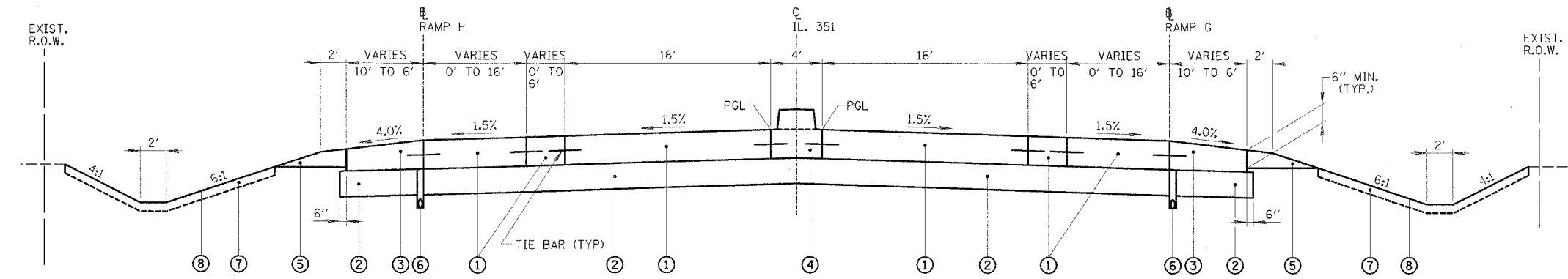
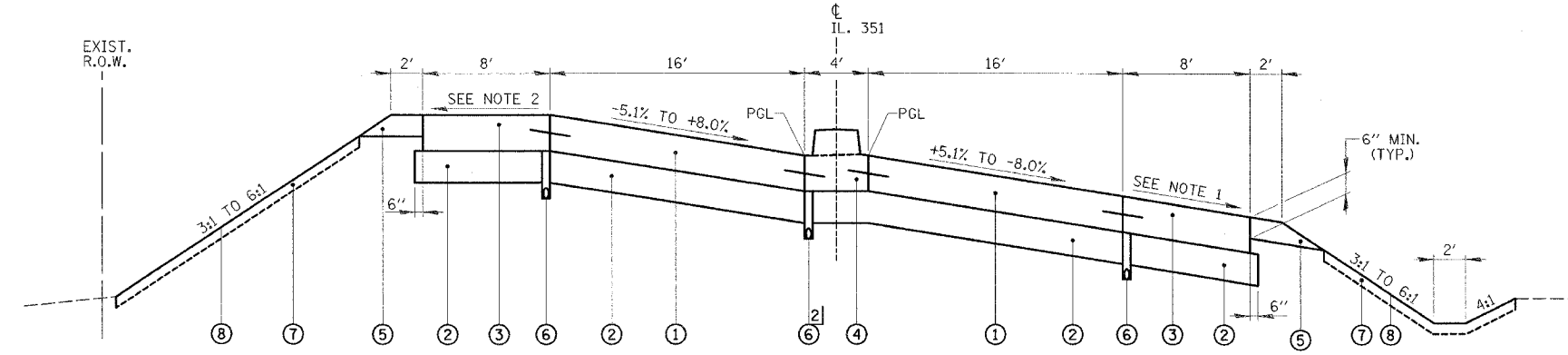


RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA180	(50-2)HBR	LA SALLE	466	21
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

CONTRACT NO. 86603



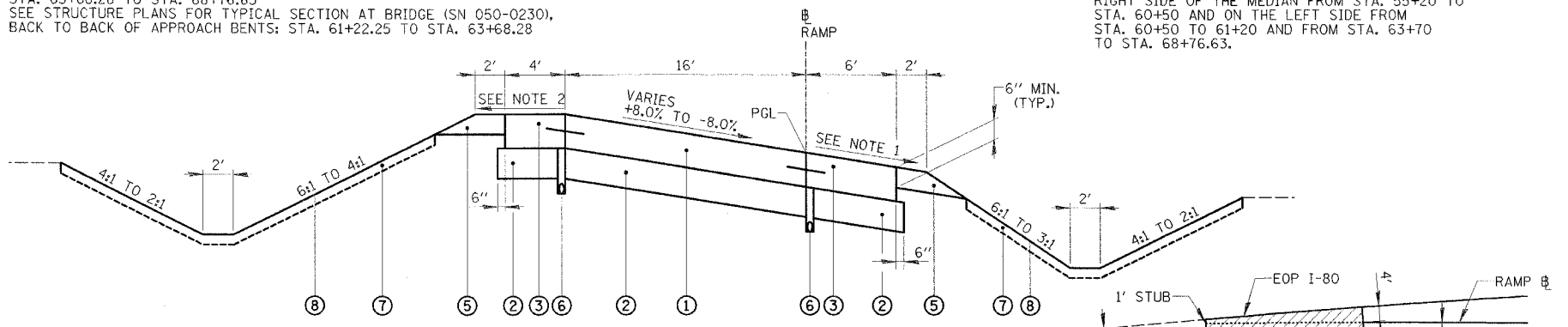
TYPICAL SECTION - ILLINOIS ROUTE 351
STATION 52+90.57 TO STATION 54+36.93



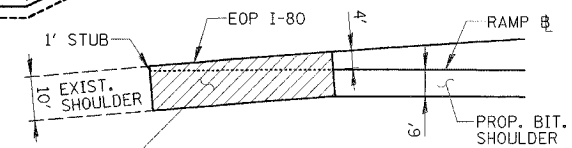
TYPICAL SECTION - ILLINOIS ROUTE 351
SUPERELEVATION DETAIL 1

1] STA. 54+36.93 TO STA. 60+00.64 (OPPOSITE HAND)
STA. 60+00.64 TO STA. 61+22.25 AND
STA. 63+68.28 TO STA. 68+76.63
SEE STRUCTURE PLANS FOR TYPICAL SECTION AT BRIDGE (SN 050-0230),
BACK TO BACK OF APPROACH BENTS; STA. 61+22.25 TO STA. 63+68.28

2] BEGIN PIPE UNDERDRAIN IN MEDIAN AT STA. 55+20.
THE MEDIAN UNDERDRAIN SHALL BE LOCATED ON THE
RIGHT SIDE OF THE MEDIAN FROM STA. 55+20 TO
STA. 60+50 AND ON THE LEFT SIDE FROM
STA. 60+50 TO 61+20 AND FROM STA. 63+70
TO STA. 68+76.63.

