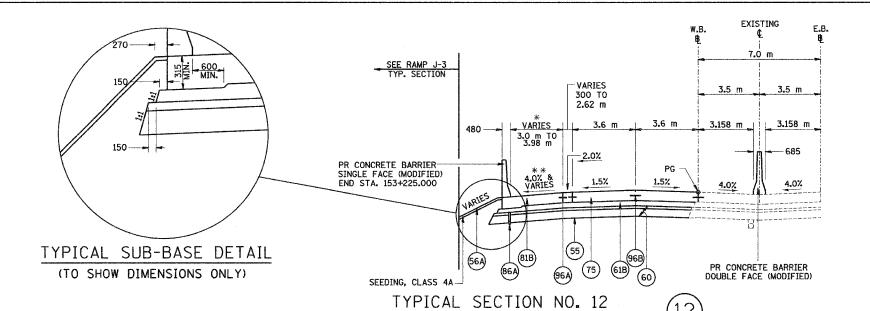
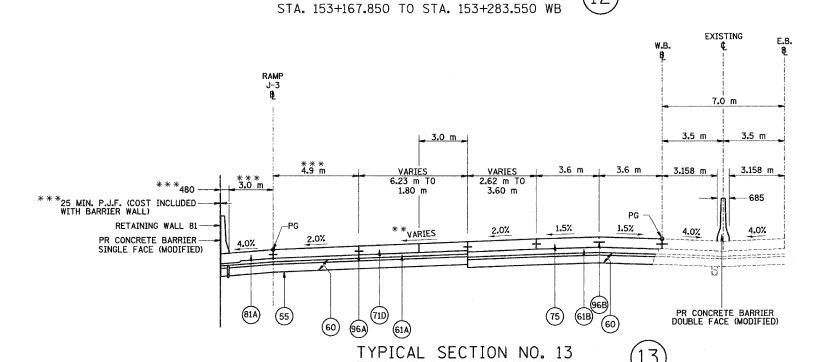


* (90-ii)R-2; 90(13,i4,i4-i)R-i





* SEE IMPACT ATTENUATOR DETAIL SHEET

** SEE RAMP GORE & PAVEMENT JOINT DETAIL SHEET

 $^{*\,*\,*}$ AT RIGHT ANGLES TO RAMP J-3 BL

55 PR GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

(56A) PR FURNISH AND PLACE TOPSOIL, 100 MM

(60) PR AGGREGATE SUB-BASE, 300 MM

61A PR BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0L (LOW ESAL), 100MM

61B PR BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0L (LOW ESAL), 150MM

PR PORTLAND CEMENT CONCRETE PAVEMENT 250MM (JOINTED)

75) PR CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 290 MM

(79) PR AGGREGATE SHOULDERS, TYPE B

LEGEND

PR PORTLAND CEMENT CONCRETE SHOULDERS 250 MM

81B) PR PORTLAND CEMENT CONCRETE SHOULDERS, 290 MM

82) PR RETAINING WALL (SEE WALL PLANS)

86A) PR PIPE UNDERDRAINS, 100 MM

(86B) PR PIPE UNDERDRAINS, 150 MM

(88) PR CONCRETE GUTTER, TYPE A (MODIFIED) (89B) PR COMB. CONCRETE C&G, TYPE B-15.60

(89K) PR COMB. CONCRETE C&G, TYPE B-15.45

STA. 153+283.550 TO STA. 153+332.844 WB

(96A) PR LONGITUDINAL CONSTRUCTION JOINT (TYPICAL)

(96B) PR SAWED LONGITUDINAL JOINT (TYPICAL)

NOTES:

SHOULDERS ADJACENT TO THE HIGH SIDE OF SUPERELEVATED PAVEMENT SHALL BE 4% OR 8% MINUS THE RATE OF SUPER, WHICHEVER IS LESS. ADJACENT TO THE LOW SIDE OF SUPERELEVATED PAVEMENT SHOULDERS SHALL HAVE A SLOPE OF 4% OR THE RATE OF SUPER, WHICHEVER IS GREATER.

ALL DIMENSIONS ARE IN MILLIMETERS (mm) UNLESS OTHERWISE STATED.

(60) IS SHOWN IN TWO LAYERS TO DENOTE THE TWO GRADATIONS THAT MAKE UP THIS PAY ITEM.

REVISIONS NAME **URS**

ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 74 (I-74)

PROPOSED TYPICAL SECTIONS FAI ROUTE 74 (I-74) (WB) NUMBERS 12 & 13

DRAWN BY DER

DATE 12-20-04

CHECKED BY MLB