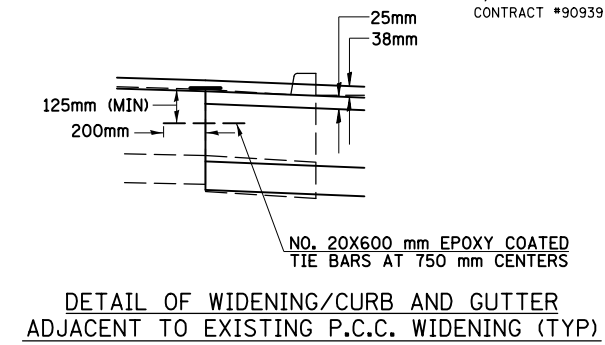
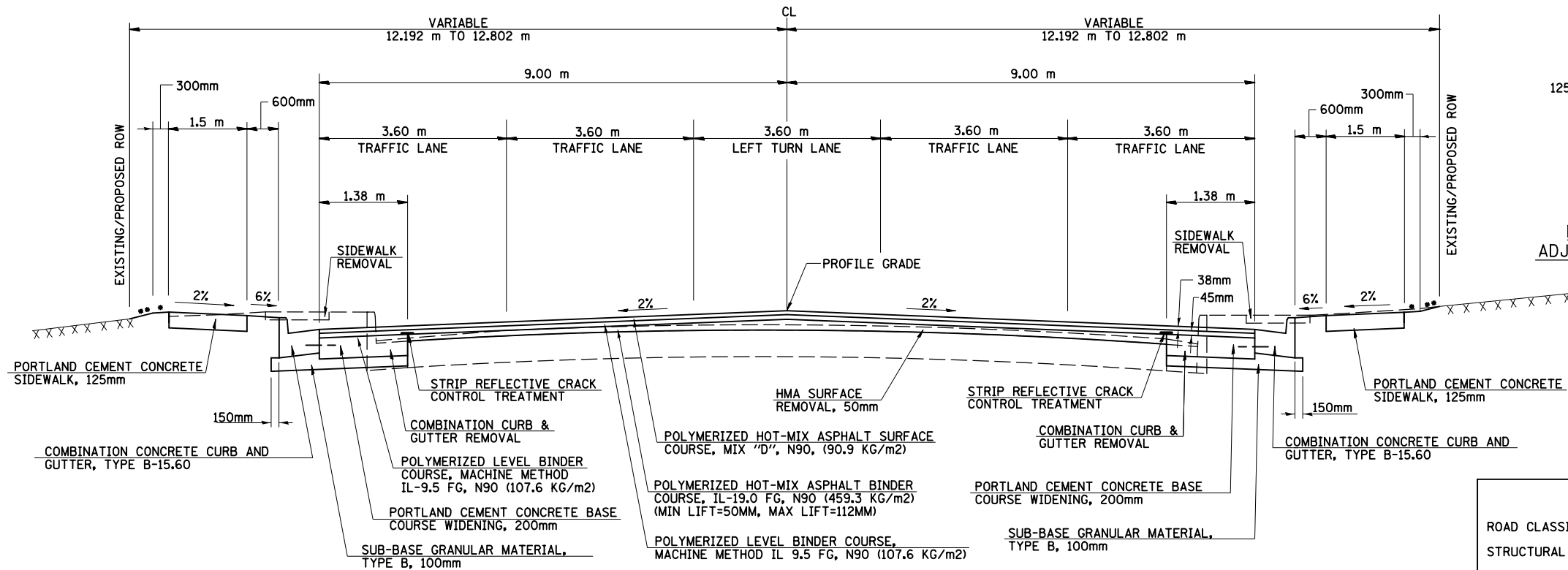


FAP RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
729		VERMILION	298	27
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

