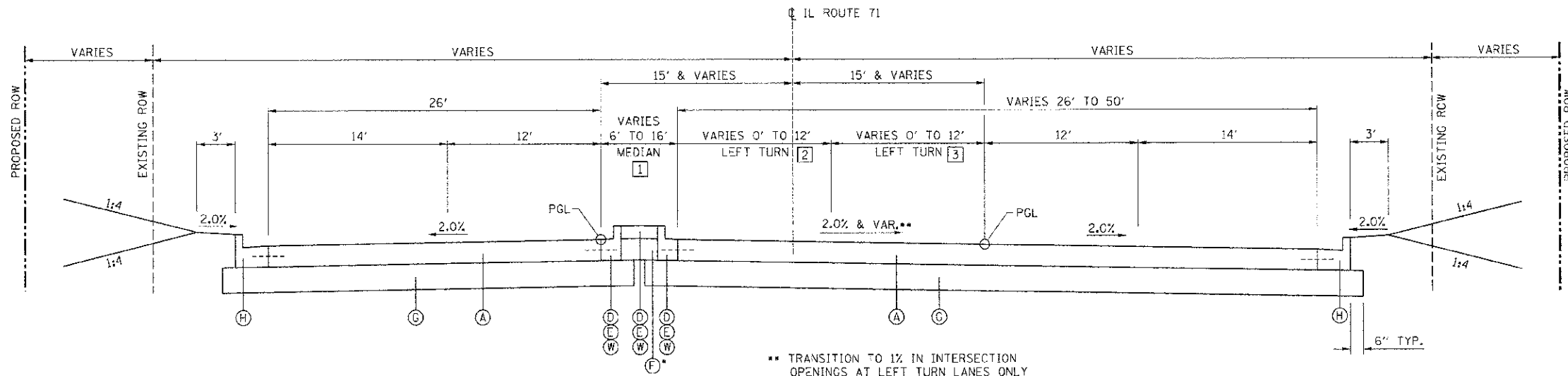


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
311	(I-17R)	KENDALL	514	22
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



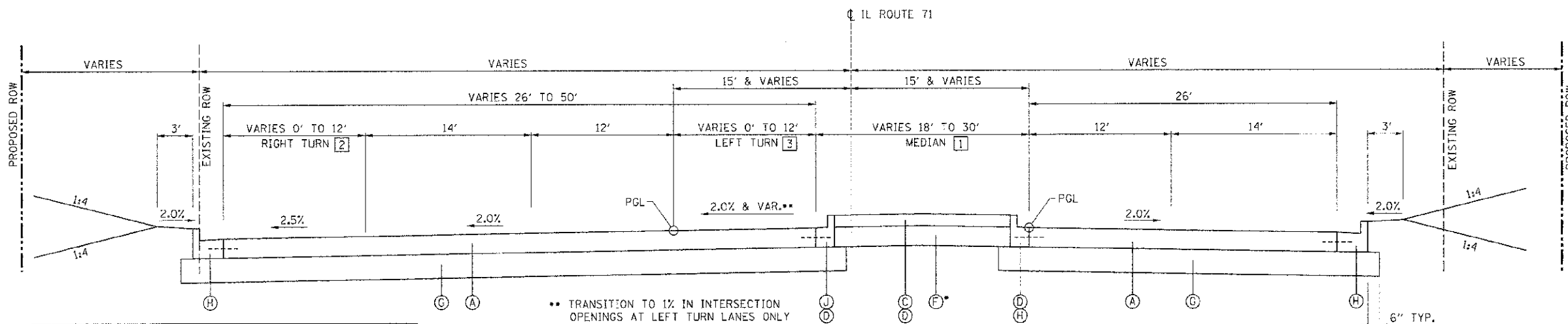
3 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 793+28.57 TO STA 798+20.85 (ORCHARD) LOOKING EAST

- 1 STA. 793+28.57 TO STA. 793+96.53 = TRANSITION FROM 16.00' TO 14.25' (TRAVERSABLE MEDIAN)  
 STA. 793+96.53 TO STA. 795+18.53 = TRANSITION FROM 14.25' TO 6.00' (CORRUGATED MEDIAN)  
 STA. 795+18.53 TO STA. 795+28.53 = 6.00' (TRANSITION FROM CORRUGATED MEDIAN TO RAISED MEDIAN)  
 STA. 795+28.53 TO STA. 797+16.55 = 6.00' (RAISED MEDIAN)  
 STA. 797+16.55 TO STA. 798+20.85 = 6.00' (SIDEROAD OPENING)
- 2 STA. 793+28.57 TO STA. 794+33.47 = 0.00'  
 STA. 794+33.47 TO STA. 795+28.53 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 795+28.53 TO STA. 797+16.55 = 12.00'
- 3 STA. 793+28.57 TO STA. 794+33.47 = TRANSITION FROM 0.00' TO 12.00'  
 STA. 794+33.47 TO STA. 797+16.55 = 12.00'

