

**F.A.I. ROUTE 70 TYPICAL SECTION  
SUPERELEVATION (A)**

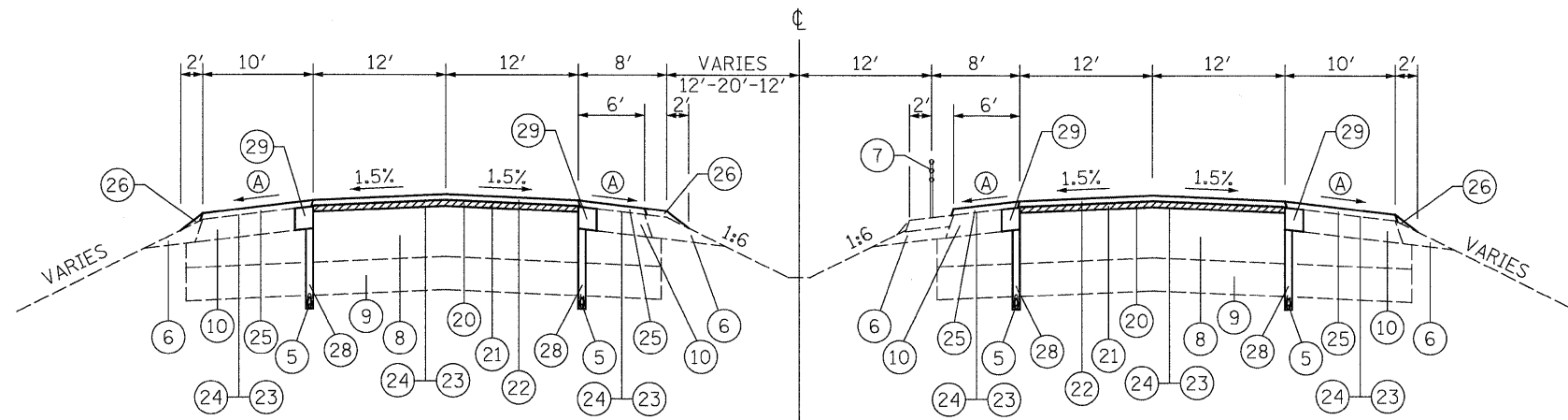
STA. 821+48.55 N.B. TO STA. 846+75.51 N.B.  
STA. 822+51.91 S.B. TO STA. 845+22.78 S.B.

MEDIAN WIDTH VARIES:  
STA. 816+10.70 TO STA. 821+51.71 - 40' TO 48'  
STA. 821+51.71 TO STA. 846+72.35 - 48'  
STA. 846+72.35 TO STA. 852+13.37 - 48' TO 40'

(A) MAX. SHOULDER BREAKOVER 8%  
SE TRANSITION  
N.B. LANES  
STA. 818+42.55 N.C. TO STA. 821+48.55 F.S.  
STA. 846+75.51 F.S. TO STA. 849+81.51 N.C.  
S.B. LANES  
STA. 819+45.91 N.C. TO STA. 822+51.91 F.S.  
STA. 845+22.78 F.S. TO STA. 848+28.78 N.C.

**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"
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑯ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 - (2 1/4")
- ⑰ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80 - (2")
- ⑱ PROPOSED BITUMINOUS MATERIALS (PRIMECOAT)
- ⑲ PROPOSED AGGREGATE (PRIMECOAT)
- ⑳ PROPOSED HOT-MIX ASPHALT SHOULDERS (2")
- ㉑ PROPOSED AGGREGATE SHOULDER, TYPE B
- ㉒ PROPOSED SHOULDER REMOVAL AND REPLACEMENT 12"
- ㉓ PROPOSED PIPE UNDERDRAIN 4"
- ㉔ PROPOSED SHOULDER REMOVAL AND REPLACEMENT 8"
- ㉕ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1"
- ㉖ PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N90 (1")
- ㉗ NOT USED
- ㉘ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3"



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

STA. 806+00 N.B. TO STA. 821+48.55 N.B.  
STA. 806+00 S.B. TO STA. 822+51.91 S.B.  
STA. 846+75.51 N.B. TO STA. 856+00 N.B. \*\*  
STA. 845+22.78 S.B. TO STA. 856+00 S.B. \*\*

\*\* EQUATION STA. 856+00 BK =  
STA. 1382+94 AH

NOTE: STATIONS RUN NORTH TO SOUTH  
STARTING AT STA. 1382+94

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

FILE NAME = ... \D876A73-sh-typical.dgn	USER NAME = SJS	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.I. RTE. 70	SECTION .	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 12
PLOT SCALE = 8.0000' / IN. PLOT DATE = 05/12/2009 09:16:34								SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
DRAWN - CHECKED - DATE -					REVISED - REVISED - REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT			
JOHNSON, DEPP & QUILSBERY CONSULTING ENGINEERS Springfield, Illinois						* 60-(7,8,9,10)RS, 60-(8,9,10)BR						