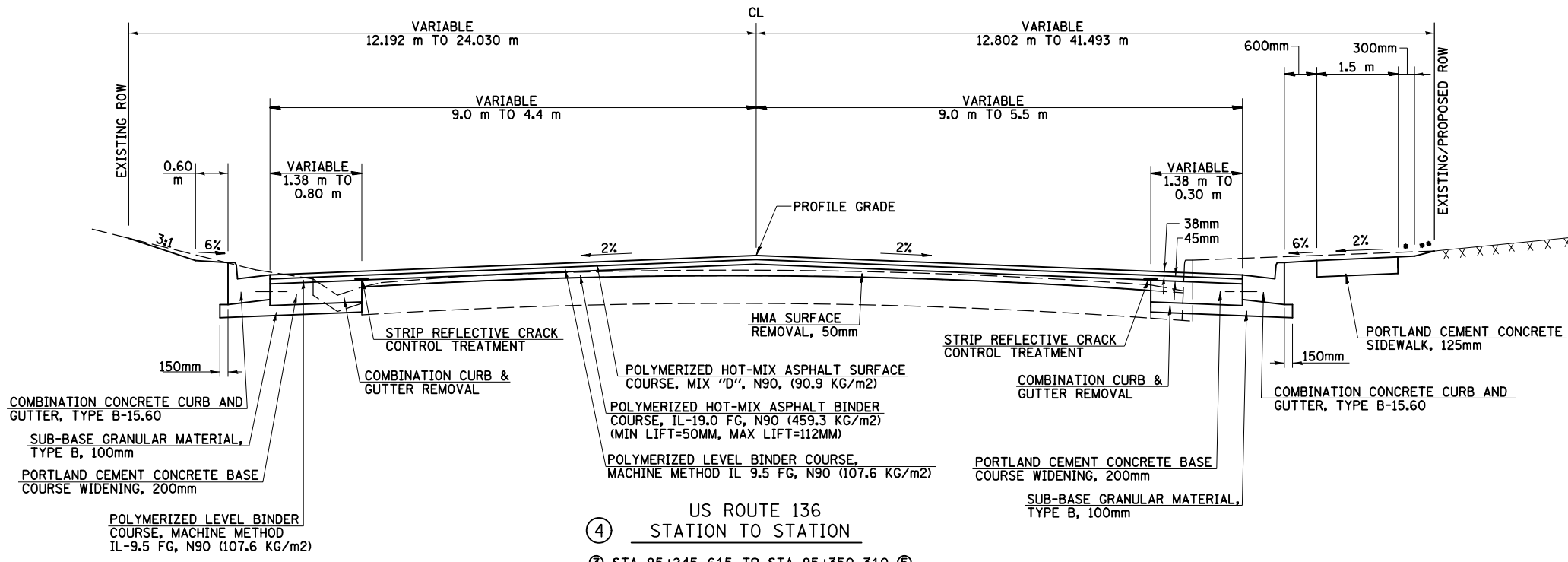
• 36(W,RS-1) & 34Z-2(W,RS)
CONTRACT #90939



③ US ROUTE 136
STATION TO STATION
② STA 94+630.000 TO STA 95+245.615 ④

- 6% OR AS SHOWN IN THE CROSS SECTIONS
- 1:4 OR AS SHOWN IN THE CROSS SECTIONS

STRUCTURAL DESIGN INFORMATION		
ROAD CLASSIFICATION: CLASS 1		
STRUCTURAL DESIGN TRAFFIC: YEAR 2017;		
PV = 19,694	SU = 391	MU = 515
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE		
P = 32%	S = 45%	M = 45%
SUBGRADE SUPPORT RATING: IBR = 3.0		
TRAFFIC FACTOR: ACTUAL TF = 3.75		MINIMUM TF = 5.92



④ US ROUTE 136
STATION TO STATION
③ STA 95+245.615 TO STA 95+350.310 ⑤

NOTES: THE ACTUAL MILLING DEPTHS WILL VARY. THE ESTIMATED DEPTHS ARE AS FOLLOWS:
FOR THE EXISTING PAVEMENT STRUCTURE, SEE THE EXISTING TYPICAL SECTIONS
THE YIELD OF 220.0 KG/M² FOR VARIABLE THICKNESS HMA BINDER COURSE IS BASED ON A NOMINAL THICKNESS OF 92MM. THIS VALUE WAS CALCULATED FROM THE NOMINAL HMA SURFACE REMOVAL THICKNESS OF 50MM PLUS THE AVERAGE INCREASE OF THE PROPOSED SURFACE ABOVE THE EXISTING SURFACE OF 125MM MINUS THE 83MM RESURFACING THICKNESS.
ALL HMA RESURFACING SHALL BE REMOVED. THE ESTIMATED HMA THICKNESSES FROM PAVEMENT CORES ARE AS FOLLOWS:
55mm @ 6.7m LT
65mm @ 3.8m LT
70mm @ 0.5m LT
55mm @ 2.9m RT
70mm @ 6.2m RT
FOR THE EXISTING PAVEMENT STRUCTURE, SEE THE EXISTING TYPICAL SECTIONS.

PROPOSED TYPICAL SECTIONS

8/17/2012