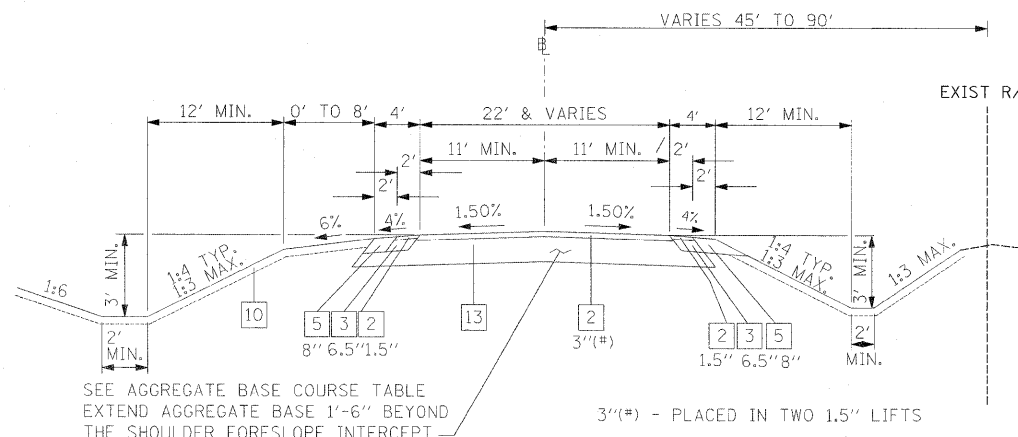


NOTE: FOR GUTTER DETAIL SEE TYPICAL SECTIONS 3.

WEST FRONTAGE ROAD

FULL-DEPTH CONSTRUCTION TYPICAL SECTION

STA. 114+06.22 TO 125+46.12 (FR A)
 STA. 141+32.96 TO 145+84.72 (FR A)
 STA. 150+00 TO 194+23.55 (FR C)
 STA. 252+11.40 TO 266+12.25 (FR E)



EAST FRONTAGE ROAD

FULL-DEPTH CONSTRUCTION TYPICAL SECTION

STA. 1000+15 TO 1009+79.15 (FR B1)
 STA. 1010+16.60 TO 1022+10 (FR B2)
 STA. 1133+15.00 TO 1155+12.69 (FR D)

PROPOSED:

- 1 HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 12.5" (2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 10.5" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70) SEE NOTE #2
- 2 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 SEE NOTE #2
- 3 HOT-MIX ASPHALT SHOULDERS
- 4 SUB-BASE GRANULAR, TYPE A (SEE NOTE #4)
- 5 AGGREGATE SHOULDERS, TYPE A
- 6 INCIDENTAL HOT-MIX ASPHALT SURFACING, N50
- 7 COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- 8 COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 9 CONCRETE MEDIAN SURFACE, 4" (SEE NOTE #3)
- 10 TOPSOIL FURNISH AND PLACE, 6" OR 12" (SEE NOTE #5)
- 11 AGGREGATE BASE COURSE, TYPE B (FOR DRIVEWAYS)
- 12 PIPE UNDERDRAIN, 4" (SEE STANDARD DETAIL SUBSURFACE DRAINS)
- 13 AGGREGATE BASE COURSE, TYPE A (SEE NOTE #4)

NOTES:

