TYPICAL SECTIONS VARIES 125' TO 150' VARIES 130' TO 150' VARIEŞ WB TRAVEL LANES EB TRAVEL LANES 5.4′ TO 7′ TO 7 VAR. 27 TOPSOIL FURNISH VAR. 2% TO 4% SE_ AND PLACE, AND SE, SE, TO 4% HEAVY DUTY EROSION CONTROL BLANKET PAVEMENT MARKING (TYP.) -- PAINTED MEDIAN EXISTING GROUND -HOT-MIX ASPHALT RUMBLE STRIPS, 1.5' STABILIZED SUBBASE -SHOULDERS, 6" HOT-MIX ASPHALT, 4" CA 6 OR CA 10 - COST TO RUMBLE STRIPS, 8" BE INCLUDED IN HOT-MIX STEEL PLATE BRIDGE APPROACH PAVEMENT -PROPOSED 2" HMA SURFACE CSE, ASPHALT SHOULDERS, 6" BEAM GUARDRAIL. CONNECTOR (PCC) ** MIX "C", N50 (112 LBS/SY-IN) TYPE A, 9 FOOT POSTS STEEL PLATE BEAM GUARDRAIL, SUBBASE GRANULAR SUBBASE GRANULAR TYPE A, 9 FOOT POSTS MATERIAL, TYPE A 12" MATERIAL, TYPE A 12" PROPOSED TYPICAL SECTION (BRIDGE APPROACH PAVEMENT CONNECTOR) BRIDGE OMISSION STA. 430+06.48 TO STA. 433+04.82 STA. 433+04.82 TO STA. 433+50.00 (FAP 5 (US BUS 20) VARIES 120' TO 150' VARIES . 3' 5.4′ TO 9′ WB TRAVEL LANES EB TRAVEL LANES SE SE SE 4.0% TOPSOIL FURNISH AND PLACE. AND HEAVY DUTY EROSION EXISTING GROUND -EXISTING SUBBASE — HOT-MIX ASPHALT -EXISTING SHOULDERS, 6" PAINTED MEDIAN RUMBLE STRIPS, 8" SHOULDER FROM STA. 433+50 RUMBLE STRIPS, 8" STEEL PLATE 2" HMA SURFACE TO STA. 433+77.01-BEAM GUARDRAIL. CSE, MIX "C", N50 PROPOSED 2" HMA SURFACE CSE. TYPE A, 9 FOOT POSTS (112 LBS/SY-IN) ___ PROPOSED STEEL PLATE BEAM MIX "C", N50 (112 LBS/SY-IN) GUARDRAIL, TYPE A, 9 FOOT POSTS FROM STA, 433+50 TO STA, 433+77,01 HOT-MIX ASPHALT FROM STA. 433+50 TO STA. 433+77.01-SUBBASE GRANULAR SHOULDERS, 6" MATERIAL, TYPE A 12" *FROM STA. 433+50.00 TO STA. 433+75.00 1 1/2" HOT-MIX FROM STA. 433+50 TO STA. 433+77.01 ASPHALT SURFACE COURSE, MIX "C", N50 AND VARIABLE DEPTH LEVELING BINDER (MACHINE METHOD), N50 TO MATCH EXISTING 27' 27' PROPOSED TYPICAL SECTION SUPERELEVATION. FROM STA. 433+75.00 TO STA. 434+27.04 EXISTING HMA SURFACE AND BINDER COURSES STA, 433+50.00 TO STA, 434+27.04 ** REFER TO GENERAL NOTES FOR PAVEMENT STRUCTURE +4.50% OF BRIDGE APPROACH PAVEMENT CONNECTOR 4.0% +2.25/ <u>-2.25</u>% 2.4% NORTH SIDE S.E. SOUTH SIDE S.E. STA. NORTH SIDE -4.0% +1.50% C ROADWAY -0.90% <u>-1.50%</u> 429+50.00 -0.90% 2.0% E -1.50% 429+65.50 -1.50% 0.00% 2.0% <u>-1.50%</u> 2.0% -1.50% 432+05.87 -1.50% **(D)** -1.50% 2.0% 432+66.87 0.00% 2.0% SOUTH SIDE FULL 4.5% NORMAL CROWN 15.5' NORMAL CROWN 244' TRANSITION (c) 0.90% (EXISTING) TRANSITION 1.50% SUPERELEVATION -1.50% -1.50% 433+27.87 +1.50% <u>-1.50%</u> 2.0% 4.0% (B) 433+58.37 +2.25% -0.90% 2.6/ -0.90% 4.0% (A) NORTH SIDE SOUTH SIDE EXISTING AND PROPOSED SUPERELEVATION RATES AXIS OF ROTATION USER NAME = brianf DESIGNED EMD REVISED SECTION COUNTY 1170 SOUTH HOUBOLT ROAL STATE OF ILLINOIS DRAWN B.// REVISED PROPOSED TYPICAL SECTION JOLIET, ILLINOIS 60431 (19VB-1)D STEPHENSON 73 12 CHECKED MAG REVISED **DEPARTMENT OF TRANSPORTATION STRAND** (815) 744-4200 CONTRACT NO. 64E76 SCALE: AS SHOWN SHEET NO. OF SHEETS STA. DATE TO STA. PLOT DATE = 8/6/2012 REVISED