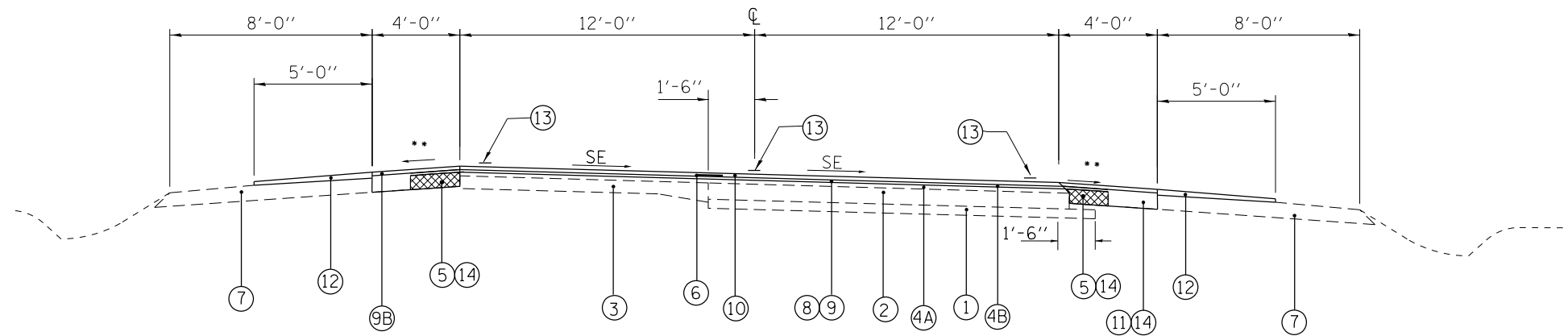
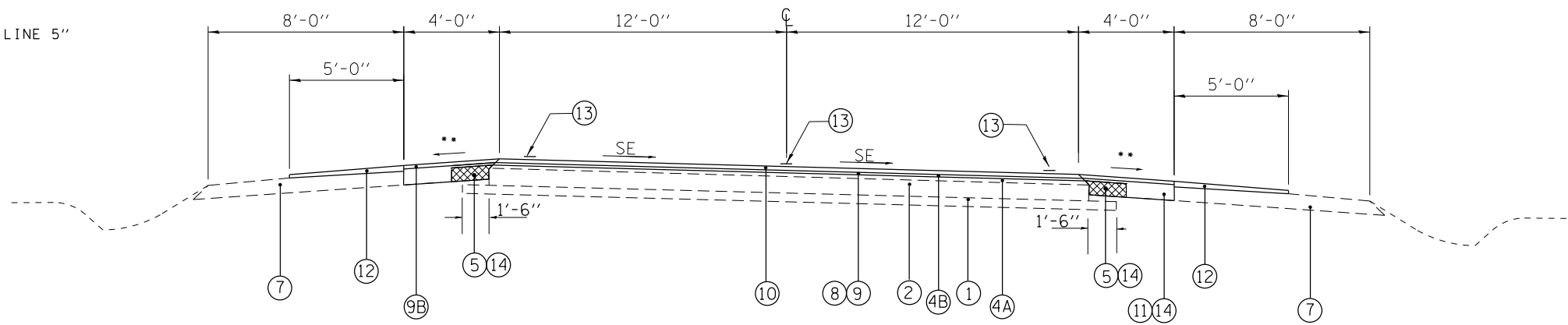


**LEGEND**

- ① EXISTING AGGREGATE SUB-BASE, 4"
- ② EXISTING PCC BASE COURSE / WIDENING, 8"
- ③ EXISTING PCC PAVEMENT (9" - 6" - 9")
- ④ EXISTING HMA BINDER COURSE (VAR. DEPTH) - 4 1/2" (+/- 1")
- ④A EXISTING HMA LEVELING BINDER
- ④B EXISTING HMA SURFACE
- ⑤ EXISTING HMA SHOULDER, 8"
- ⑥ EXISTING STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH
- ⑨ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- ⑨A PROPOSED HMA SHOULDERS, 2 1/4"
- ⑨B PROPOSED HMA SHOULDERS, 1 1/2"
- ⑩ PROPOSED HMA SURFACE COURSE MIX "C", N70, 1 1/2"
- ⑪ PROPOSED HMA SHOULDERS, 6 1/2"
- ⑫ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ⑬ PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 5"
- ⑭ PROPOSED EXCAVATE AND GRADE EXISTING SHOULDER



**TYPICAL SECTION # 21 (FAP 67 - IL 125)**  
 R13 STA 900+90.00 TO STA 902+84.46  
 R13 STA 905+09.81 TO STA 907+21.00



**TYPICAL SECTION # 22 (FAP 67 - IL 125)**  
 R13 STA 902+84.46 TO STA 905+09.81

\*\* WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE 4.0%. WHEN THE SE RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER DOES NOT EXCEED 8.0% ON THE HIGH SIDE SHOULDER, AND MATCHES THE SE ON THE LOW SIDE SHOULDER.

FILE NAME =	USER NAME = sparksgw	DESIGNED - EK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 125 TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\id\sparksgw\0313888\0672\F69-sht-typical.dgn	PLOT SCALE = 100.0000' / in.	DRAWN - EK	REVISED -					67	.	CASS	47	22
Default	PLOT DATE = Oct-17-2012 12:27:33PM	CHECKED - JM	REVISED -		SCALE: NTS    SHEET 11 OF 13 SHEETS    STA.    TO STA.			CONTRACT NO. 72F69				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							