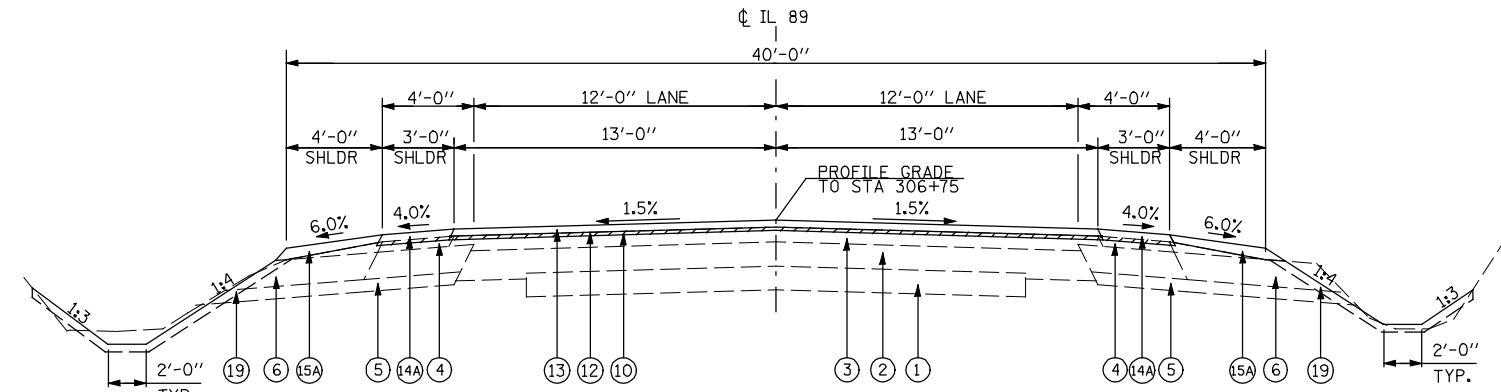


PROPOSED TYPICAL SECTION #5
STATION 301+60.99 TO STATION 302+85.00

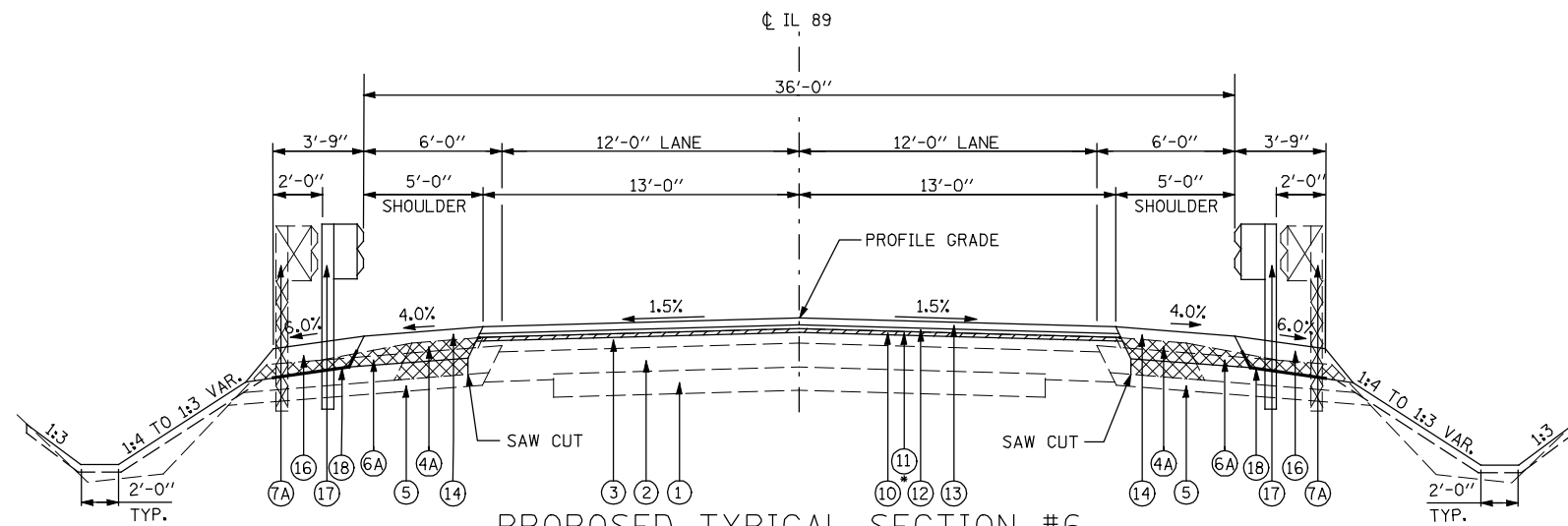


PROPOSED TYPICAL SECTION #7
STATION 306+12.50 LT TO STATION 308+20.00 LT
STATION 305+25.60 RT TO STATION 308+20.00 RT

NOTE: EXISTING PAVEMENT IS TO BE REMOVED

BRIDGE OMISSION

- STATION 293+93.66 TO STATION 293+99.66 (BRIDGE APPROACH PAVEMENT CONNECTOR)
- STATION 293+99.66 TO STATION 294+29.66 (BRIDGE APPROACH PAVEMENT)
- STATION 294+29.66 TO STATION 301+24.99 (BRIDGE SECTION 125VBR/BR)
- STATION 301+24.99 TO STATION 301+54.99 (BRIDGE APPROACH PAVEMENT)
- STATION 301+54.99 TO STATION 301+60.99 (BRIDGE APPROACH PAVEMENT CONNECTOR)



PROPOSED TYPICAL SECTION #6
STATION 302+85.00 LT TO STATION 306+12.50 LT
STATION 302+85.00 RT TO STATION 305+25.60 RT

* WHEN LEVELING BINDER EXCEEDS 1 1/4" THICKNESS, PROVIDE POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" OVER HMA BINDER COURSE, IL-19.0, N50, 2 1/4" & VAR.

SEE PLAN AND SCHEDULES FOR LIMITS OF EXISTING AND PROPOSED GUARDRAIL AND SHOULDER VARIATION.

LEGEND:

- ① EXISTING PCC PAVEMENT
- ② EXISTING STABILIZED BASE COURSE
- ③ EXISTING HMA RESURFACING
- ④ EXISTING HMA SHOULDER
- ④A EXISTING HMA SHOULDER TO BE REMOVED
- ⑤ EXISTING GRANULAR MATERIAL
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑥A EXISTING AGGREGATE SHOULDER TO BE REMOVED
- ⑦ EXISTING GUARDRAIL
- ⑦A EXISTING GUARDRAIL TO BE REMOVED
- ⑧ PROPOSED AGGREGATE BASE COURSE, TYPE A, 12"
- ⑨ PROPOSED PCC BASE COURSE, 8"
- ⑩ PROPOSED HMA SURFACE REMOVAL, 3/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0, N50, 2 1/4" & VAR.
- ⑫ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1" TO 1 1/4" & VAR.
