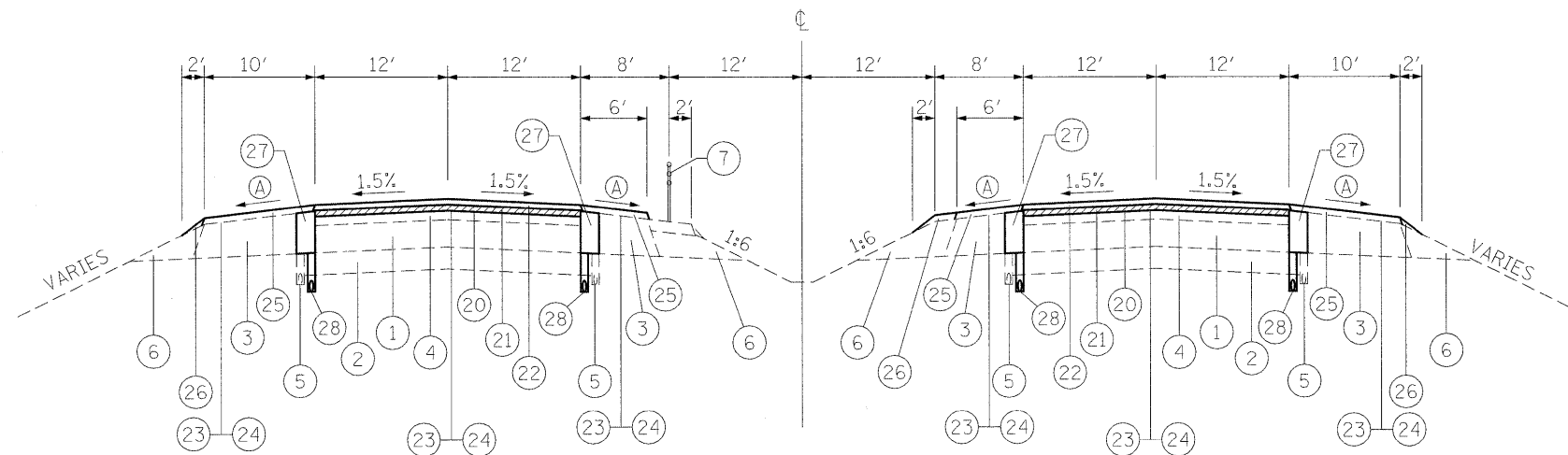


**LEGEND**

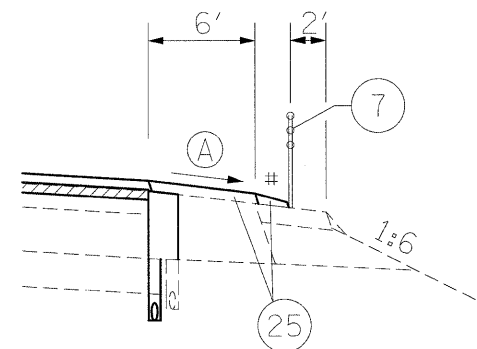
- ① EXISTING P.C.C. PAVEMENT 10"
- ② EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A 8"
- ③ EXISTING BITUMINOUS SHOULDER 12"±
- ④ EXISTING BITUMINOUS SURFACE COURSE 5 1/4"
- ⑤ EXISTING PIPE UNDERDRAINS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ EXISTING HIGH TENSION CABLE MEDIAN BARRIER & HOT-MIX ASPHALT SHOULDER, 4" (4' WIDE)
- ⑧ EXISTING BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), TYPE 1 20 1/2"
- ⑨ EXISTING LIME MODIFIED SOIL, 12"
- ⑩ EXISTING BITUMINOUS SHOULDER 8"
- ⑪ EXISTING BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), TYPE 1 15 1/2"
- ⑫ EXISTING BITUMINOUS CONCRETE PAVEMENT (FULL DEPTH), TYPE 2 13 1/2"
- ⑬ EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE M-4.12
- ⑭ EXISTING CONCRETE MEDIAN SURFACE, 4"
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑰ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - (2 1/4")
- ⑱ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 - (2")
- ⑲ PROPOSED BITUMINOUS MATERIALS (PRIMECOAT)
- ⑳ PROPOSED AGGREGATE (PRIMECOAT)
- ㉑ PROPOSED HOT-MIX ASPHALT SHOULDERS (2")
- ㉒ PROPOSED AGGREGATE SHOULDER, TYPE B
- ㉓ PROPOSED SHOULDER REMOVAL AND REPLACEMENT 12"
- ㉔ PROPOSED PIPE UNDERDRAIN 4"
- ㉕ PROPOSED SHOULDER REMOVAL AND REPLACEMENT 8"
- ㉖ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1"
- ㉗ PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N90 (1")
- ㉘ NOT USED
- ㉙ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3"



