE GRADE IS TYPICALLY 2" ABOVE EXISTING GRADE AT CENTERLINE. SEE PROFILE FOR VARIATIONS.

(7) HMA BINDER COURSE SHALL BE USED BETWEEN STA 115+50 AND STA 123+50 DUE TO THICKNESS REQUIRED AND MAY BE SUBSTITUTED FOR LEVELING BINDER IN OTHER LOCATIONS", WITH THE APPROVAL OF THE ENGINEER, WHEN THE THICKNESS REQUIRED EXCEEDS 2¼.

SUPERELEVATION CHART - CL3A-3

STATION	LT SLOPE	RT SLOPE	DESCRIPTION
102+88.16	MATCH EXISTING		HALF WAY BETWEEN PT AND PC
103+69.02	MATCH EXISTING		BEGIN SUPERELEVATION RUNOFF
104+09.89	1.60%	-1.60%	PC
104+29.36	2.40%	-2.40%	BEGIN FULL SUPERELEVATION
109+83.72	2.40%	-2.40%	END FULL SUPERELEVATION
110+03.19	1.50%	-1.50%	PT
110+44.06	0.00%	-1.50%	END SUPERELEVATION RUNOFF
110+82.06	-1.50%	-1.50%	END TANGENT RUNOUT

SUPERELEVATION DESIGN AND ATTACHED TABLE PROVIDED BY IDOT

LOCHMUELLER GROUP

USER NAME = ljackson	DESIGNED - ACM	REVISED -
MODEL NAME = Sheet 2	DRAWN - EDW	REVISED -
PLOT SCALE = 10.0000 '/ in.	CHECKED - LWJ	REVISED -
PLOT DATE = 8/22/2014	DATE - 8-11-14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
FAS ROUTE 749/752 (IL RTE 3)

SCALE: NONE | SHEET 2 OF 5 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
749/752	101-2RS-1	JERSEY	438	18

CONTRACT NO. 76789

ILLINOIS FED. AID PROJECT