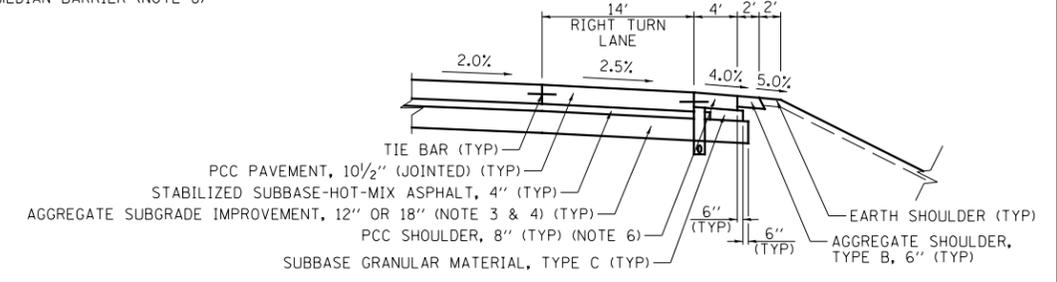


**PROPOSED TYPICAL SECTION IL. RTE. 47**

SOUTHBOUND  
 STA 6277+00 TO STA 6304+72.77  
 STA 6321+34.35 TO STA 6336+19.88  
 STA 6355+94.23 TO STA 6585+81.56  
 STA 6589+53.05 TO STA 6592+99.99  
 STA 6599+80.18 TO STA 6622+20.59

NORTHBOUND  
 STA 6265+00 TO STA 6303+10.77  
 STA 6322+96.35 TO STA 6337+81.88  
 STA 6354+32.23 TO STA 6584+21.50  
 STA 6591+13.12 TO STA 6594+60.05  
 STA 6598+20.11 TO STA 6622+20.59

- NOTES:
- MEDIAN VARIES 32' TO 0' FROM STA 6619+73 TO STA 6620+41.
  - SEE PLAN & PROFILE SHEETS FOR MEDIAN TYPE AND LOCATION.
  - AGGREGATE SUBGRADE IMPROVEMENT, 18", LOCATIONS:  
 STA 6352+50 TO STA 6358+50 STA 6379+50 TO STA 6385+00  
 STA 6532+50 TO STA 6535+50 STA 6578+50 TO STA 6580+50  
 STA 6569+00 TO STA 6571+50  
 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION REQUIRED AT THESE LOCATIONS.
  - TRANSVERSE UNDERDRAINS SHALL BE INSTALLED AT LOW POINTS OF AGGREGATE SUBGRADE IMPROVEMENT, 18" LOCATIONS. THE TOP SHALL BE 6" BELOW THE BOTTOM OF THE AGGREGATE SUBGRADE IMPROVEMENT, 18" OR 24". SEE SCHEDULE FOR LOCATIONS.
  - INVERT OF LONGITUDINAL UNDERDRAINS SHALL BE 3.2' BELOW THE EDGE OF PAVEMENT ELEVATION.
  - SHOULDERS TO HAVE UNIFORM THICKNESS.
  - LONGITUDINAL CONSTRUCTION JOINT, OPTIONAL
  - SEE PLAN & PROFILE SHEETS FOR HIGH TENSION CABLE MEDIAN BARRIER LOCATIONS.



**RIGHT TURN LANE DETAIL (D)**

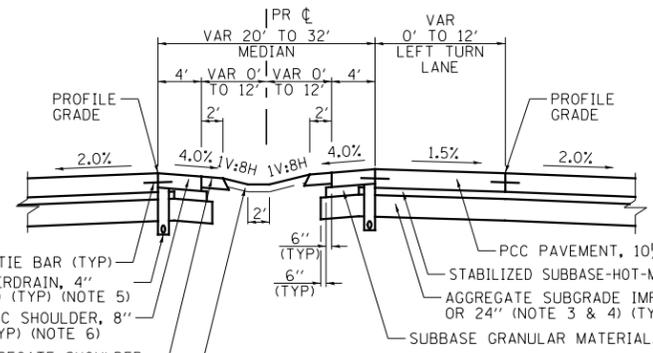
SOUTHBOUND  
 STA 6451+82.79 TO STA 6457+18

NORTHBOUND  
 STA 6444+70 TO STA 6450+04.69  
 STA 6524+57.40 TO STA 6529+63.83

**MEDIAN OPENING DETAIL (A)**

STA 6355+64 TO STA 6356+64  
 STA 6384+33 TO STA 6385+36  
 STA 6401+46 TO STA 6403+02  
 STA 6424+22 TO STA 6425+10  
 STA 6450+05 TO STA 6451+83  
 STA 6467+27 TO STA 6468+68  
 STA 6503+54 TO STA 6504+40

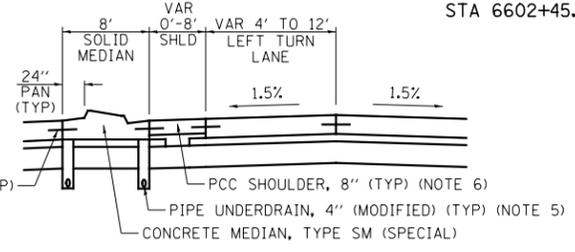
STA 6529+91 TO STA 6530+77  
 STA 6556+57 TO STA 6557+42  
 STA 6567+92 TO STA 6568+92  
 STA 6582+94 TO STA 6583+94  
 STA 6608+43 TO STA 6609+43  
 STA 6620+41.52 TO STA 6622+20.59



