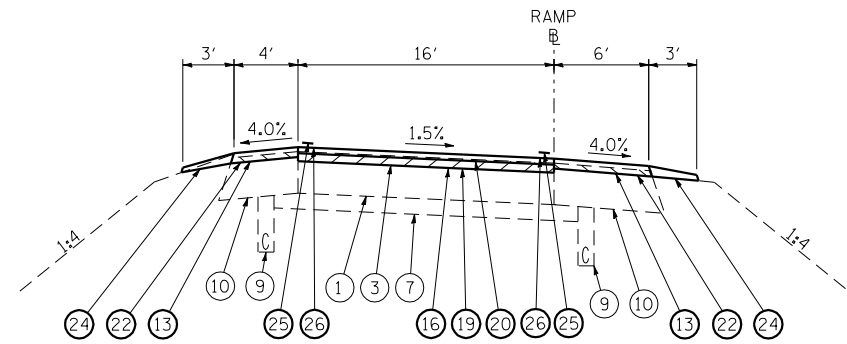


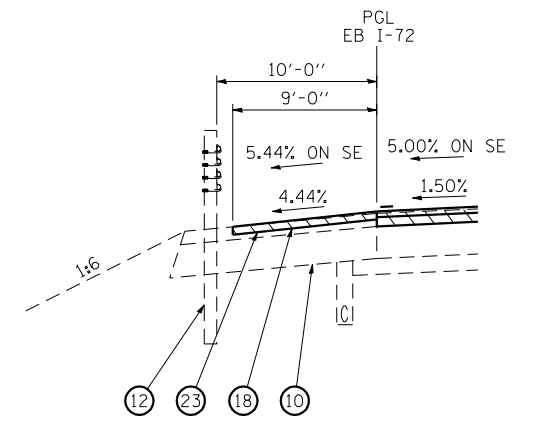
* CH 10 RAMP A STA. 106+62.40 TO STA. 112+32.80
 * CH 10 RAMP A STA. 114+72.80 TO STA. 118+54.50
 * CH 10 RAMP B STA. 202+38.46 TO STA. 206+26.03
 * CH 10 RAMP B STA. 208+66.03 TO STA. 214+70.88
 * CH 10 RAMP C STA. 306+62.40 TO STA. 312+32.80
 * CH 10 RAMP C STA. 314+72.80 TO STA. 318+54.50
 * CH 10 RAMP D STA. 402+38.46 TO STA. 406+26.03
 * CH 10 RAMP D STA. 408+66.03 TO STA. 414+70.88
 RTE 54 RAMP A STA. 108+42.04 TO STA. 113+36.88
 RTE 54 RAMP B STA. 222+06.27 TO STA. 229+22.91

RTE 54 RAMP B STA. 231+62.91 TO STA. 238+27.61
 RTE 54 RAMP C STA. 306+62.22 TO STA. 310+51.34
 RTE 54 RAMP D STA. 418+73.82 TO STA. 425+77.97
 RTE 54 RAMP D STA. 428+17.97 TO STA. 434+83.34
 RTE 4 RAMP B STA. 202+76.16 TO STA. 206+14.47
 RTE 4 RAMP B STA. 208+49.29 TO STA. 215+76.58
 RTE 4 RAMP C STA. 306+60.86 TO STA. 312+97.07
 RTE 4 RAMP D STA. 402+86.64 TO STA. 406+16.62
 RTE 4 RAMP D STA. 408+76.70 TO STA. 415+79.01



* CH 10 RAMP A STA. 112+32.80 TO STA. 114+72.80
 * CH 10 RAMP A STA. 118+54.50 TO STA. 120+84.96
 * CH 10 RAMP B STA. 200+23.00 TO STA. 202+38.46
 * CH 10 RAMP B STA. 206+26.03 TO STA. 208+66.03
 * CH 10 RAMP C STA. 312+32.80 TO STA. 314+72.80
 * CH 10 RAMP C STA. 318+54.50 TO STA. 320+84.96
 * CH 10 RAMP D STA. 400+23.00 TO STA. 402+38.46
 * CH 10 RAMP D STA. 406+26.03 TO STA. 408+66.03
 RTE 54 RAMP B STA. 221+46.84 TO STA. 222+06.27