**F.A.I. ROUTE 70 TANGENT**

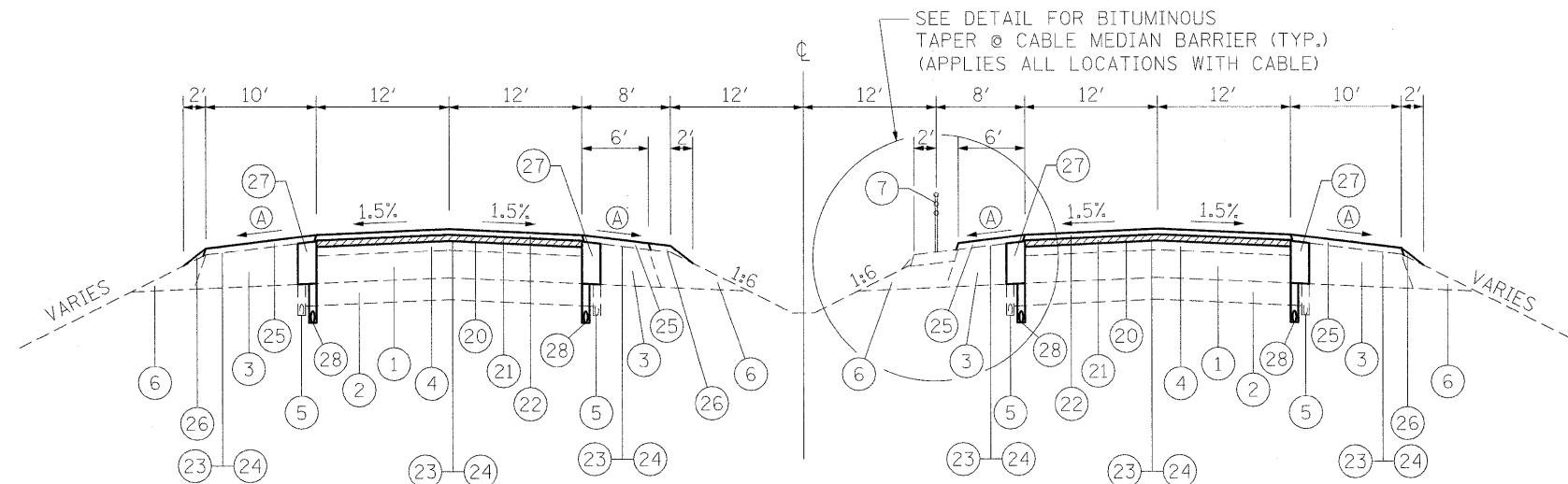
STA. 587+00 TO STA. 593+01.6  
 STA. 669+75 E.B. TO STA. 704+63 E.B. \* EQUATION STA. 690+77.36 BK =  
 STA. 669+75 W.B. TO STA. 704+34 W.B. \* STA. 696+68.33 AH  
 STA. 710+13 E.B. TO STA. 714+50 E.B.  
 STA. 711+37 W.B. TO STA. 714+50 W.B.  
 STA. 783+00 TO STA. 792+00  
 (STRUCTURE OVER WILSON HEIGHTS ROAD. STA. 792+96  
 RESURFACING OMISSION)

\*\* SEE TYPICAL FOR  
WEIGH IN MOTION SLAB  
OMISSION



# TAPER FROM 2" TO 3/4" IN 2'  
SLOPE VARIES

**BITUMINOUS TAPER  
@ CABLE MEDIAN  
BARRIER**



**F.A.I. ROUTE 70 TANGENT**

STA. 564+60 (BEG. OF PROJECT) TO STA. 587+00  
 STA. 626+35.17 E.B. TO STA. 664+95 E.B.  
 STA. 626+35.17 W.B. TO STA. 665+05 W.B.  
 STA. 666+85 E.B. TO STA. 669+75 E.B.  
 STA. 666+95 W.B. TO STA. 669+75 W.B.  
 STA. 714+50. TO STA. 764+95.1  
 STA. 777+95.2 TO STA. 783+00  
 STA. 794+00 TO STA. 806+00

(A) SHOULDER SLOPE  
RANGE FROM 2% TO 6%  
DESIRABLE 4%

FILE NAME =	USER NAME = canoverpj	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\FW1DOT\CONVERPJ\d0149134\0876A73-ah-typical.dgn		DRAWN -	REVISED -		70	.	MADISON	150	8			
<b>JD Johnson, Depp &amp; Oulsenberry</b> CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 8,0000 "/ IN.	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76A73				
	PLOT DATE = 6/22/2009	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

• 60-(7,8,9,10)RS, 60-(8,9,10)BR