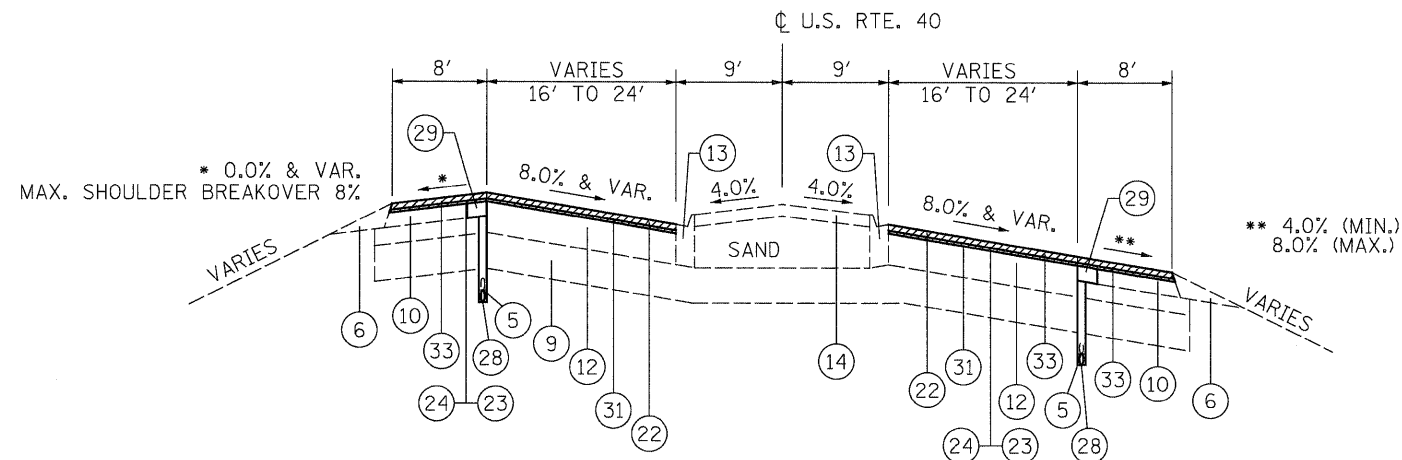


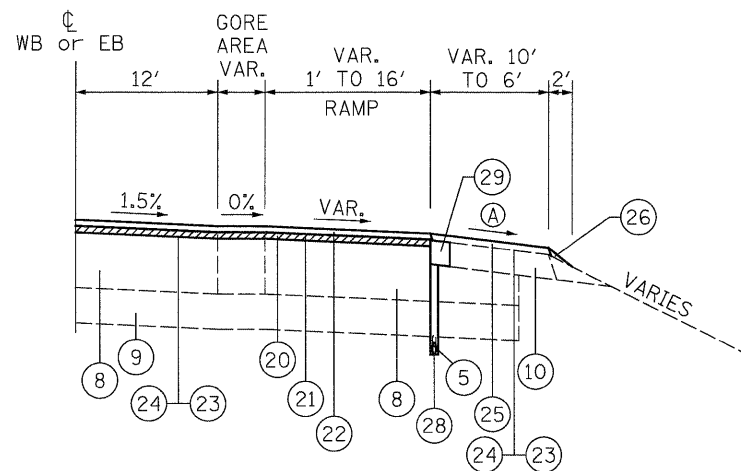
LEGEND

- 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"



**U.S. RTE. 40 TYPICAL SECTION
(U.S. ROUTE 40 INTERCHANGE)**

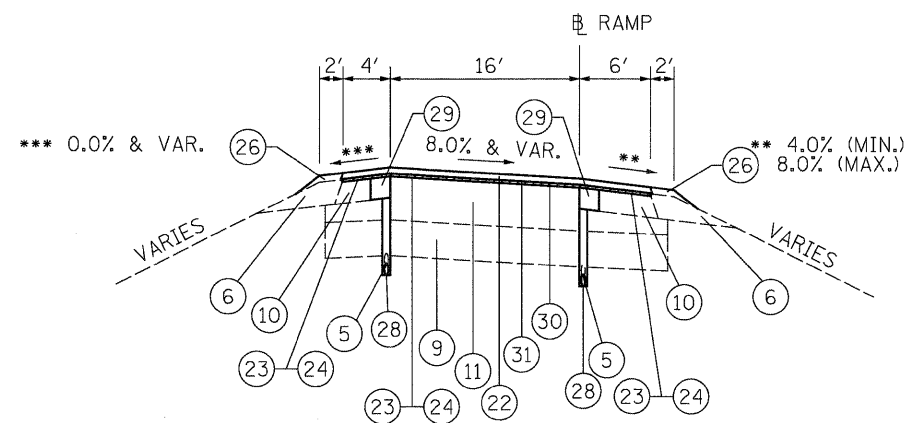
STA. 132+87.25 TO STA. 144+35.89 END OF WEST BRIDGE APPROACH PAVEMENT
STA. 147+10.14 END OF EAST BRIDGE APPROACH PAVEMENT TO STA. 160+59.95 (END RESURFACING)



**RAMP TERMINAL TYPICAL SECTION
(U.S. ROUTE 40 INTERCHANGE)**

RAMP 1, 2, 3, & 4

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



**RAMP TYPICAL SECTION
(U.S. ROUTE 40 INTERCHANGE)**

RAMP 1, 2, 3, & 4

RAMP STAGING

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10' OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

SIGNS, BARRICADES, AND FLAGGER SHALL BE AS DETAILED IN STANDARD 701456. WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

LONGITUDINAL DIMENSIONS AS SHOWN ON STANDARD 701456, MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

• 60-(7,8,9,10)RS, 60-(8,9,10)BR

FILE NAME = ... \0876A73-ahh-typical.dgn Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	USER NAME = SJS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS				F.A.I. RTE. 70	SECTION *	COUNTY MADISON	TOTAL SHEETS 150	SHEET NO. 13
	PLOT SCALE = 8.0000' / IN. PLOT DATE = 06/12/2009 09:16:37	CHECKED -	REVISED -		REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 76A73	