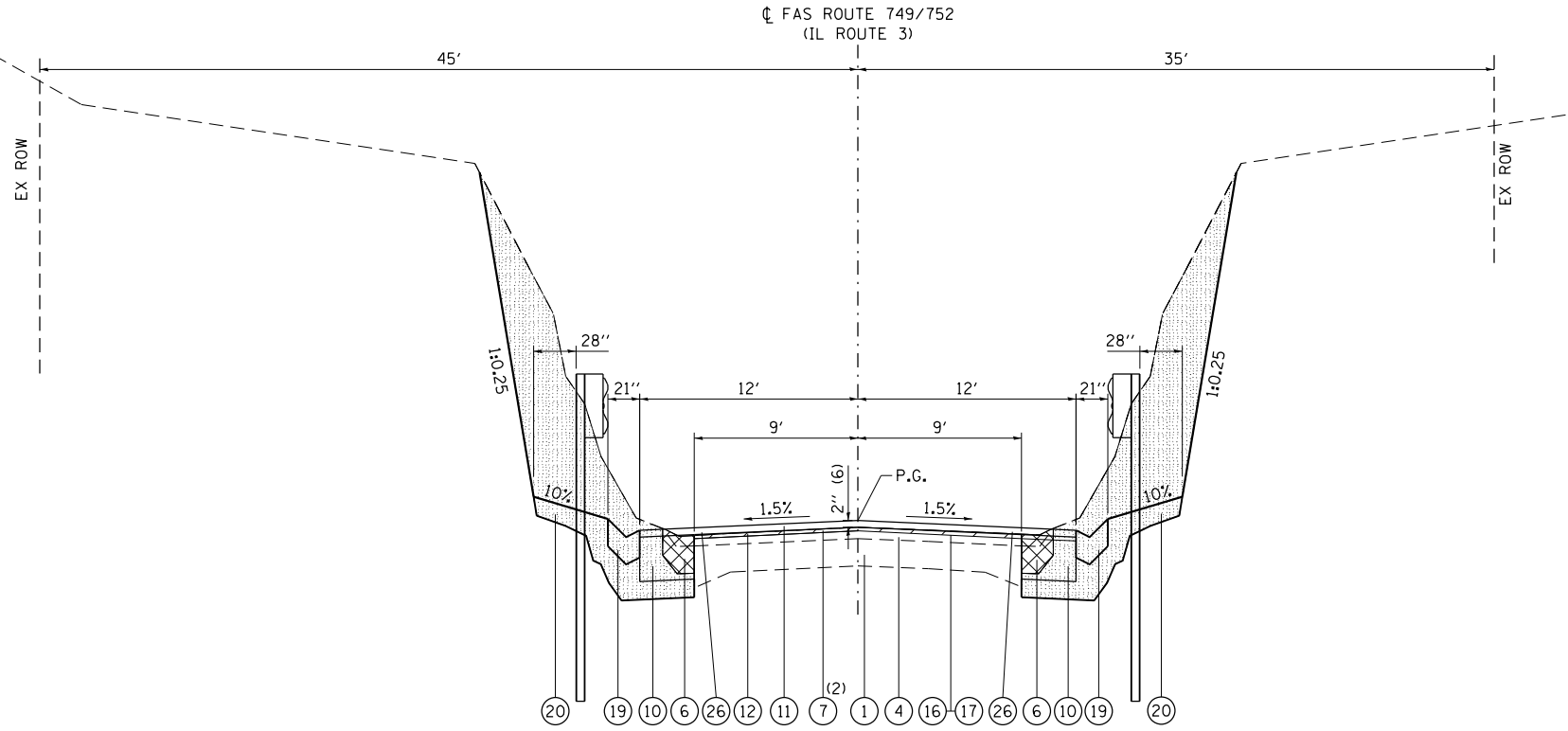


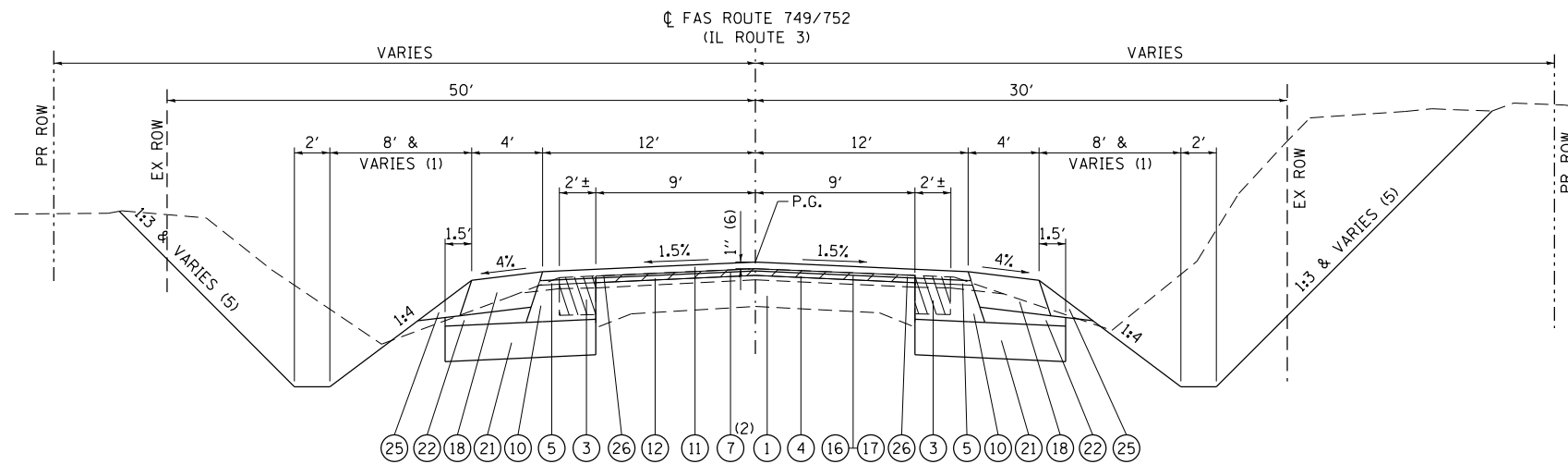
MILLING TABLE

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



**TYPICAL SECTION
NORMAL CROWN**

STA 345+02.50 TO STA 349+04 LEFT
STA 345+85.50 TO STA 349+07 RIGHT



**TYPICAL SECTION
NORMAL CROWN**

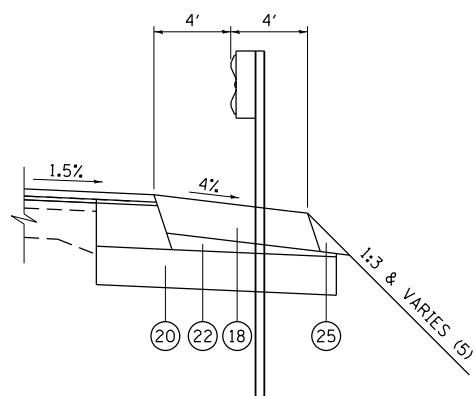
STA 422+00 TO STA 422+50.41

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, 1/2"
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⑩ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9"
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1 1/2"
- 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, 2 1/2"
- 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 2 1/4".



SECTION WITH GUARDRAIL
(SEE PLANS FOR LOCATIONS)

FILE NAME = S:\Projects\08-0228-VHY_IL_3_Grad\Tern\lgm\CADD_Sheets\08178189-sh-typical.dgn

<p>1528 SA Bradley E. Smith Drive Troy, IL 61864 PHONE: 618.667.1400</p>	USER NAME = l.jackson MODEL NAME = Sheet 4 PLOT SCALE = 10.0000' / in. PLOT DATE = 8/22/2014	DESIGNED - ACM DRAWN - EDW CHECKED - LWJ DATE - 8-11-14	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS FAS ROUTE 749/752 (IL RTE 3)	SCALE: NONE	SHEET 4 OF 5 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

•	101-2RS-1	JERSEY	438	20
•	749/752		CONTRACT NO. 76789	

ILLINOIS FED. AID PROJECT