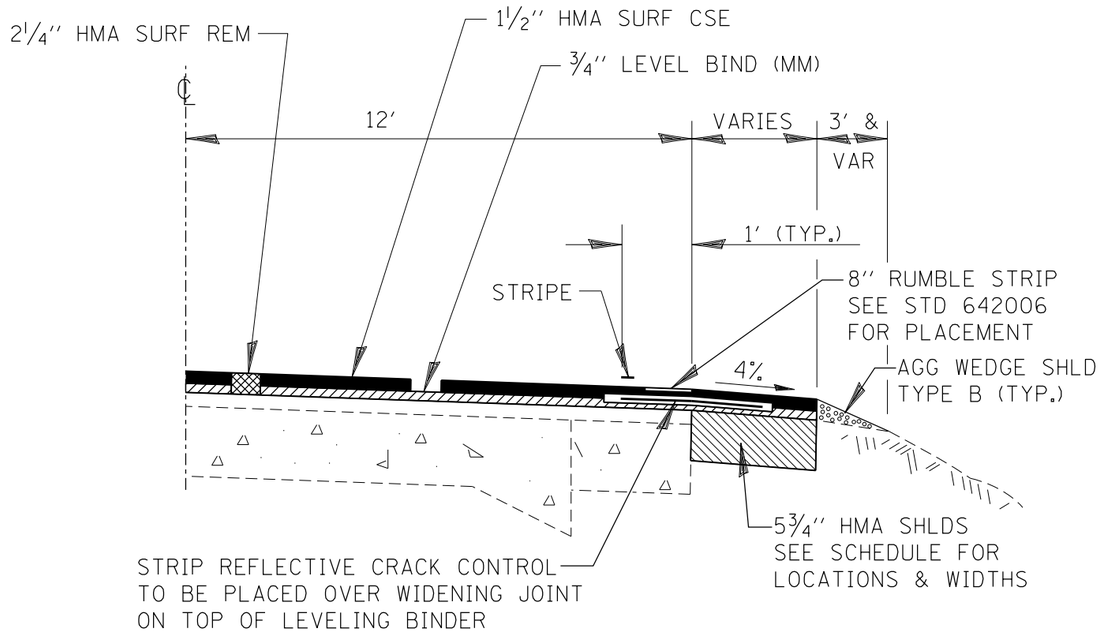
TYPICAL NO.	STA. TO STA.	
7	116+57	130+50
5	130+50	147+52
6	147+52	155+11
5	155+11	155+72
5	155+72	156+65
3	156+65	169+12
3	169+12	176+60
	176+60	178+25
6	178+25	185+11
5	185+11	189+70
4,6	189+70	192+47
6	192+47	194+59
4	194+59	200+00
6	200+00	206+60
1	206+60	209+25
2	209+25	212+16
2	212+16	212+36
1	212+36	213+28
1	213+28	215+05
4	215+05	217+34
S.N. 050-0185	217+34	218+22
4	218+22	221+34
4	221+34	227+12
4	227+12	227+93
4	227+93	236+30
4	236+30	238+12
4	238+12	238+37
4	238+37	248+69
4	248+69	259+32
4	259+32	260+10
1	260+10	268+48
4A	268+48	270+85
4	270+85	281+27
4	281+27	282+40
1	282+40	285+00
1	285+00	290+64
1	290+64	300+83
2	300+83	304+00
1	304+00	309+50
2	309+50	318+32
7	318+32	319+90
6A	319+90	321+50
2	321+50	326+86
1	326+86	331+11
1	331+11	333+23
1H	333+23	338+25
8	338+25	340+00
8	340+00	341+32
1D	341+32	350+90
1	350+90	358+86
8B	358+86	360+13
8B	360+13	361+75

TYPICAL NO.	STA. TO STA.	
8	361+75	369+85
8	369+85	373+60
1	373+60	376+45
8 TO 5	376+45	381+03
9	381+03	381+35
9	381+35	384+07
5	384+07	386+06
5B	386+06	394+43
9B	394+43	397+27
9B	397+27	399+47
5B	399+47	409+76
9B	409+76	414+26
9B	414+26	414+58
5D	414+58	417+04
	417+04	417+81
5D	417+81	418+60
9B	418+60	422+90
9	422+90	426+50
9	426+50	429+70
9	429+70	430+15
5 TO 8	430+15	433+25
5B TO 8B	433+25	438+90
1	438+90	441+80
5 TO 8	441+80	448+50
9	448+50	456+72
10	456+72	459+86
10	459+86	460+92
10B	460+92	463+05
10B	463+05	467+87
10B	467+87	470+00
1D	470+00	470+67
1D	470+67	471+69
1D	471+69	474+50
1	474+50	478+69
8B	478+69	481+05
1B	481+05	484+93
1B	484+93	487+25
8B	487+25	490+86
1	490+86	499+90
1D	499+90	511+20
8B	511+20	516+33
10C	516+33	516+70
1	516+70	522+65
1	522+65	546+36
1	546+36	593+57
1	56+98	47+44
1	47+44	46+22
1	46+22	43+34
1	43+34	42+59
1	42+59	37+00
1	37+00	36+11



HMA SHOULDER DETAIL

ANY SHOULDER WORK AT A GUARDRAIL LOCATION WILL PERFORMED SUCH THAT THE EXISTING GUARDRAIL WILL NOT BE TOUCHED.

MIXTURES TABLE					
	HMA SURFACE	HMA LEVELING BINDER	INCIDENTAL HMA SURFACING	CLASS D PATCHES	HMA SHLDS
PG GRADE**	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5 FG	IL 9.5	IL 19.0 FG	IL 19.0 FG
FRICTION AGGREGATE	MIXTURE C		MIXTURE C		
DENSITY CONTROL METHOD	CORRELATION	CORRELATION	SATISFACTION OF ENGINEER	CORRELATION	CORRELATION

** WHEN RAP/RAS ABR EXCEEDS 20 PERCENT, THE HIGH AND LOW VIRGIN ASPHAL BINDER GRADES SHALL EACH BE REDUCED BY ONE GRADE (I.E. 25% ABR WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG 64-22 TO BE REDUCED TO PG 58-28)

FILE NAME = c:\pw_work\pwidot\duncanbd\d0288157\D366891-sht-typical.dgn	USER NAME = duncanbd	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 6/27/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
623	(G,H,O)RS-3	LAS-GRU	36	10
		CONTRACT NO. 66B91		
	ILLINOIS FED. AID PROJECT			