

STRUCTURAL DESIGN INFORMATION
FAP 314 (IL RTE 4)

ROAD CLASSIFICATION: CLASS II

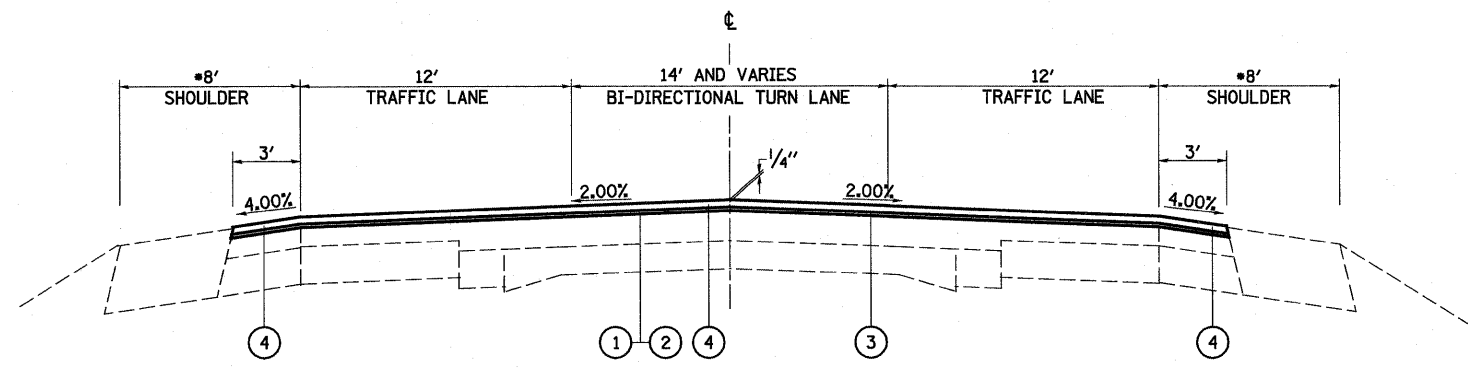
STRUCTURAL DESIGN TRAFFIC: 2010
PV = 16,677 SU = 556 MU = 1,297