- ⑬ PROPOSED HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- ⑭ PROPOSED HMA SHOULDER, 8"
- ⑭A PROPOSED HMA SHOULDER, 2 1/2" & VAR.
- ⑮ PROPOSED AGGREGATE SHOULDER, TYPE B, 8"
- ⑮A PROPOSED AGGREGATE SHOULDER, TYPE B
- ⑯ PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
- ⑰ PROPOSED STEEL PLATE BEAM GUARDRAIL
- ⑱ PROPOSED GEOTEXTILE FABRIC
- ⑲ PROPOSED TOPSOIL FURNISH AND PLACE, 4"
- ⑳ PROPOSED PIPE UNDERDRAINS, 4"
(ONLY STA 290+80.00 TO STA 294+29.33 & STA 301+25.32 TO 302+85.00)

STRUCTURAL DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2025
PV=1,450 SU=85 MU=135
ROAD/STREET CLASSIFICATION: CLASS III
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P=50% S=50% M=50%
SUBGRADE SUPPORT RATING: IBR=2
COMPOSITE PAVEMENT DESIGN:
TRAFFIC FACTOR: TF=0.87
STRUCTURAL NUMBER: D=3.11
PAVEMENT STRUCTURE: HMA
0.40x2 1/2"= 1.00
PCC BASE
0.33x8"= 2.64
TOTAL 3.64

GENERAL NOTES:

SEE SLOPE STEPS DETAIL SHEET FOR ALL MINIMUM THICKNESS "SLIVER FILLS" AND ON FILLS WITH A HEIGHT OF 10' OR GREATER.

| | | | |
|--|-------------------|----------------------|-----------|
| FILE NAME = | USER NAME = jdeen | DESIGNED - MVM | REVISED - |
| v:\transportation\3013\cadd\sheet\0468580-sh-typical02.dgn | | DRAWN - JCW | REVISED - |
| PLOT SCALE = 20.0000' / IN. | | CHECKED - MVM | REVISED - |
| PLOT DATE = 7/25/2013 | | DATE - JULY 24, 2013 | REVISED - |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.P. ROUTE 698 (IL 89)
PROPOSED TYPICAL SECTIONS**

SCALE: N/A SHEET NO. 2 OF 2 SHEETS STA. N/A TO STA. N/A

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------------|------------|----------|--------------------|-----------|
| 698 | (125VBR)BR | MARSHALL | 148 | 16 |
| | | | CONTRACT NO. 68580 | |
| ILLINOIS FED. AID PROJECT | | | | |