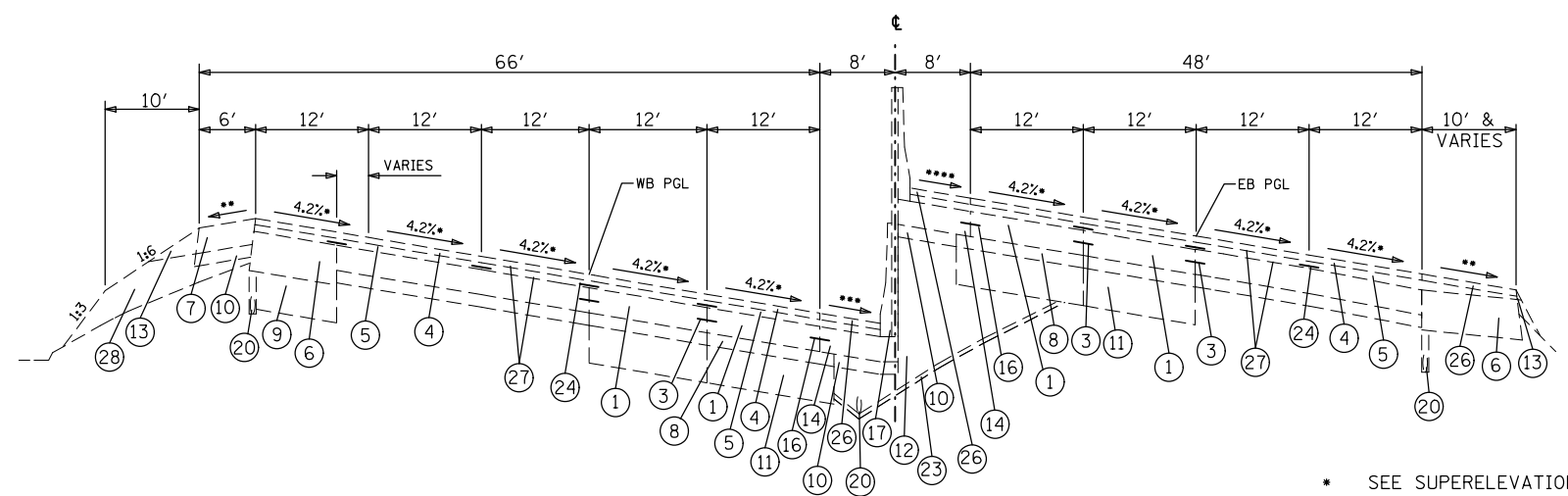


□ VARIES 0' (STA. 653+93.94) TO 6' (STA. 656+93.94)
 * ▣ SHOULDER PAVEMENT & SUB-BASE WIDTH VARY
 10' (STA. 656+93.94) TO 12' (STA. 657+93.94)

STA. 657+24.79 EB TO STA. 658+69.57 EB
 STA. 652+43.94 WB TO STA. 658+54.90 WB

- LEGEND
- ① CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 8"
 - ② CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 9"
 - ③ LONGITUDINAL CONSTRUCTION JOINT - USE NO. 6 EPOXY COATED DEFORMED TIE BARS AT 24" C-C AND 24" LONG, DRILLED AND GROUTED
 - ④ POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT, CLASS I (2")
 - ⑤ POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N105 (2-1/4" & VARIES)
 - ⑥ 13" BITUMINOUS SHOULDER
 - ⑦ 8" BITUMINOUS SHOULDER
 - ⑧ STABILIZED SUB-BASE 4"
 - ⑨ SUB-BASE GRANULAR MATERIAL, TYPE B 12"
 - ⑩ SUB-BASE GRANULAR MATERIAL, TYPE A 4"
 - ⑪ AGGREGATE SUBGRADE 12"
 - ⑫ POROUS GRANULAR EMBANKMENT, SUBGRADE
 - ⑬ AGGREGATE SHOULDER, TYPE B
 - ⑭ PORTLAND CEMENT CONCRETE SHOULDERS 8"
 - ⑮ PORTLAND CEMENT CONCRETE SHOULDERS 9"
 - ⑯ LONGITUDINAL CONSTRUCTION JOINT - USE 3/4 INCH EPOXY COATED SMOOTH DOWEL BARS AT 24" C-C AND 24" LONG
 - ⑰ CONCRETE BARRIER, CONCRETE BARRIER (MODIFIED), CONCRETE BARRIER (SPECIAL), OR CONCRETE BARRIER TRANSITION
 - ⑱ GUARDRAIL
 - ⑲ BITUMINOUS SHOULDER CURB
 - ⑳ PIPE UNDERDRAINS 6"
 - ㉑ SLOTTED DRAIN STRUCTURE
 - ㉒ STORM SEWER
 - ㉓ FILTER FABRIC
 - ㉔ STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - ㉕ NOISE ABATEMENT WALL
 - ㉖ BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 (2")
 - ㉗ BITUMINOUS MATERIALS (PRIME COAT)
 - ㉘ EMBANKMENT



STA. 658+69.57 EB TO STA. 661+10.04
 STA. 658+54.90 WB TO STA. 662+84.20
 STA. 662+84.20 TO STA. 672+93.94

- * SEE SUPERELEVATION TRANSITION DETAILS FOR PAVEMENT SUPERELEVATION.
- ** WHEN THE SUPERELEVATION RATE IS 4% OR LESS, THE SHOULDER SLOPE IS 4%. WHEN PAVEMENT SUPERELEVATION RATE EXCEEDS 4%, THE MAXIMUM ALGEBRAIC DIFFERENCE IN CROSS SLOPE IS 8%.
- *** WHEN THE SUPERELEVATION RATE IS 4% OR LESS, THE SHOULDER SLOPE IS 4%. WHEN PAVEMENT SUPERELEVATION RATE EXCEEDS 4%, THE SHOULDER SLOPE SHOULD EQUAL ADJACENT PAVEMENT SUPERELEVATION RATE.
- **** SHOULDER SLOPE SHOULD EQUAL ADJACENT PAVEMENT SUPERELEVATION RATE.

FILE NAME =	USER NAME = conoverpj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\conoverpj\d0329453\d076gl8-sh-typical.dgn		DRAWN -	REVISED -		64	82-(4,5,6,7)-1R-1	ST. CLAIR	55	12			
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		CONTRACT NO. 76G18							
PLOT DATE = 3/26/2013		DATE -	REVISED -		SCALE:	SHEET NO. 8 OF 11 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		