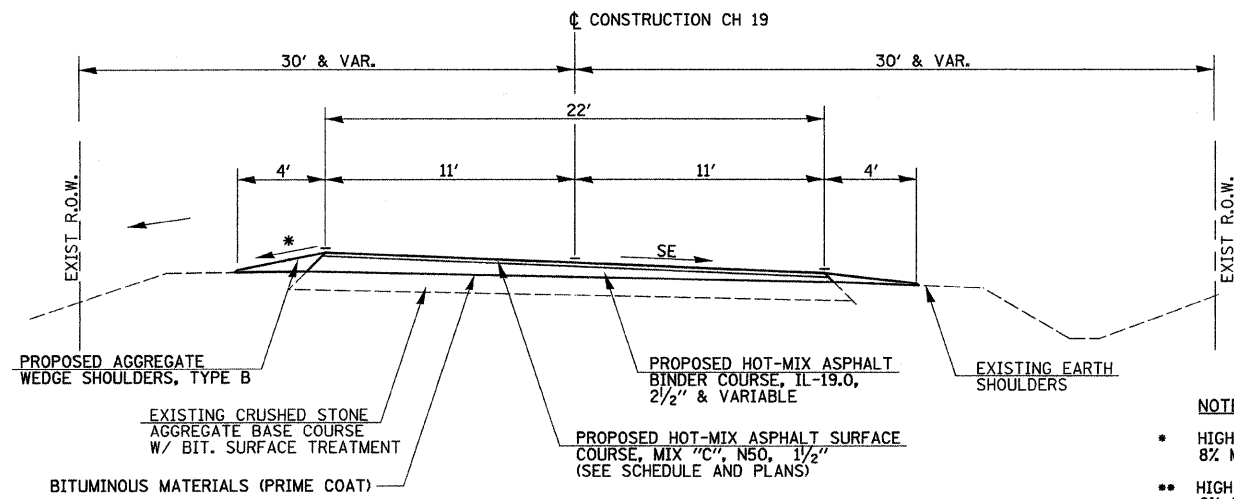


PROPOSED TYPICAL RESURFACING SECTION

STA 215+98.97 TO STA 216+78.97
 STA 222+98.21 TO STA 227+35.86
 STA 233+47.10 TO STA 242+18.27
 STA 274+37.02 TO STA 276+96.05
 STA 281+95.99 TO STA 284+06.84



PROPOSED TYPICAL RESURFACING SUPERELEVATION SECTION

CURVE LEFT
 STA 216+78.97 TO STA 218+54.97 (SE TRANSITION, NC TO 6.5%)
 STA 218+54.97 TO STA 221+22.21 (FULL 6.5% SE)
 STA 221+22.21 TO STA 222+98.21 (SE TRANSITION, 6.5% TO NC)

CURVE RIGHT
 STA 227+35.86 TO STA 229+11.86 (SE TRANSITION, NC TO 6.5%)
 STA 229+11.86 TO STA 231+71.10 (FULL 6.5% SE)
 STA 231+71.10 TO STA 233+47.10 (SE TRANSITION, 6.5% TO NC)

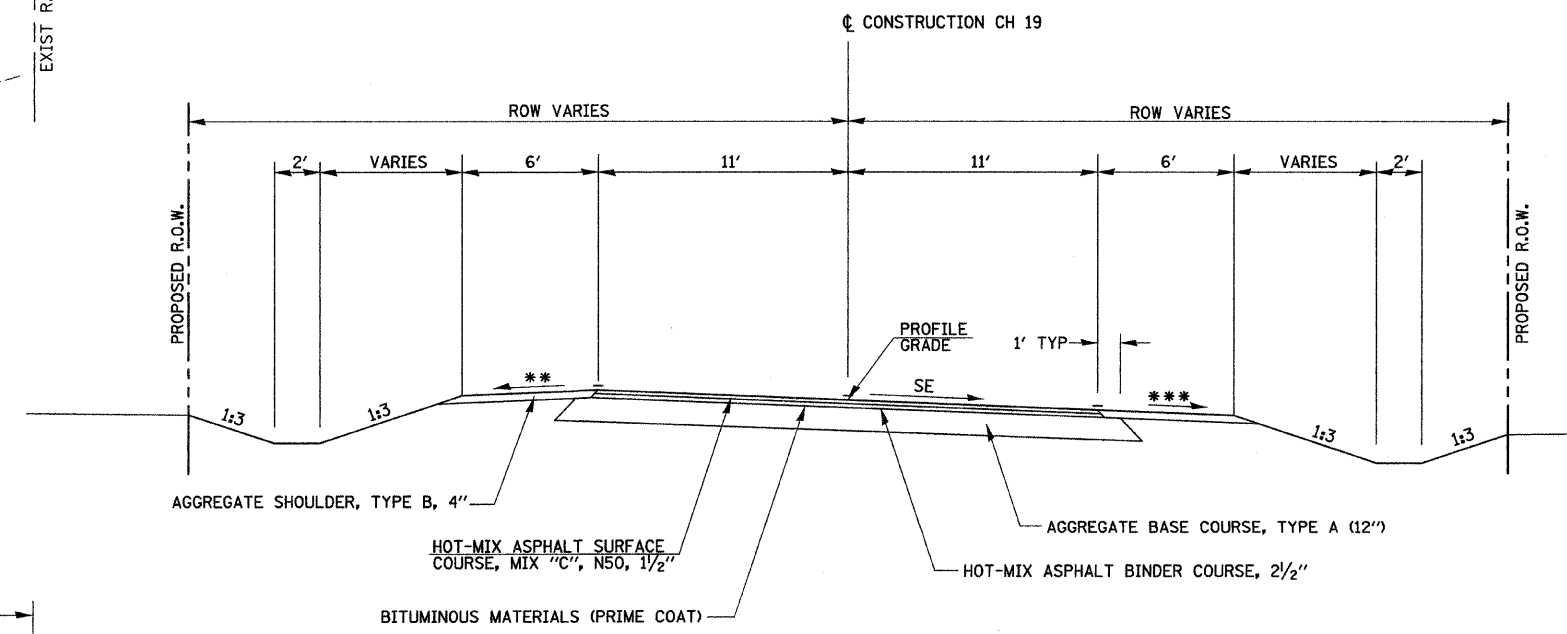
CURVE LEFT
 STA 242+18.27 TO STA 243+68.61 (SE TRANSITION, NC TO 5.33%)

