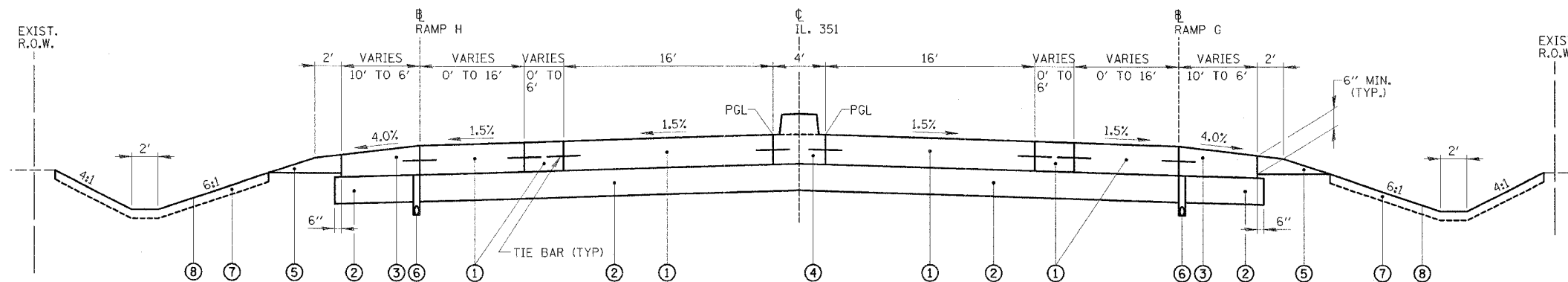
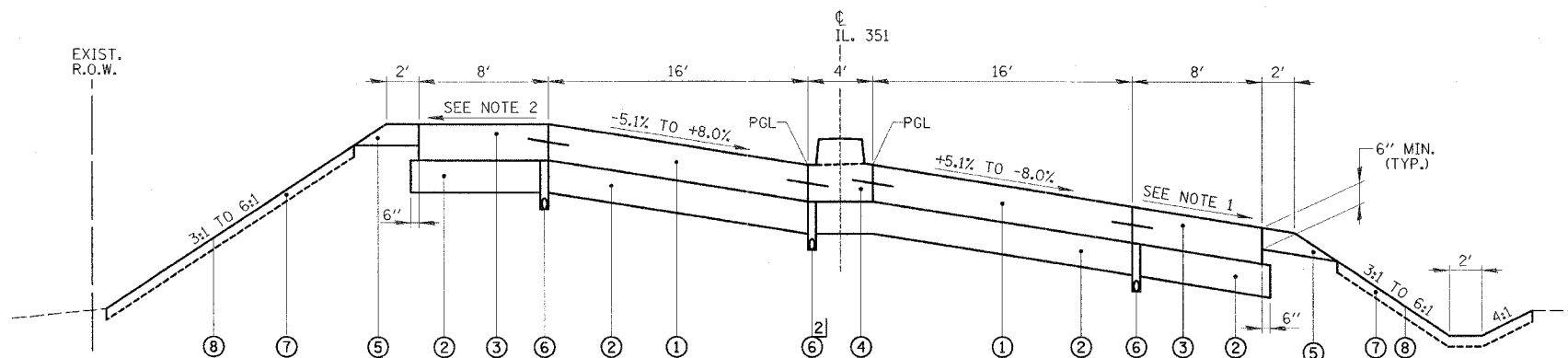


RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA180	(50-2)HBR	LA SALLE	466	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