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
P = 50% S = 50% M = 50%

TRAFFIC FACTOR: ACTUAL TF = 8.14
MINIMUM TF = 5.51

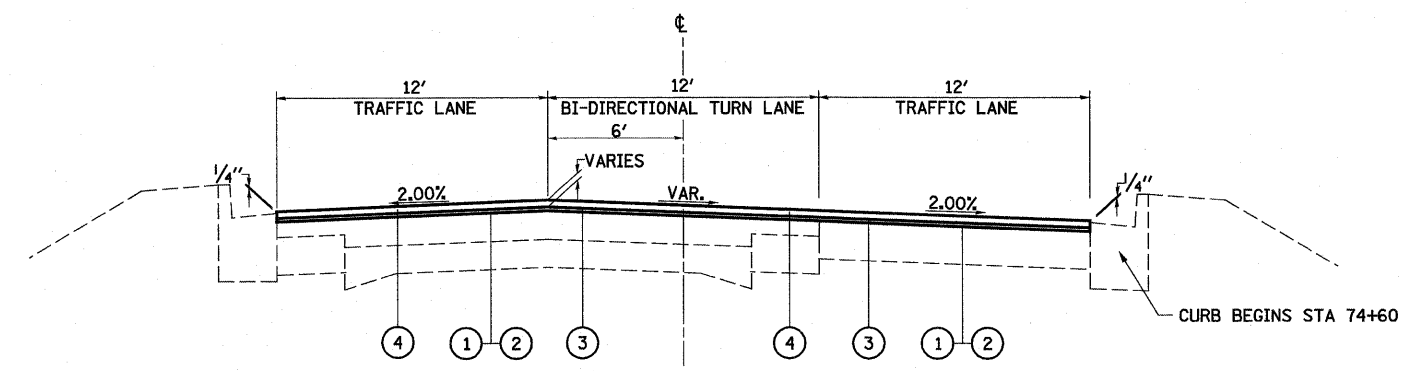
MINIMUM SUBGRADE SUPPORT RATING: POOR

SELECTED DESIGN 9.75 JRCP



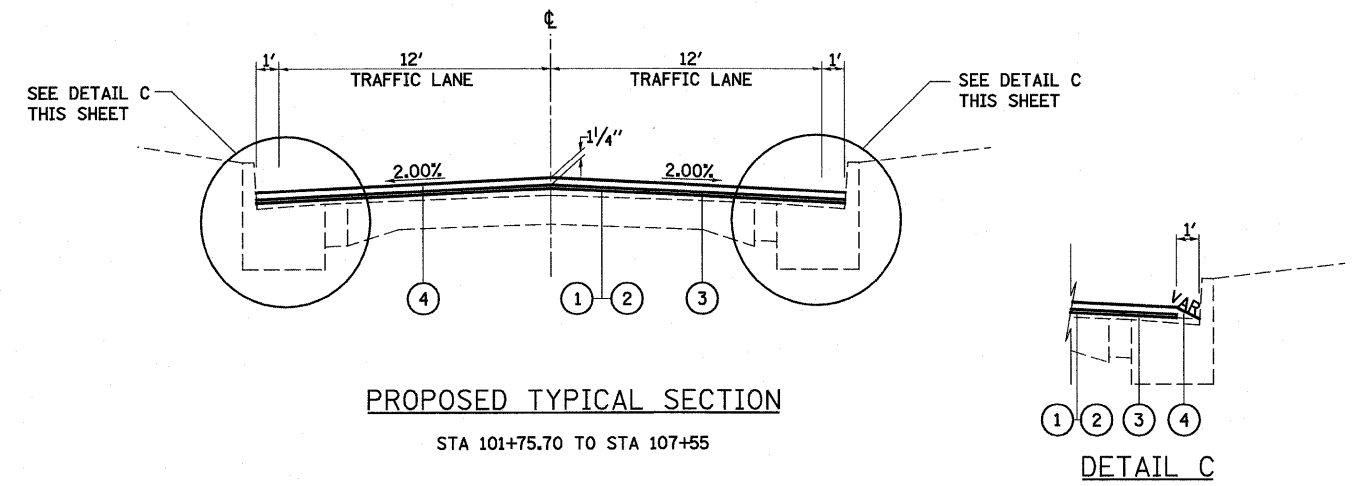
PROPOSED TYPICAL SECTION

STA 63+21 TO STA 63+41
RAILROAD OMISSION: STA 63+41 TO STA 63+50
STA 63+50 TO STA 74+60
• SHOULDER BEGINS STATION 63+75
SHOULDER OMISSION DUE TO IL. RTE. 50 CONCRETE INTERSECTION
STATION 64+12 LT. TO STA 70+50 LT.



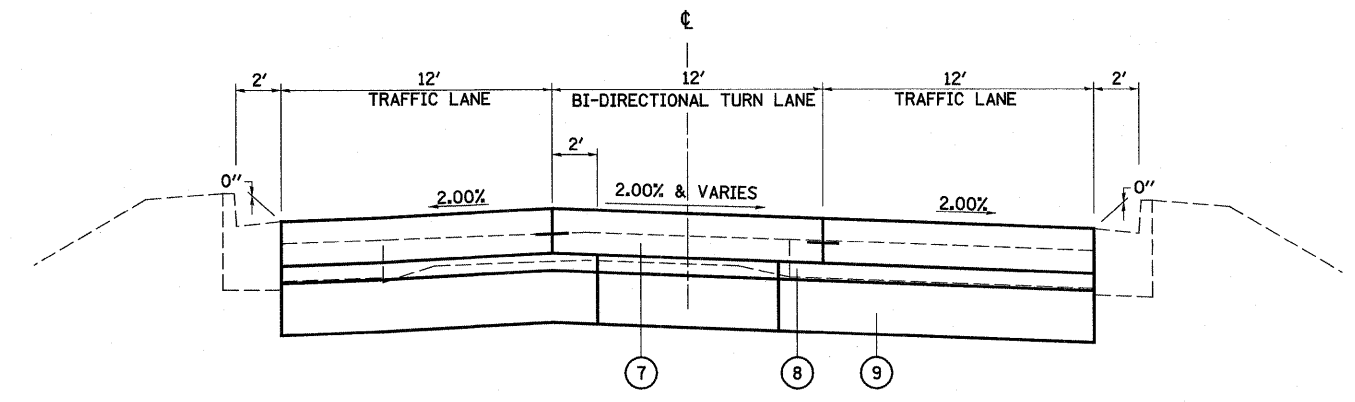
PROPOSED TYPICAL SECTION

STA 74+60 TO STA 88+24



PROPOSED TYPICAL SECTION

STA 101+75.70 TO STA 107+55



PROPOSED TYPICAL SECTION

STA 88+24 TO STA 95+64
PAVING OMISSION: STA 95+64 TO STA 101+75.70

PROPOSED LEGEND

- ① PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ② PROPOSED AGGREGATE (PRIME COAT)
- ③ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ④ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N90, 1 1/2"
- ⑤ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑥ PROPOSED CONCRETE GUTTER, TYPE B
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- ⑧ PROPOSED STABILIZED SUBBASE 4"
- ⑨ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 12"
- ⑩ PROPOSED SAFETY EDGE - SEE SPECIAL PROVISIONS