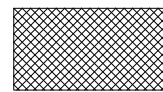


- (A) SHOULDER SLOPES AT SAME RATE AS PAVEMENT BUT NOT LESS THAN SHOWN.
- (B) MAX. 8% ROLL-OVER. SHOULDER SLOPE 4.0% & VARIES.

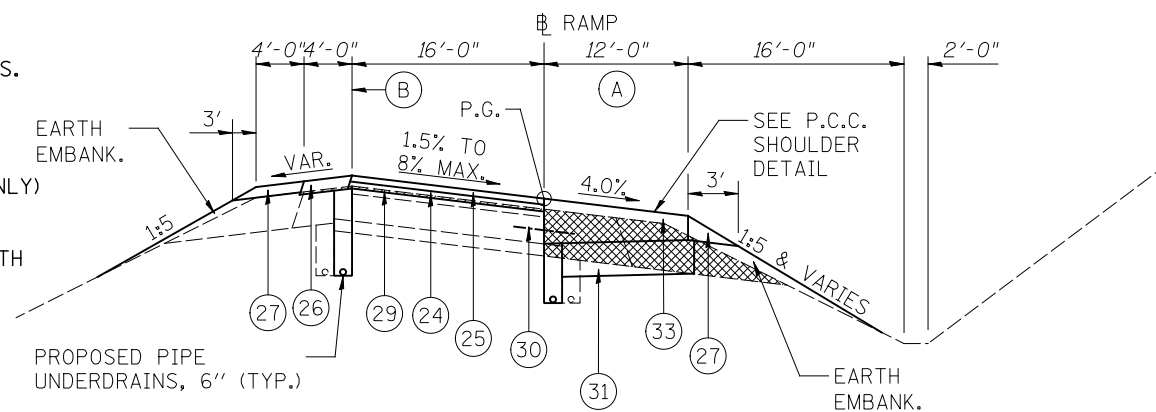
 - REMOVE EXISTING HMA SHOULDER AND AGGREGATE SHOULDER (OUTSIDE ONLY)

REMOVE EXISTING "NO PARKING SIGNS" FROM ALL RAMPS. TO BE REPLACED WITH NEW SIGNS (SEE SCHEDULES).

- (20) PROPOSED HMA BASE COURSE WIDENING, 1 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED AGGREGATE BASE COURSE, TYPE A 4"±
- (23) PROPOSED HMA BINDER COURSE, IL 19.OFG, N90 (VAR. DEPTH)
- (24) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.25"
- (24a) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.50"
- (25) PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, N80 2"
- (26) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (27) PROPOSED AGGREGATE SHOULDER, TYPE B
- (28) CONTRACTOR MATERIAL OPTION (4" PCC OR 5" HMA) SEE SPECIAL PROVISION - WEED CONTROL MOWING STRIP (SPECIAL)
- (29) PROPOSED HMA SURFACE REMOVAL, 3/4" (SLOPE CORRECTIONS)
- (30) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- (31) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (32) NOT USED
- (33) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (34) PROPOSED HMA SHOULDER 12"
- (35) PROPOSED PIPE UNDERDRAINS 6"
- (36) PROPOSED SUBGRADE REINFORCEMENT
- (37) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"
- (38) PROPOSED PAVEMENT REINFORCEMENT
- (39) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 1 1/2" (PRIME COAT INSTALLED BETWEEN LIFTS - SEE SCHEDULE)

 - PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)

 - RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1 AS DESCRIBED IN THE SPECIAL PROVISIONS)



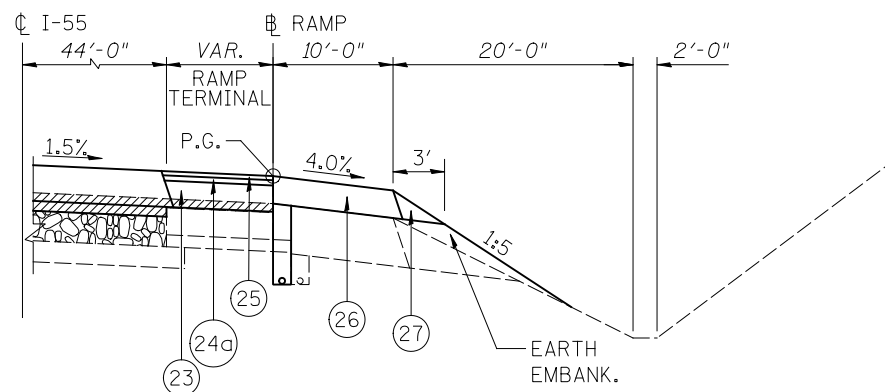
PROPOSED RAMP TYPICAL SECTION

(IL 4 INTERCHANGE)

(IL 4)
 STA. 100+27.50 TO STA. 115+28.37
 STA. 205+32.82 TO STA. 214+27.87
 STA. 300+26.23 TO STA. 315+03.26
 STA. 405+31.69 TO STA. 413+95.25

NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B

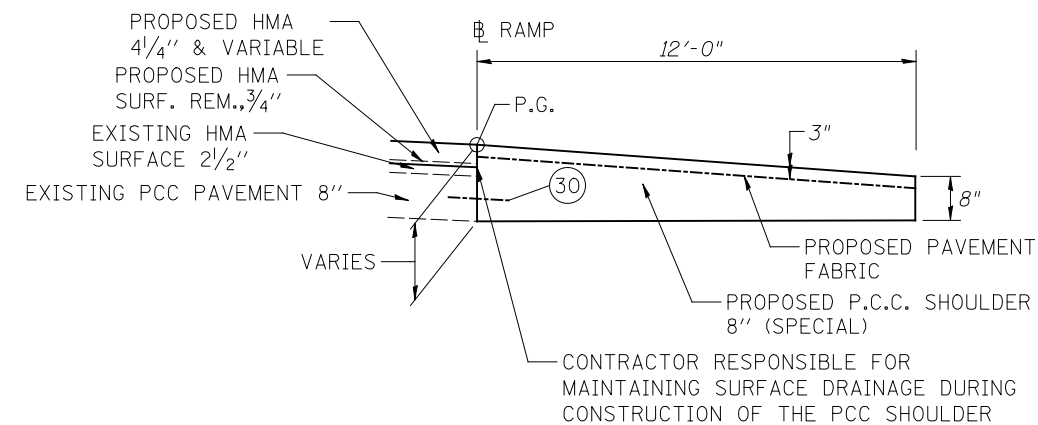
MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL SHALL NOT BE USED IN THE EARTH EMBANKMENT.



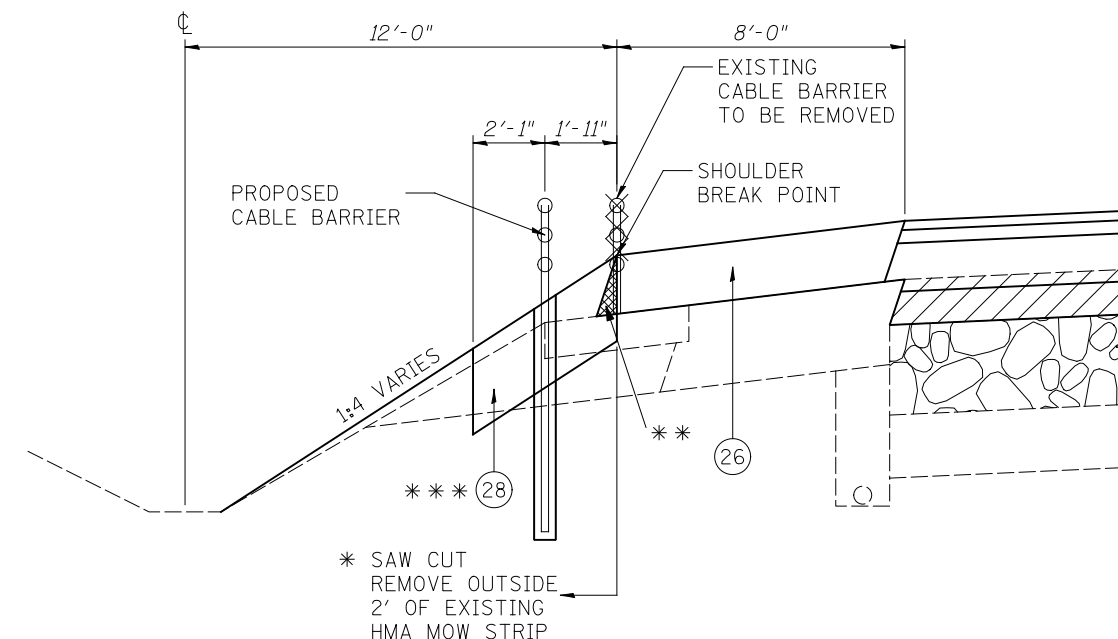
PROPOSED RAMP TERMINAL TYPICAL SECTION

(IL 4 INTERCHANGE)

(IL 4)
 STA. 115+28.37 TO STA. 124+59.72
 STA. 200+00.21 TO STA. 205+32.82
 STA. 315+03.26 TO STA. 324+50.13
 STA. 400+13.09 TO STA. 405+31.69



PROPOSED RAMP P.C.C. SHOULDER DETAIL



RELOCATION OF CABLE BARRIER TYPICAL SECTION

(SEE PLANS FOR LOCATION)

* TO BE PAID FOR AT THE CONTRACT UNIT PRICE SQ. YD. FOR PAVED SHOULDER REMOVAL INCLUDING SAW CUT.

** THE OUTSIDE FACE OF THE PROPOSED HMA SHOULDER VARIABLE DEPTH SHALL BE CLEANED AND SQUARED TO THE SATISFACTION OF THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST OF "WEED CONTROL MOWING STRIP (SPECIAL)".

*** THE CONTRACTOR SHALL HAVE THE OPTION TO USE 4" PORTLAND CEMENT CONCRETE (SECTION 424 OF THE STANDARD SPECIFICATIONS) OR 5" HOT-MIX ASPHALT (SECTION 482 OF THE STANDARD SPECIFICATIONS). SEE SPECIAL PROVISION "WEED CONTROL MOWING STRIP (SPECIAL)".

FILE NAME =	USER NAME = \$(USER)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... \CADD\0876D99-Sht-Typical.dgn		DRAWN -	REVISED -					55	60-(1,2)RS-3	MADISON	212	19
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 16.0000' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76D99							
	PLOT DATE = 02/02/2012 17:24:16	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		