**CONTRACT NO. 86603**



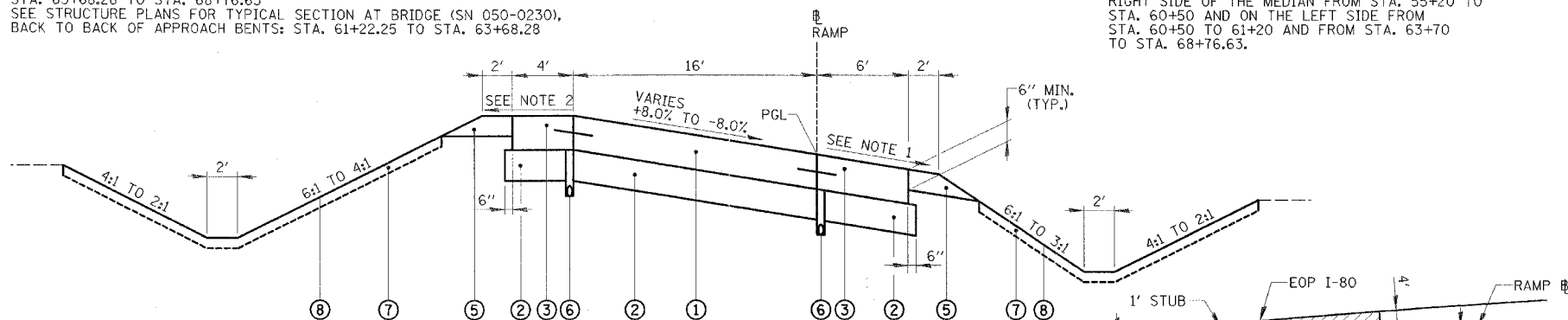
**TYPICAL SECTION - ILLINOIS ROUTE 351**  
STATION 52+90.57 TO STATION 54+36.93



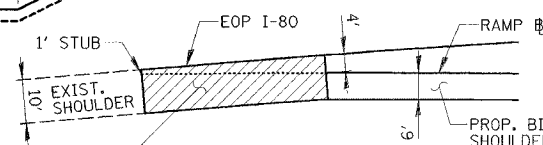
**TYPICAL SECTION - ILLINOIS ROUTE 351**  
SUPERELEVATION DETAIL

1] STA. 54+36.93 TO STA. 60+00.64 (OPPOSITE HAND)  
STA. 60+00.64 TO STA. 61+22.25 AND  
STA. 63+68.28 TO STA. 68+76.63  
SEE STRUCTURE PLANS FOR TYPICAL SECTION AT BRIDGE (SN 050-0230),  
BACK TO BACK OF APPROACH BENTS: STA. 61+22.25 TO STA. 63+68.28

2] BEGIN PIPE UNDERDRAIN IN MEDIAN AT STA. 55+20  
THE MEDIAN UNDERDRAIN SHALL BE LOCATED ON THE  
RIGHT SIDE OF THE MEDIAN FROM STA. 55+20 TO  
STA. 60+50 AND ON THE LEFT SIDE FROM  
STA. 60+50 TO 61+20 AND FROM STA. 63+70  
TO STA. 68+76.63.