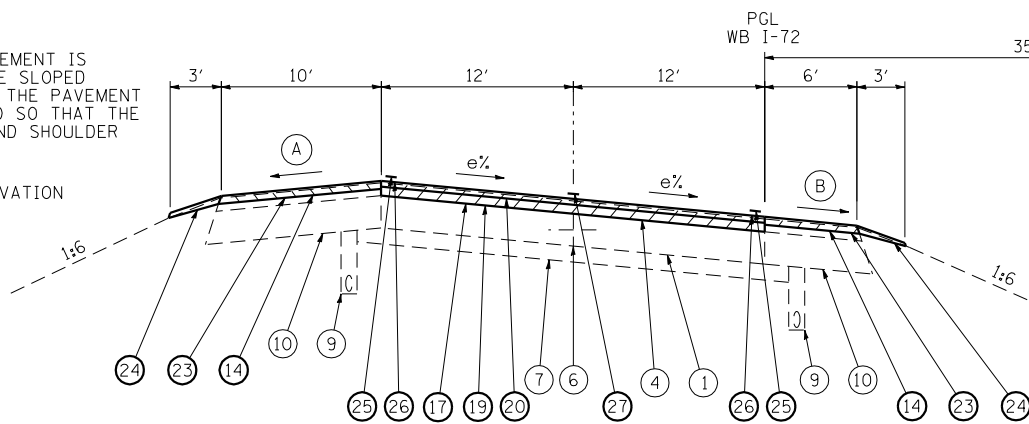
RTE 54 RAMP B STA. 229+22.91 TO STA. 231+62.91
 RTE 54 RAMP C STA. 310+51.34 TO STA. 311+11.46
 RTE 54 RAMP D STA. 418+27.27 TO STA. 418+73.82
 RTE 54 RAMP D STA. 425+77.97 TO STA. 428+17.97
 RTE 4 RAMP B STA. 200+57.96 TO STA. 202+76.16
 RTE 4 RAMP B STA. 206+14.47 TO STA. 208+49.29
 RTE 4 RAMP D STA. 400+56.00 TO STA. 402+86.64
 RTE 4 RAMP D STA. 406+16.62 TO STA. 408+76.70



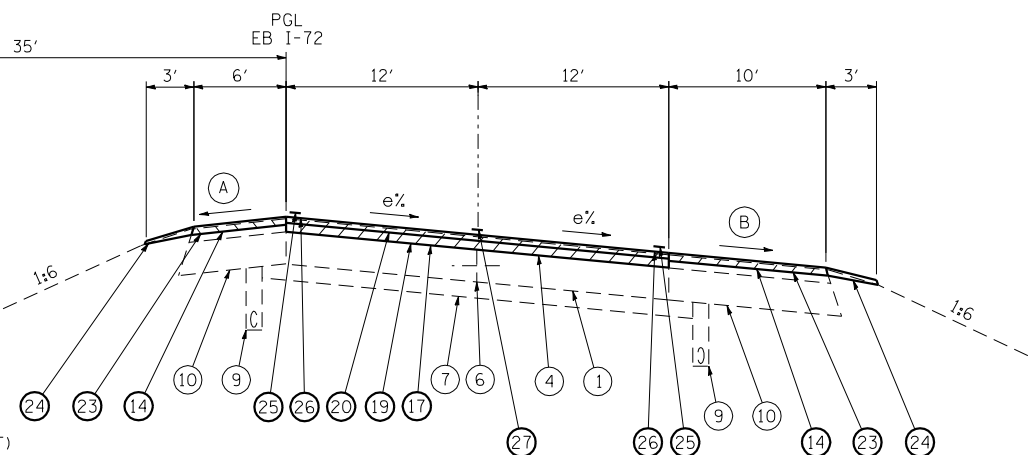
DETAIL A

EB I-72 INSIDE SHOULDER STA. 479+49.00 TO STA. 554+00.00

- (A) WHEN THE SUPERELEVATION RATE OF THE PAVEMENT IS BETWEEN 0% AND 4%, THE SHOULDER SHALL BE SLOPED AT 4%. WHEN THE SUPERELEVATION RATE OF THE PAVEMENT EXCEEDS 4%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETWEEN PAVEMENT AND SHOULDER WILL NOT BE GREATER THAN 8%.
- (B) SLOPE SHALL BE THE SAME AS THE SUPERELEVATION RATE, BUT NOT LESS THAN 4%.

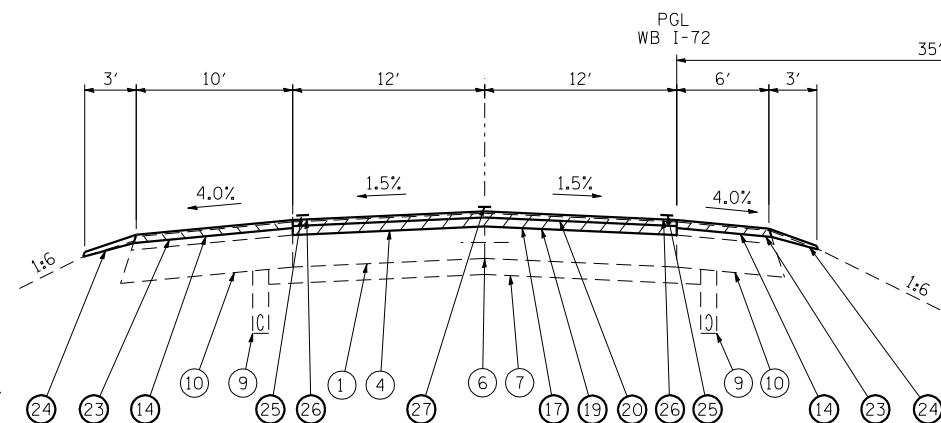


STA. 501+92.78 TO STA. 517+03.96 (LT)
 STA. 403+54.02 TO STA. 418+65.20 (RT)

