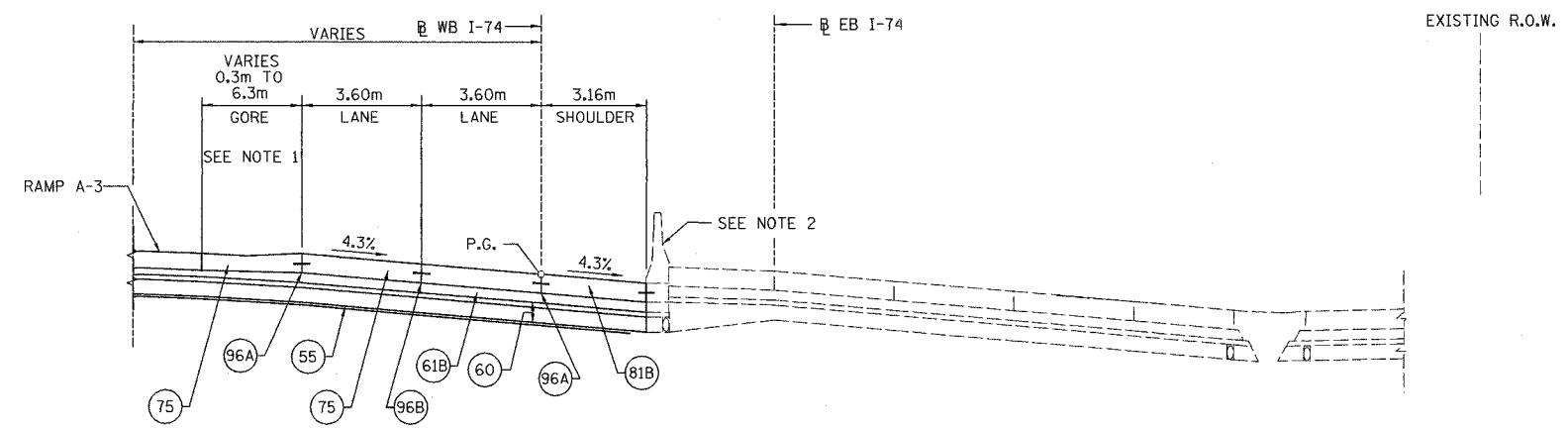
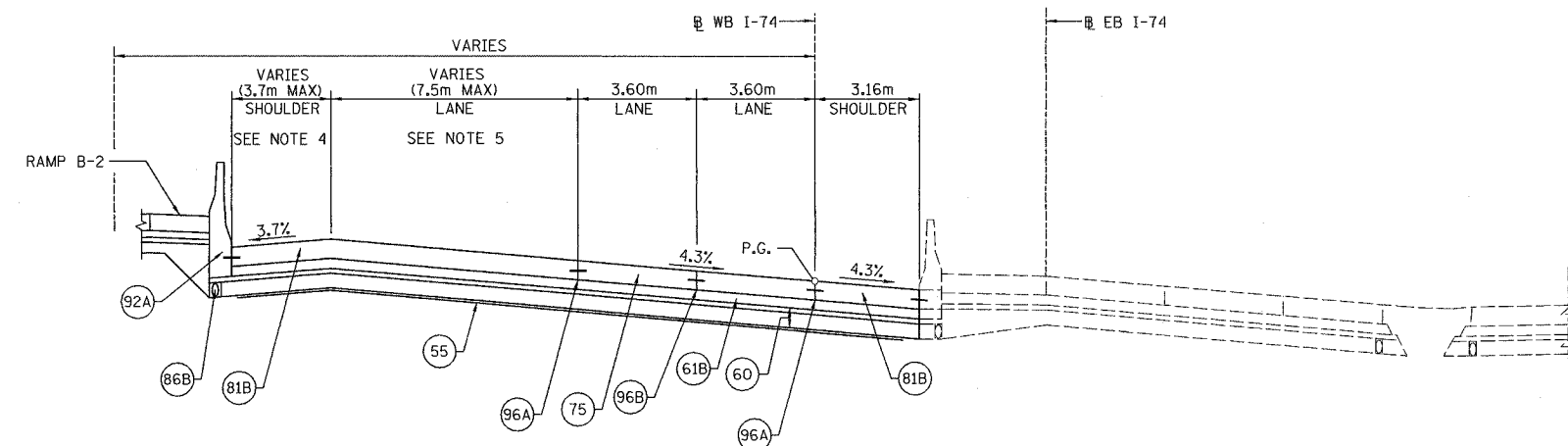


