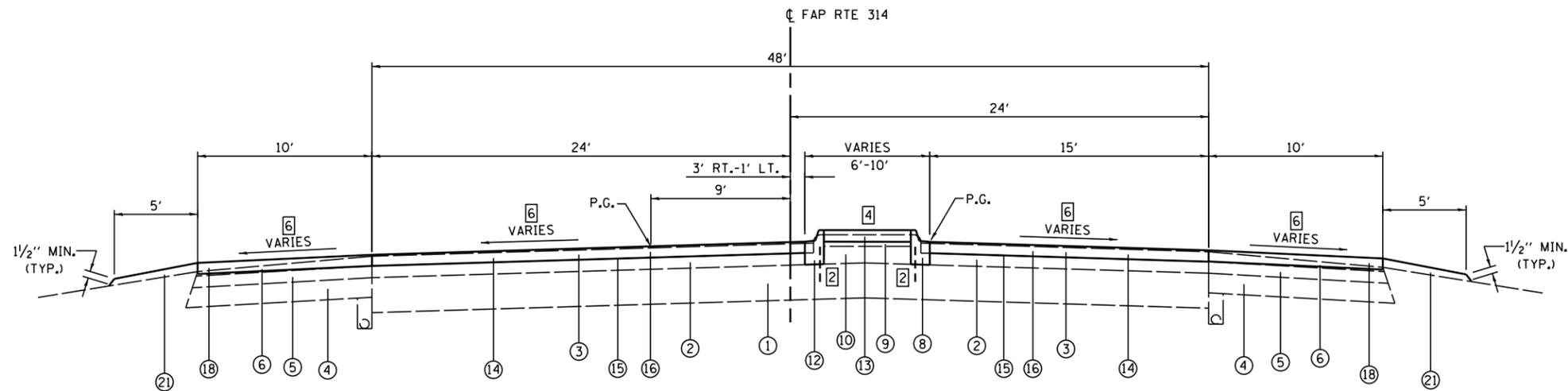


**FAP ROUTE 314 (IL ROUTE 4)**  
STA. 45+17.00 TO STA. 46+25.00

- ① EXISTING CONCRETE PAVEMENT, 9"
- ② EXISTING HMA SURFACE COURSE, 3"
- ③ EXISTING HMA SURFACE COURSE, 2 1/4"
- ④ EXISTING STABILIZED BASE COURSE, 5"
- ⑤ EXISTING HMA SHOULDER, 3"
- ⑥ EXISTING HMA SHOULDER, 2 1/4"-1"
- ⑦ EXISTING CONC MEDIAN W/M-6.06 MOD. CURB AND GUTTER (TO BE REMOVED)
- ⑧ EXISTING M-6.06 MODIFIED CONC CURB & GUTTER (TO BE REMOVED)
- ⑨ EXISTING CONC MEDIAN SURFACE (TO BE REMOVED)
- ⑩ EXISTING SUBBASE GRANULAR MATERIAL
- ⑪ PROPOSED CONCRETE MEDIAN, TYPE SM-6.06
- ⑫ PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.06
- ⑬ PROPOSED CONCRETE MEDIAN SURFACE, 4 INCH
- ⑭ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑮ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 2 1/4"
- ⑰ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N70 1 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 2 1/4"
- ⑱ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) HOT-MIX ASPHALT SHOULDERS 18"
- ⑲ PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) HOT-MIX ASPHALT SHOULDERS 18"
- ⑳ PROPOSED COARSE AGGREGATE FILL
- ㉑ PROPOSED AGGREGATE SHOULDERS, TYPE B



**FAP ROUTE 314 (IL ROUTE 4)**  
STA. 46+25.00 TO STA. 47+25.00

**NOTE:**

- ① EXISTING CONC. MEDIAN IS PINNED TO EXISTING CONC. PVMT. BY 3/4"x12" DOWEL BAR AT 20' CTRS. EX. REINFORCEMENT SHALL BE CUT FLUSH TO EX. CONCRETE PAVEMENT.
- ② EXISTING CONC. CURB & GUTTER IS PINNED TO EXISTING CONC. PVMT. BY 3/4"x12" DOWEL BAR AT 5' CTRS. A #4 BAR RUNS LONGITUDINAL IN CURB & GUTTER. EX. VERTICAL REINFORCEMENT SHALL BE CUT FLUSH TO EX. CONC. PAVEMENT.
- ③ TRANSITION CONCRETE MEDIAN FROM EXISTING HEIGHT TO PROPOSED HEIGHT FROM STA. 45+17.00 TO STA. 45+37.00.
- ④ CONTRACTOR SHALL ADD ADDITIONAL SUBBASE GRANULAR MATERIAL, TYPE C AS NECESSARY FOR CONC. MEDIAN SURFACE SUBGRADE. COST SHALL BE INCLUDED IN UNIT PRICE FOR CONCRETE MEDIAN SURFACE, 4 INCH.
- ⑤ TRANSITION CONCRETE MEDIAN FROM PROPOSED HEIGHT TO EXISTING HEIGHT FROM STA. 53+55.00 TO STA. 53+75.00
- ⑥ TRANSITION PAVEMENT AND SHOULDER SLOPES FROM EXISTING TO 1.50% AND 4.00%, STA. 45+17.00 TO STA. 45+67.00 PAVEMENT AND SHOULDER SLOPE SHALL BE 1.50% AND 4.00% FROM STA. 45+67.00 TO STA. 47+25.00
- ⑦ TRANSITION PAVEMENT AND SHOULDER SLOPES FROM 1.50% AND 4.00% TO 1.56% AND 2.08%, STA. 47+25.00 TO STA. 48+24.32 TRANSITION PAVEMENT AND SHOULDER SLOPE FROM 1.56% AND 2.08% TO 1.50% AND 4.00%, STA. 51+74.86 TO STA. 52+75.00
- ⑧ PAVEMENT AND SHOULDER SLOPES SHALL BE 1.50% AND 4.00% FROM STA. 52+75.00 TO STA. 53+25.00 TRANSITION PAVEMENT AND SHOULDER SLOPES FROM 1.50% AND 4.00% TO EXISTING, STA. 53+25.00 TO STA. 53+75.00

FILE NAME = P:\10E2166-10\60-2HB-2 76010 FAI 55\CADD	USER NAME = \$USER\$	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS FAI 55</b>		F.A.I. RTE. 55	SECTION 60-2HB-2	COUNTY MADISON	TOTAL SHEETS 52	SHEET NO. 9	
Sheets\0876010-sht-typical.dgn	DRAWN - MGM	REVISED -	REVISED -		SCALE:	SHEET 1 OF 3 SHEETS	STA.	TO STA.	<b>CONTRACT NO. 76010</b>			
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							
Default	DATE - 6/30/14	REVISED -	REVISED -									