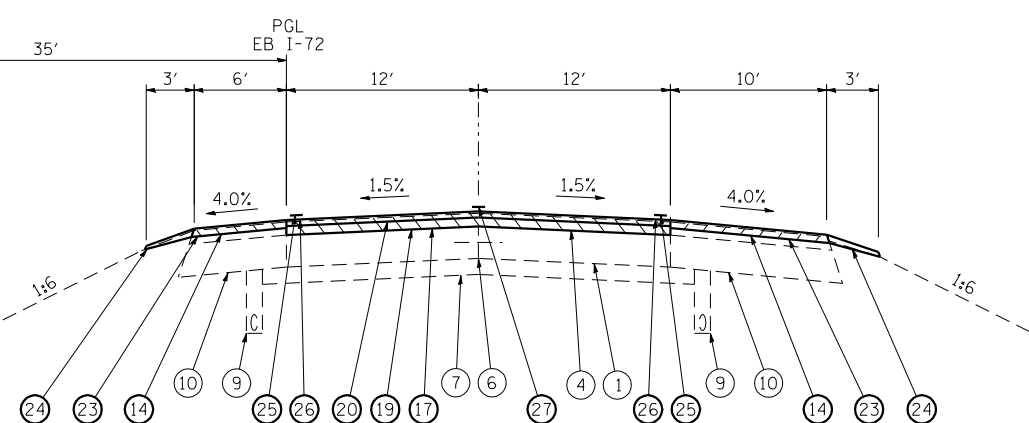


LEGEND

- 1 EXISTING CRCP PAVEMENT 8"
- 2 EXISTING FULL DEPTH HMA PAVEMENT, 15 1/4"
- 3 EXISTING BITUMINOUS CONCRETE 2 1/2"
- 4 EXISTING BITUMINOUS CONCRETE 3 1/4"
- 5 EXISTING BITUMINOUS BASE COURSE 13"
- 6 EXISTING LONGITUDINAL JOINT
- 7 EXISTING STABILIZED SUBBASE 4"
- 8 EXISTING SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- 9 EXISTING UNDERDRAIN
- 10 EXISTING BITUMINOUS SHOULDER, 11 1/4"
- 11 EXISTING BITUMINOUS SHOULDER, 15 1/4"
- 12 EXISTING CABLE ROAD GUARD
- 13 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- 14 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- 15 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- 16 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- 17 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"
- 18 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- 19 PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"
- 20 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90, 1 1/2"
- 21 PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90, 2"
- 22 PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
- 23 PROPOSED HOT-MIX ASPHALT SHOULDERS, 2" (W/RUMBLE STRIPS STD. 642001)
- 24 PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- 25 PROPOSED MODIFIED URETHANE PAVEMENT MARKING, LINE 5"
- 26 PROPOSED GROOVING FOR RECESSED PAVEMENT MARKING, 6"
- 27 PROPOSED PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), LINE 5"
- 28 PROPOSED MODIFIED URETHANE PAVEMENT MARKING, LINE 6"



STA. 517+03.96 TO STA. 554+00.00
 STA. 418+65.20 TO STA. 501+92.78
 STA. 379+01.88 TO STA. 403+54.02
 STA. 1345+01.88 TO STA. 1379+01.88
 * STA. 405+78.88 TO STA. 506+80.50



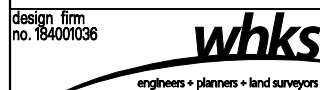
* USE POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90, 1 1/2" FOR TOP LIFT OF RESURFACING IN THESE AREAS.

STATION EQUATIONS
 STA. 506+80.50 BK. = STA. 1345+01.88 AH.
 STA. 1379+01.88 BK. = STA. 379+01.88 AH.

BRIDGE OMISSIONS
 STA. 1368+34.01 TO STA. 1370+66.01 EB
 STA. 1369+35.55 TO STA. 1371+67.55 WB
 STA. 422+98.91 TO STA. 425+22.91 EB
 STA. 424+14.79 TO STA. 426+38.79 WB

NOTES

1. MILL TO BARE CONCRETE AT INDICATED LOCATIONS.
2. NO PROPOSED RUMBLE STRIPS WILL BE PLACED ON INTERCHANGE RAMP SHOULDERS.
3. MATCH EXISTING SUPERELEVATION ON CURVES. SEE PLANS FOR SUPERELEVATION RATES.



USER NAME = gjameson	DESIGNED -	REVISED
FILE NAME = D672854.sht_typical.dgn	CHECKED -	REVISED
PLOT SCALE = 12.0000' / IN.	DRAWN -	REVISED
PLOT DATE = 8/25/2014	CHECKED -	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: NTS SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
72		SANGAMON	163	28
* (84-9-2&3)RS-2&MISC STRUC REP			CONTRACT NO. 72B54	
ILLINOIS FED. AID PROJECT				