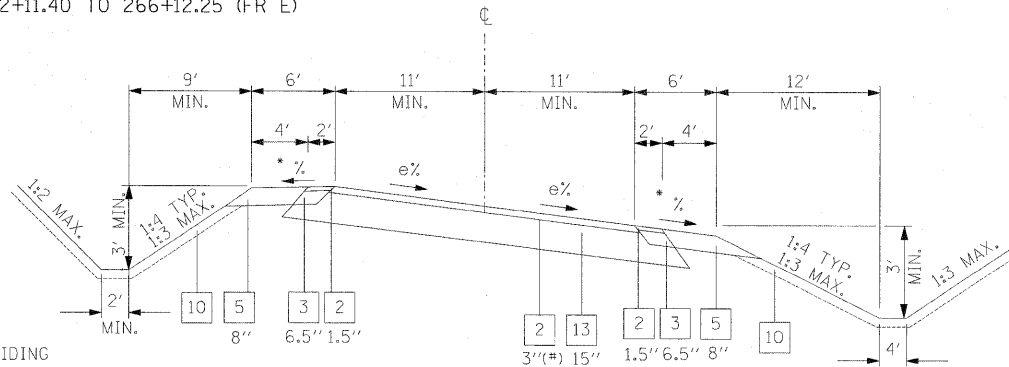
1. SEE PLAN SHEETS FOR ACTUAL LOCATION OF PROPOSED RIGHT OF WAY, AND PROPOSED ACCESS CONTROL LIMITS.
2. SEE SHEET TYPICAL SECTIONS 1 FOR BITUMINOUS MIXTURE REQUIREMENTS AND HOT-MIX ASPHALT LIFTS THICKNESS.
3. AGGREGATE FILL SHALL CONFORM TO ARTICLE 606.09, AND SHALL BE INCLUDED IN THE COST OF CONCRETE MEDIAN SURFACE, 4 INCH.
4. SUB-BASE GRANULAR MATERIAL IS 12" ON IL 2 AND LATHAM ROAD. AGGREGATE BASE COURSE IS 15" ON FRONTAGE ROADS UNLESS OTHERWISE NOTED. SEE SHEET TYPICAL SECTION 4 FOR TABLE "IL 2 VARIABLE AGGREGATE BASE COURSE, TYPE A" AND FOR LOCATION OF GEOTECHNICAL FABRIC FOR GROUND STABILIZATION.
5. TOPSOIL, IS 6" UNLESS OTHERWISE SHOWN. SEE SHEET TYPICAL SECTION 4 FOR TABLE "12" TOPSOIL APPLICATION AREAS".

e = SUPERELEVATION RATE (SEE SUPERELEVATION DIAGRAMS FOR RATES AND TRANSITIONS)

HIGH SIDE SHOULDER:
 NORMAL = 4%
 MAX. ROLLOVER = 8%
 = e - 8%

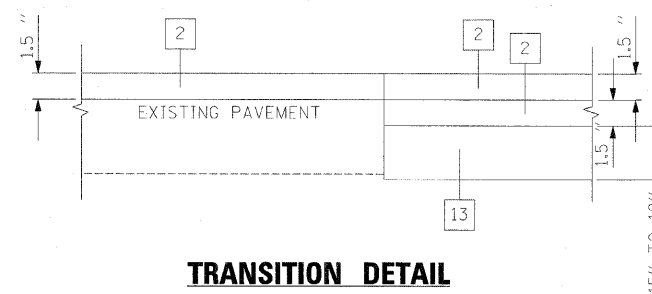
IF e = 8% SHOULDER CAN BE 0% PROVIDING THE LONGITUDINAL SLOPE IS GREATER THAN 0.5%. OTHERWISE SLOPE SHOULDER TOWARDS THE LOW SIDE.