**SINGLE LEFT TURN LANE DETAIL (B)**

SOUTHBOUND  
 STA 6356+64.05 TO STA 6362+61.62  
 STA 6385+36.25 TO STA 6391+33.79  
 STA 6403+01.94 TO STA 6408+99.50  
 STA 6425+09.49 TO STA 6431+07.06  
 STA 6468+67.86 TO STA 6474+36.87  
 STA 6504+39.45 TO STA 6510+23.60  
 STA 6557+42.33 TO STA 6563+26  
 STA 6568+92.15 TO STA 6574+89.72  
 STA 6609+43 TO STA 6615+40.57

NORTHBOUND  
 STA 6349+66.31 TO STA 6355+64.05  
 STA 6378+35.51 TO STA 6384+33.08  
 STA 6395+48.45 TO STA 6401+46.02  
 STA 6418+24.68 TO STA 6424+22.24  
 STA 6461+64.80 TO STA 6467+26.80  
 STA 6497+28.60 TO STA 6503+54.21  
 STA 6524+22.40 TO STA 6529+91.28  
 STA 6550+61 TO STA 6556+56.59  
 STA 6561+94.05 TO STA 6567+92.06  
 STA 6577+11.50 TO STA 6582+94.37  
 STA 6602+45.43 TO STA 6608+43



**CONCRETE MEDIAN (SPECIAL) DETAIL (C)**

STA 6446+34.76 TO STA 6450+04.78  
 STA 6451+83.37 TO STA 6455+53.24  
 STA 6530+76.66 TO STA 6534+66.04

**MIXTURES TABLE**

	BINDER (SIDE ROADS)	LEVEL BINDER (SIDE ROADS)	SURFACE (SIDE ROADS)	BINDER (TEMP. W. D. IL 47)	LEVEL BINDER (IL 47)	SURFACE (TEMP. W. D. IL 47)	SHOULDERS (TOP 2")	SHOULDERS (BOTTOM 4")	STABILIZED SUBBASE	INCIDENTAL HMA	BASE COURSE WIDENING
PG GRADE	PG 64-22	PG 64-22	PG 64-22	SBS PG 70-22 (IL 47 & WD) PG 64-22 (TEMP.)	SBS PG 70-22	SBS PG 70-22 (IL 47 & WD) PG 64-22 (TEMP.)	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N50	4.0% @ N70	4.0% @ N90	4.0% @ N90	4.0% @ N90	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N70
MIXTURE COMPOSITION	IL 19.0 FG	IL 9.5 FG	IL 9.5	IL 19.0 FG	IL 9.5 FG	IL 9.5	IL 9.5	IL 19.0 FG	IL 19.0 FG	IL 9.5	IL 19.0 FG
FRICITION AGGREGATE			MIXTURE D			MIXTURE D	MIXTURE C			MIXTURE C	
DENSITY TEST METHOD	CORES	CORES	CORES	CORES	CORES	CORES	CORES	CORES	CORES	SATISFACTION OF ENGINEER	CORES

MATERIAL SHALL BE COMPACTED TO 93.0%-97.4% OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MAXIMUM PERCENT COMPACTION SHALL BE 92.0%. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE OC/QA SPECIFICATIONS.

WHEN RAP EXCEEDS 20%, THE VIRGIN ASPHALT BINDER SHALL BE REDUCED BY ONE GRADE (I.E. 25% RAP WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG64-22 TO BE REDUCED TO A PG58-28).

**IL. RTE. 47 STRUCTURAL PAVEMENT DESIGN**

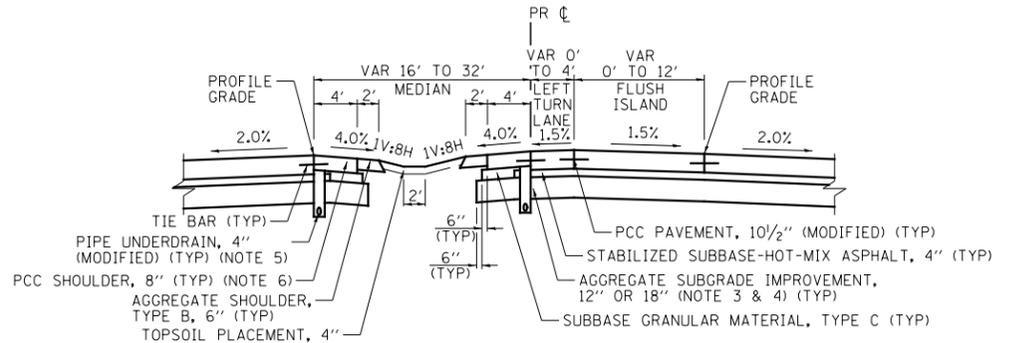
STRUCTURAL DESIGN TRAFFIC (S.D.T.) YEAR 2026

PV = 13410 SU = 1446 MU = 3024

CLASS I ROAD  
 SUBGRADE = POOR  
 TRAFFIC FACTOR = 20.84

PAVEMENT STRUCTURE MATERIALS:

SURFACE COURSE TYPE: PCC PAVEMENT, 10 1/2"  
 STABILIZED SUBBASE TYPE: HOT-MIX ASPHALT, 4"  
 SUB-BASE TYPE: AGGREGATE SUBGRADE IMPROVEMENT, 12"



**DOUBLE LEFT TURN LANE DETAIL (E)**

SOUTHBOUND  
 STA 6455+53.24 TO STA 6457+53  
 STA 6534+66.04 TO STA 6536+65.80

NORTHBOUND  
 STA 6444+35 TO STA 6446+34.76