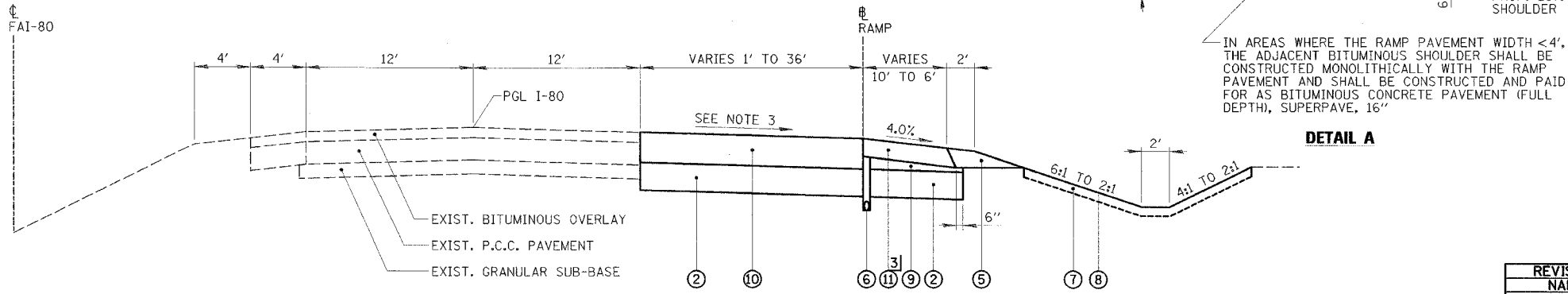


TYPICAL SECTION - RAMPS



IN AREAS WHERE THE RAMP PAVEMENT WIDTH < 4',
THE ADJACENT BITUMINOUS SHOULDER SHALL BE
CONSTRUCTED MONOLITHICALLY WITH THE RAMP
PAVEMENT AND SHALL BE CONSTRUCTED AND PAID
FOR AS BITUMINOUS CONCRETE PAVEMENT (FULL
DEPTH), SUPERPAVE, 16"

DETAIL A



TYPICAL SECTION - RAMPS
ADJACENT TO FAI 80

3] SEE DETAIL A

LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED); CONT. REINF. PCC PAVEMENT 9 3/4" STA. 60+00 TO SOUTH APPROACH PVMT AND NORTH APPROACH PVMT TO STA. 65+00
- ② SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- ③ PORTLAND CEMENT CONCRETE SHOULDERS 9 3/4"
- ④ CONCRETE MEDIAN TYPE SB-9.06 (SPECIAL) OR (MODIFIED) - SEE DETAILS SHEETS; CONCRETE MEDIAN TYPE SB-9.06 NORTH OF NORTH APPROACH PVMT
- ⑤ AGGREGATE SHOULDERS, TYPE B
- ⑥ PIPE UNDERDRAINS, 4" (MODIFIED); NOT REQUIRED ON HIGH SIDE OF SUPERELEVATED PAVEMENT
- ⑦ TOPSOIL, 4"
- ⑧ SEEDING, CLASS AS SPECIFIED IN PLANS
- ⑨ SUB-BASE GRANULAR MATERIAL, TYPE C
- ⑩ BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), SUPERPAVE, 16"
- ⑪ BITUMINOUS SHOULDERS SUPERPAVE 8"

NOTES

- 1. THE INSIDE SHOULDER SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE BUT NOT LESS THAN 4%.
- 2. THE OUTSIDE SHOULDER SHALL BE SLOPED AT 4% WHEN THE SUPERELEVATION RATE IS BETWEEN 0% AND 4%. WHEN THE SUPERELEVATION RATE EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT SLOPE AND THE SHOULDER SLOPE WILL NOT BE GREATER THAN 8%.
- 3. THE RAMP PAVEMENT ADJACENT TO F.A.I. 80 SHALL BE SLOPED THE SAME AS THE OUTSIDE LANE OF THE MAINLINE PAVEMENT EXCEPT IN AREAS OF SUPERELEVATION TRANSITION. SEE RAMP TERMINAL ELEVATIONS SHEETS FOR ADDITIONAL INFORMATION.

STRUCTURAL DESIGN INFORMATION

DESIGN PERIOD: 20 YEARS	YEAR: 2014
STRUCTURAL DESIGN TRAFFIC (RAMP G): PV = 2164 SU = 303	MU = 832
ROAD/STREET CLASSIFICATION: Class = II	MINOR ARTERIAL (URBAN)
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE: P = 100 S = 100 M = 100	
TRAFFIC FACTOR: Actual TF (RIGID): 10.27 Minimum TF (RIGID): 11.02	Actual TF (FLEX): 7.10 Minimum TF (FLEX): 7.61 AC TYPE:
AC GRADE: Base = Binder =	Shoulder = Surface =
SUBGRADE SUPPORT RATING: SSR = POOR	

REVISIONS	NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
F.A.I. 80 AT ILLINOIS ROUTE 351
SCALE: NONE
DATE: 09/04
DRAWN BY: JDK
CHECKED BY: MTD