• LOW SIDE SHOULDER:
 NORMAL = 4%
 HOLD 4% UNTIL e = 4%, THEN FOLLOW SUPERELEVATION SLOPE



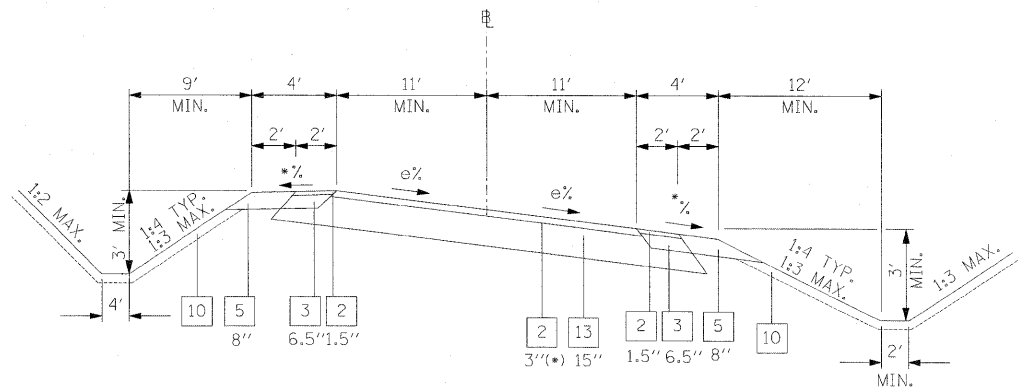
WEST FRONTAGE ROAD SUPERELEVATION

FULL-DEPTH CONSTRUCTION TYPICAL SECTION



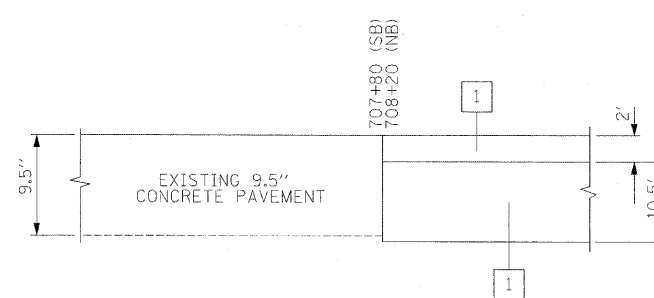
TRANSITION DETAIL

STA. 1022+10 FR. RD. (B2)
 STA. 1103+60 FR. RD. (D)
 STA. 1133+15 FR. RD. (D)



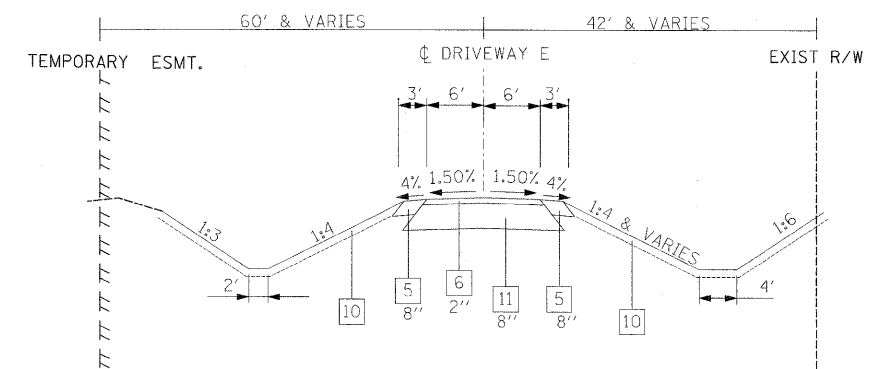
EAST FRONTAGE ROAD SUPERELEVATION

FULL-DEPTH CONSTRUCTION TYPICAL SECTION



TRANSITION DETAIL

IL. RTE. 2
 STA. 707+80 (SB)
 STA. 708+20 (NB)



DRIVEWAY E

STA. 50+00.00 TO STA. 60+50.00

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USER NAME = zulkowd	DESIGNED STS/GC	REVISED -
PLLOT SCALE = 10,000 FT / IN.	DRAWN RDT	REVISED -
PLD1 DATE = 2/2/2011	CHECKED GC	REVISED -
	DATE 01-14-11	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 2
 TYPICAL SECTIONS 5
 FRONTAGE ROADS & MISC.

F.A.P. RTE. 734	SECTION 77-2-2 & 77-2B-1	COUNTY WINNEBAGO	TOTAL SHEETS 530	SHEET NO. 43
SCALE: NTS			CONTRACT NO. 64813	
SHEET NO. 43 OF 530 SHEETS		STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	