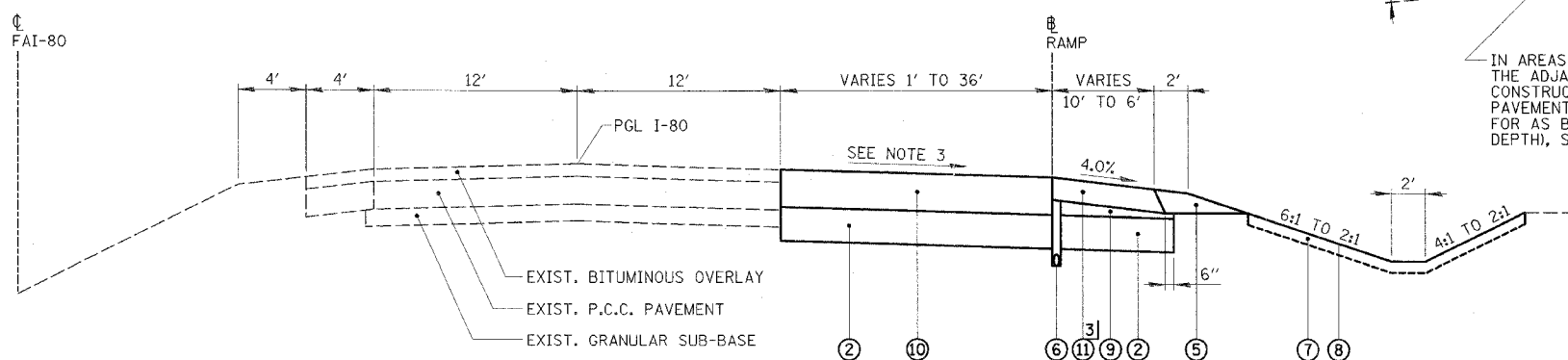


**TYPICAL SECTION - RAMPS**



IN AREAS WHERE THE RAMP PAVEMENT WIDTH < 4',  
THE ADJACENT BITUMINOUS SHOULDER SHALL BE  
CONSTRUCTED MONOLITHICALLY WITH THE RAMP  
PAVEMENT AND SHALL BE CONSTRUCTED AND PAID  
FOR AS BITUMINOUS CONCRETE PAVEMENT (FULL  
DEPTH), SUPERPAVE, 16"

**DETAIL A**



**TYPICAL SECTION - RAMPS**  
ADJACENT TO FAI 80

3] SEE DETAIL A

**LEGEND**

- ① PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED);  
CONT. REINF. PCC PAVEMENT 9 3/4" STA. 60+00 TO SOUTH  
APPROACH PVMT AND NORTH APPROACH PVMT TO  
STA. 65+00
- ② SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- ③ PORTLAND CEMENT CONCRETE SHOULDERS 9 3/4"
- ④ CONCRETE MEDIAN TYPE SB-9.06 (SPECIAL) OR (MODIFIED) - SEE  
DETAILS SHEETS; CONCRETE MEDIAN TYPE SB-9.06 NORTH OF  
NORTH APPROACH PVMT
- ⑤ AGGREGATE SHOULDERS, TYPE B
- ⑥ PIPE UNDERDRAINS, 4" (MODIFIED); NOT REQUIRED ON HIGH  
SIDE OF SUPERELEVATED PAVEMENT
- ⑦ TOPSOIL, 4"
- ⑧ SEEDING, CLASS AS SPECIFIED IN PLANS
- ⑨ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 16"
- ⑪ BITUMINOUS SHOULDERS SUPERPAVE 8"

**NOTES**

1. THE INSIDE SHOULDER SLOPE SHALL BE THE SAME AS THE  
SUPERELEVATION RATE BUT NOT LESS THAN 4%.
2. THE OUTSIDE SHOULDER SHALL BE SLOPED AT 4% WHEN THE  
SUPERELEVATION RATE IS BETWEEN 0% AND 4%. WHEN THE  
SUPERELEVATION RATE EXCEEDS 4%, THE SHOULDER SHALL  
BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN  
THE PAVEMENT SLOPE AND THE SHOULDER SLOPE WILL NOT  
BE GREATER THAN 8%.
3. THE RAMP PAVEMENT ADJACENT TO F.A.I. 80 SHALL BE SLOPED  
THE SAME AS THE OUTSIDE LANE OF THE MAINLINE PAVEMENT  
EXCEPT IN AREAS OF SUPERELEVATION TRANSITION. SEE RAMP  
TERMINAL ELEVATIONS SHEETS FOR ADDITIONAL INFORMATION.

**STRUCTURAL DESIGN INFORMATION**

DESIGN PERIOD:	20 YEARS		
STRUCTURAL DESIGN TRAFFIC (RAMP G):	PV = 2164	SU = 303	MU = 832
ROAD/STREET CLASSIFICATION:	MINOR ARTERIAL (URBAN) Class = II		
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 100	S = 100	M = 100
TRAFFIC FACTOR:	Actual TF (RIGID): 10.27	Actual TF (FLEX): 7.10	Minimum TF (FLEX): 7.61
AC GRADE:	Base =	Binder =	Shoulder =
SUBGRADE SUPPORT RATING:	SSR = POOR		

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED TYPICAL SECTIONS**

F.A.I. 80 AT ILLINOIS ROUTE 351

SCALE: NONE  
DATE: 09/04

DRAWN BY: JDK  
CHECKED BY: MTD

REVISIONS	NAME