CURVE RIGHT
 STA 272+86.69 TO STA 274+37.02 (SE TRANSITION, 5.33% TO NC)

CURVE RIGHT
 STA 276+96.05 TO STA 278+17.05 (SE TRANSITION, NC TO 4%)
 STA 278+17.05 TO STA 280+74.99 (FULL 4% SE)
 STA 280+74.99 TO STA 281+95.99 (SE TRANSITION, 4% TO NC)

NOTES:

- HIGH SIDE
8% MAX BREAKOVER
- HIGH SIDE
6% & VARIABLE, 8% MAX BREAKOVER (8.5% MAX BREAKOVER IN FULL SE).
- LOW SIDE
6% OR SE, WHICHEVER IS GREATER.



PROPOSED TYPICAL RECONSTRUCTION SUPERELEVATION SECTION

CURVE LEFT
 STA 243+68.61 TO STA 244+27.27 (SE TRANSITION, 5.33% TO 8%)
 STA 244+27.27 TO STA 246+72.24 (FULL 8% SE)
 STA 246+72.24 TO STA 248+48.24 (SE TRANSITION, 8% TO 0%)

CURVE RIGHT
 STA 248+48.24 TO STA 250+24.24 (SE TRANSITION, 0% TO 8%)
 STA 250+24.24 TO STA 252+65.14 (FULL 8% SE)
 STA 252+65.14 TO STA 254+41.14 (SE TRANSITION, 8% TO 0%)

CURVE LEFT
 STA 254+41.14 TO STA 256+17.14 (SE TRANSITION, 0% TO 8%)
 STA 256+17.14 TO STA 262+85.90 (FULL 8% SE)
 STA 262+85.90 TO STA 264+61.90 (SE TRANSITION, 8% TO 0%)

CURVE RIGHT
 STA 264+61.90 TO STA 266+37.90 (SE TRANSITION, 0% TO 8%)
 STA 266+37.90 TO STA 272+28.02 (FULL 8% SE)
 STA 272+28.02 TO STA 272+86.69 (SE TRANSITION, 8% TO 5.33%)

PAVEMENT STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV=283 SU=23 MU=17

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P=88% S=7% M=5%

OVERLAY SECTION:

CLASS III ROAD TF = 0.09 D_t(REQ.) = 3.61
 MINIMUM SOIL SUPPORT: IBR = 5

PAVEMENT STRUCTURE MATERIALS:
 SURFACE COURSE TYPE: HOT-MIX ASPHALT, 2 1/2", a₁ = 0.36
 BINDER COURSE TYPE: HOT-MIX ASPHALT BINDER COURSE, 1 1/2", a₂ = 0.36
 D_t(PROVIDED) = 4

CONSTRUCTION SECTION:

CLASS III ROAD TF = 0.09 SN (REQ.) = 2.85
 MINIMUM SOIL SUPPORT: IBR = 3

PAVEMENT STRUCTURE MATERIALS:
 SURFACE COURSE TYPE: HOT-MIX ASPHALT, 1 1/2", a₁ = 0.36
 BINDER COURSE TYPE: HOT-MIX ASPHALT BINDER COURSE, 2 1/2", a₂ = 0.36
 SUB-BASE COURSE TYPE: GRANULAR MATERIAL, TYPE A, 12", a₃ = 0.13
 SN (PROVIDED) = 3.0

FILE NAME = v:\transportation\2839\2839T001.dgn	USER NAME = Jelson	DESIGNED - JRB	REVISED -
		DRAWN - JMO	REVISED -
		CHECKED - JRB	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LITERBERRY-PRENTICE ROAD (CH 19)
 TYPICAL SECTIONS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE. 611	SECTION 05-00093-03-FP	COUNTY MORGAN	TOTAL SHEETS 31	SHEET NO. 4
CONTRACT NO. 93335			ILLINOIS FED. AID PROJECT	