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(72-7)R-3	PEORIA	1340	35
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



TYPICAL SECTION-8  
FAI ROUTE 74  
STA. 143+621.043 WB TO 143+820.000 WB



TYPICAL SECTION-9  
FAI ROUTE 74  
STA. 143+820.000 WB TO 144+220.000 WB

LEGEND:

- 52A PR TOPSOIL, FURNISH AND PLACE, 100mm
- 54 PR POROUS GRANULAR EMBANKEMENT
- 55 PR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 60 PR AGGREGATE SUB-BASE, 300 mm
- 61B PR BITUMINOUS CONCRETE BINDER COURSE SUPERPAVE IL-19.0L (LOW ESAL), 150 mm
- 70 PR INCIDENTAL BITUMINOUS SURFACING
- 75 PR CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 290 mm
- 79 PR AGGREGATE SHOULDERS, TYPE B
- 81B PR PORTLAND CEMENT CONCRETE SHOULDERS, 290 mm
- 86A PR PIPE UNDERDRAINS 100 mm
- 86B PR PIPE UNDERDRAINS 150 mm
- 88 PR CONCRETE GUTTER, TYPE A (MODIFIED)
- 92A PR CONCRETE BARRIER, DOUBLE FACE
- 96A PR LONGITUDINAL CONSTRUCTION JOINT
- 96B PR SAWED LONGITUDINAL JOINT

NOTES:

1. PROPOSED GORE VARIES FROM STA. 143+621.043(WB) TO STA. 143+730.577(WB). FROM STA. 143+730.577(WB) TO STA. 143+820.000(WB) SEE RAMP A-3 TYPICAL SECTION 1.
2. PROPOSED CONCRETE MEDIAN BARRIER, DOUBLE FACE APPLIES BETWEEN STA. 143+570.000 (WB) TO STA. 143+630.000 (WB)
3. PROPOSED CONCRETE MEDIAN BARRIER, DOUBLE FACE APPLIES BETWEEN STA. 143+580.465 (WB) TO STA. 144+029.947 (WB)
4. PROPOSED SHOULDER TRANSITION FROM 3.74m AT STA. 143+820(WB) TO 2.83m AT STA. 144+029.732(WB). GORE EXISTS BETWEEN STA. 144+029.732(WB) AND STA. 144+146.191(WB), VARYING BETWEEN 6.3m AND 0.3m. AT STA. 144+146.191(WB) SHOULDER RETURNS WITH A WIDTH OF 1.8m AND TRANSITIONS FROM 1.8m AT STA. 144+197.354(WB) TO 3.0m AT STA. 144+220.000(WB). SEE CONCRETE BARRIER LAYOUT DETAIL FOR LAYOUT OF BARRIER AND ADJACENT SHOULDERS.
5. PROPOSED 7.5m LANE IS INTRODUCED WITH THE DIVERGENCE OF RAMP B-2 FROM THE MAINLINE AT STA. 144+146.191(WB) AND TRANSITIONS TO 3.6m AT STA. 144+220.000(WB).
6. PROPOSED GUARDRAIL APPLIES BETWEEN STA. 144+152.220 TO STA. 144+718.000.
7. MEDIAN PIPE UNDERDRAINS TO OUTLET INTO MEDIAN STORM SEWER SYSTEM.
8. OFFSET PIPE UNDERDRAINS TO AVOID CONFLICTS WITH BRIDGES, LIGHTING FOUNDATIONS AND DRAINAGE STRUCTURE ELEMENTS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
TYPICAL SECTIONS  
FAI ROUTE 74 (I-74) (WB)  
PROPOSED MAINLINE  
DRAWN BY CADD  
CHECKED BY MWP  
DATE 11/12/04

