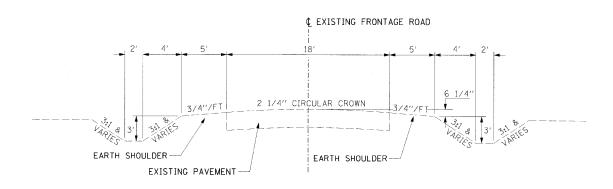


PROPOSED FRONTAGE ROAD TYPICAL SECTION STA. 618+54.97 TO STA. 621+56.37



EXISTING FRONTAGE ROAD TYPICAL SECTION

NOTES:

- 1 STA. 604+79.57 TO STA. 605+69,57 = TRANSITION FROM 10' TO 12' STA. 605-69.57 TO STA. 610+03.1 = 12'
  STA. 610+03.1 TO STA. 612+13.10 = TRANSITION FROM 12' TO 18'
  STA. 612+13.10 TO STA. 618+54.97 = 18'
- TA. 618+54.97 TO STA. 619+90.52 = TRANSITION FROM 18' TO 12' STA. 619+90.52 TO STA. 621+56.37 = 12'
- 3 STA, 618+54.97 TO STA, 619+90.52 = TRANSITION FROM 18' TO 24' STA, 619+90.52 TO STA, 621+56.37 = 24'
- 10:1 SIDE SLOPES SHALL BE PROVIDED WITHIN THE IL ROUTE 178 CLEAR ZONE. SEE FRONTAGE ROAD CROSS SECTIONS
- 5 STA 604+45.58 TO 610+50: AGGREGATE BASE COURSE, TYPE B 8" STA 610+50 TO 619+50: AGGREGATE BASE COURSE, TYPE B 14" AGGREGATE BASE COURSE, TYPE B 8"

¢ PROP. FRONTAGE RD. ¢ & ₽ PROP. FRONTAGE RD. -4.5% STA 620+49.77 TO 620+73.77 REMOVE A.S. TO N.C. STA 609+99.56 TO 610+70.56 -2% -2% SSTA 609+64.93 TO 609+99.56 STA 619+62.77 TO 620+49.77 FULL S.E. TO A.S. N.C. TO ADVERSE SLOPE 0% 0% STA 609+18.09 TO 609+64.93 N.C. TO ZERO SLOPE STA 618+82.72 TO 619+62.77 -5.5% STA 608+24.09 TO 609+18.09 STA 617+95.72 TO 618+82.72 REMOVE A.S. TO FULL S.E. -67 0% -2% STA 606+71.23 TO 608+24.09 STA 617+71.72 TO 617+95.72 N.C. TO A.S. -2% -2% STA 605+77.23 TO 606+71.23 STA 612+84.36 TO 617+71.72 NORMAL CROWN REMOVE A.S. TO FULL S.E. 0% -2% -2% STA 605+53.23 TO 605+77.23 STA 612+60.36 TO 612+84.36 REMOVE A.S. TO N.C. -2% 0% -2% STA 605+53.23 NORMAL CROWN STA 611+89.36 TO 612+60.36 FULL S.E. TO A.S. 4.5% MATCH EXIST MATCH EXIST. -4.5% STA 610+70.56 TO 611+89.36 604 + 79.57

> PROPOSED FRONTAGE ROAD SUPER ELEVATION DETAIL

F.A.I. RTE. COUNTY TOTAL SHEE SHEETS NO. SECTION 80 (50-3)HBK LASALLE 492 STA. TO STA. FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

CONTRACT NO 66542

LEGEND

- 1) EXISTING GROUND LINE
- (2) EXISTING HOT-MIX ASPHALT SURFACE COURSE 2 1/4"
- (3) EXISTING HOT-MIX ASPHALT LEVELING BINDER 3/4"
- (4) EXISTING PCC PAVEMENT 10"
- (5) EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 4"
- (6) PROPOSED TOPSOIL FURNISH AND PLACE 4"
- 7) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 12"
- (8) PROPOSED STABILIZED SUB-BASE HOT-MIX ASPHALT 4"
- (9) PROPOSED AGGREGATE BASE COURSE, TYPE B 12"
- (10) PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 9 3/4" (JOINTED)
- (11) PROPOSED AGGREGATE SHOULDERS, TYPE B 6"
- (12) PROPOSED HOT-MIX ASPHALT SHOULDERS 13 3/4"
- (13) PROPOSED PORTLAND CEMENT CONCRETE SHOULDERS 9 3/4'
- (14) PROPOSED PIPE UNDERDRAINS 4"
- (15) PROPOSED PIPE UNDERDRAINS 6"
- (16) PROPOSED CONCRETE MEDIAN SURFACE, 4 INCH
- (17) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- (18) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 3/4"
- (19) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- 20) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (21) PROPOSED MEDIAN, TYPE SM-4.06
- (22) PROPOSED HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL (TO BE PAID FOR AS HMA SHOULDERS 6")
- (23) PROPOSED SUB-BASE GRANULAR MATERIAL. TYPE A 6"

S.E. = SUPERELEVATION

A.S. = ADVERSE SLOPE

N.C. = NORMAL CROWN

REVISIONS NAME

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS FRONTAGE ROAD

SCALE: VERT. HORIZ.

DRAWN BY JAP CHECKED BY

M HANSON