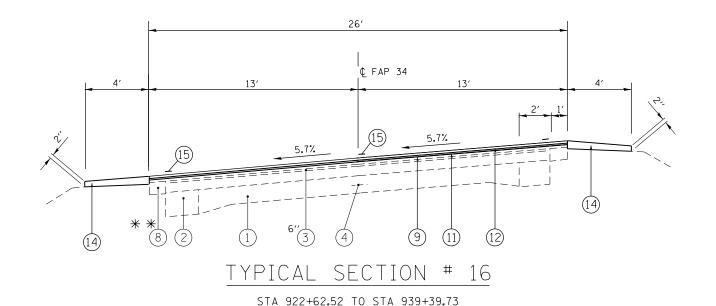


STA 889+50.36 TO STA 891+26.09

STA 891+89.52 TO STA 893+63.32



** EXISTING 1' PAVED SHOULDER
TO BE REMOVED AT VARIOUS
LOCATIONS. THE RESIDENT
ENGINEER WILL DETERMINE
THE LOCATIONS.

STA 942+68.54 TO STA 953+97.92

LEGEND

- (1) EX 9-7-9 PCC PAVEMENT
- (2) EX HMA BASE COURSE WIDENING
- (3) EX HMA SURFACE
- (4) EX METAL JOINT WITH $\frac{1}{2}$ " DIA BAR
- (5) EX HMA SHOULDER
- (6) EX CONCRETE GUTTER
- (7) EX PIPE UNDERDRAIN
- (8) EX HMA 1' SAFETY SHOULDER
- 9 PR HMA SURFACE REMOVAL
 (VARIABLE DEPTH)
- (10) PR HMA SURFACE REMOVAL 2 1/4"
- 11) PR LEVELING BINDER COURSE (MACHINE METHOD) 3/4"
- (12) PR HMA SURFACE COURSE, $1\frac{1}{2}$ "
- (13) PR HMA SHOULDER, 6"
- (14) PR AGGREGATE WEDGE SHOULDERS TYPE B
- (15) PR PAVEMENT MARKING LINE 5"
- (16) PR HMA SHOULDER, (2 1/4")

NOTE:

- 1. WHEN THE SUPERELEVATION RATE OF PAVEMENT IS BETWEEN 0.0% AND 4.0%, THE SHOULDER SLOPE SHALL BE SLOPED AT 4.0%. WHEN THE SUPER ELEVATION RATE OF PAVEMENT EXCEEDS 4.0%, THE SHOULDER SHALL BE SLOPED SO THAT THE ALGEBRAIC DIFFERENCE BETEWEN THE PAVEMENT AND SHOULDER IS 8.0%.
- 2. OUTSIDE AGGREGATE SHOULDER THICKNESS
 HAS BEEN INCREASED FROM PAST DISTRICT 6
 DESIGNS OF 1". THIS ADDITIONAL THICKNESS IS TO
 PROVIDE D6 OPERATIONS ADDITIONAL MATERIAL
 TO PULL UP FOR MAINTENANCE PURPOSES.
- 3. WHERE THE EARTH SHOULDER IS NOT WIDE ENOUGH FOR A 4' AGGREGATE SHOULDER, MATCH THE EARTH SHOULDER WIDTH.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -		TYPICAL SECTIONS FAP 34 (IL 97)				F.A.P.	SECTION	COUNTY	TOTAL	SHEET	
c:\pw_work\pwidot\sparksgw\d0313568\D67	F71-sht-typical.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS					34	(2)RS-4-(3)RS-5	MENARD	45	22	
	PLOT SCALE = 6.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						12.110 14.0110 0	CONTRAC	L NO.	72F 71	
Default	PLOT DATE = Jun-06-2014 02:14:11PM	DATE -	REVISED -		SCALE:	SCALE: SHEET OF SHEETS STA.			TO STA.		ILLINOIS FED.	AID PROJECT		