STRUCTURAL PAVEMENT DESIGN INFORMATION:  
 STRUCTURAL DESIGN TRAFFIC: YEAR: 2018  
 PV = 18,942 SU = 1,183 MU = 1,376  
 ROAD/STREET CLASSIFICATION: CLASS 1  
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:  
 P = 32% S = 45% M = 45%  
 TRAFFIC FACTOR:  
 RIGID TF: 10.17 MINIMUM TF: 6.03  
 SUBGRADE SUPPORT RATING: POOR

- LEGEND
- (A) PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
  - (B) HOT-MIX ASPHALT SHOULDER, 8"
  - (C) CONCRETE MEDIAN SURFACE, 4" (RAISED MEDIAN)
  - (D) CONCRETE MEDIAN, TYPE M-2.12 (TRAVERSABLE MEDIAN), 9 3/4"
  - (E) CONCRETE MEDIAN, TYPE M-2.12 CORRUGATED (SPECIAL) (CORRUGATED MEDIAN)
  - (F) SUB-BASE GRANULAR MATERIAL, TYPE C
  - (G) SUB-BASE GRANULAR MATERIAL, TYPE A (CRUSHED), 12"
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  - (J) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  - (K) PORTLAND CEMENT CONCRETE SIDEWALK, 4"
  - (L) AGGREGATE SHOULDERS TYPE B, 6"
  - (M) INCIDENTAL HOT-MIX ASPHALT SURFACING (224 LBS / SY), 2"
  - (N) AGGREGATE BASE COURSE, TYPE A, 6"
  - (W) CONCRETE MEDIAN, TYPE SB (SPECIAL)



4 PROPOSED TYPICAL SECTION - IL ROUTE 71

STA 798+20.85 (ORCHARD) TO STA 805+25.34 LOOKING EAST

- 1 STA. 798+20.85 TO STA. 799+11.34 = 18.00' (SIDEROAD OPENING)  
 STA. 799+11.34 TO STA. 802+20.34 = 18.00'  
 STA. 802+20.34 TO STA. 804+20.34 = TRANSITION FROM 18.00' TO 30.00'  
 STA. 804+20.34 TO STA. 805+25.34 = TRANSITION FROM 30.00' TO 25.33'  
 STA. 803+82.05 TO STA. 803+92.05 = TRANSITION FROM RAISED MEDIAN TO TRAVERSABLE MEDIAN  
 STA. 804+16.05 TO STA. 804+26.05 = TRANSITION FROM TRAVERSABLE MEDIAN TO RAISED MEDIAN
- 2 STA. 799+11.34 TO STA. 803+25.34 = 12.00'  
 STA. 803+25.34 TO STA. 805+25.34 = TRANSITION FROM 12.00' TO 0.00'
- 3 STA. 799+11.34 TO STA. 802+20.34 = 12.00'  
 STA. 802+20.34 TO STA. 804+20.34 = TRANSITION FROM 12.00' TO 0.00'  
 STA. 804+20.34 TO STA. 805+25.34 = 0.00'

	TEMPORARY PAVEMENT	HMA INCIDENTAL	HMA SHOULDERS
PG GRADE	PG64-22	PG58-22	PG58-22
MAX % RAP ALLOWABLE****	15%	30%	-
DESIGN AIR VOIDS	4% @ N70	3% @ N30	2% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5L	IL 19.0
FRICTION AGGREGATE	-	MIXTURE C	-
DENSITY TEST METHOD	***	NUCLEAR / CORES	***

\*\*\* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.  
 \*\*\*\* IF THE RAP PERCENTAGE IS DIFFERENT THAN LISTED ABOVE, THE PG GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.

GRANULAR MATERIAL TO BE USED WHERE NEEDED AS FILL UNDER THE MEDIAN SURFACE OF THE VARIOUS MEDIAN TYPES.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: VERT. HORIZ. DATE 7/5/2012 DRAWN BY SAE CHECKED BY MED