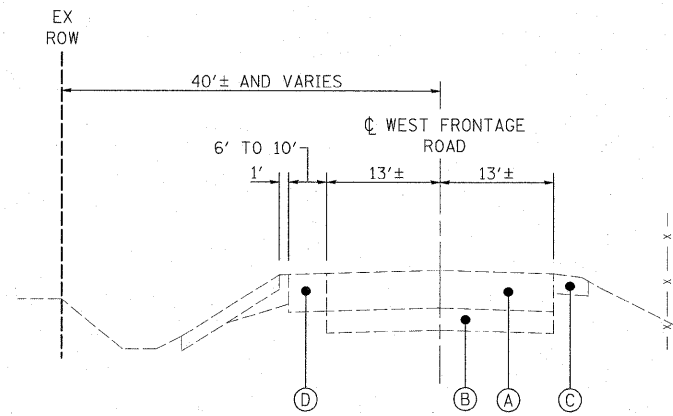
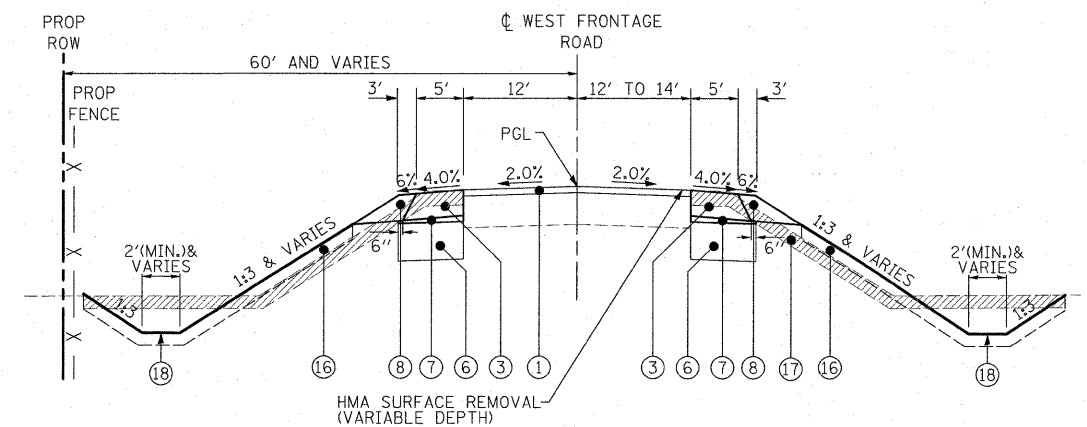


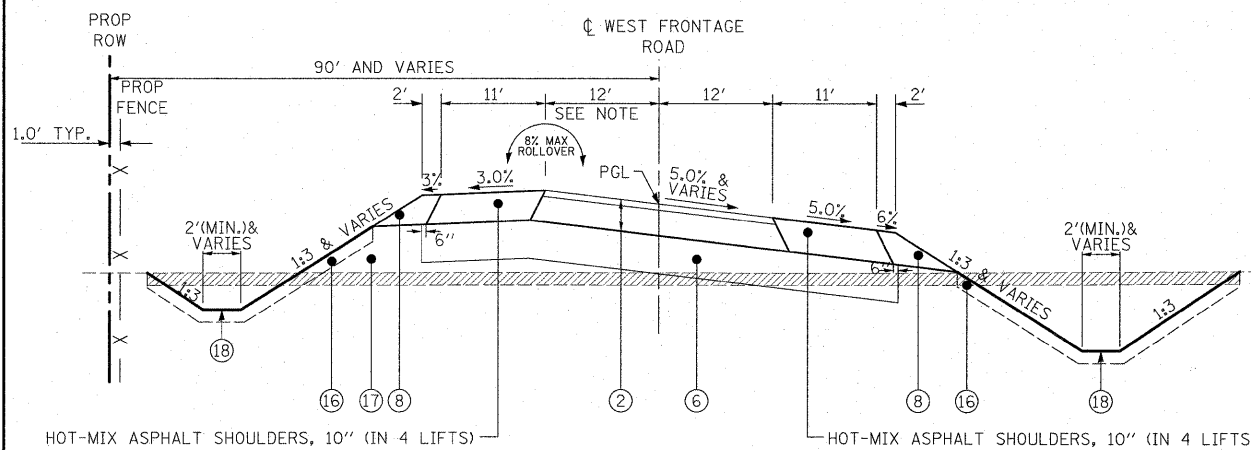
RESURFACING TYPICAL SECTION - WEST FRONTAGE ROAD
STA. 4993+41.47 TO STA. 5009+50



EXISTING TYPICAL SECTION - WEST FRONTAGE ROAD
STA. 6000+00 TO STA. 6078+00



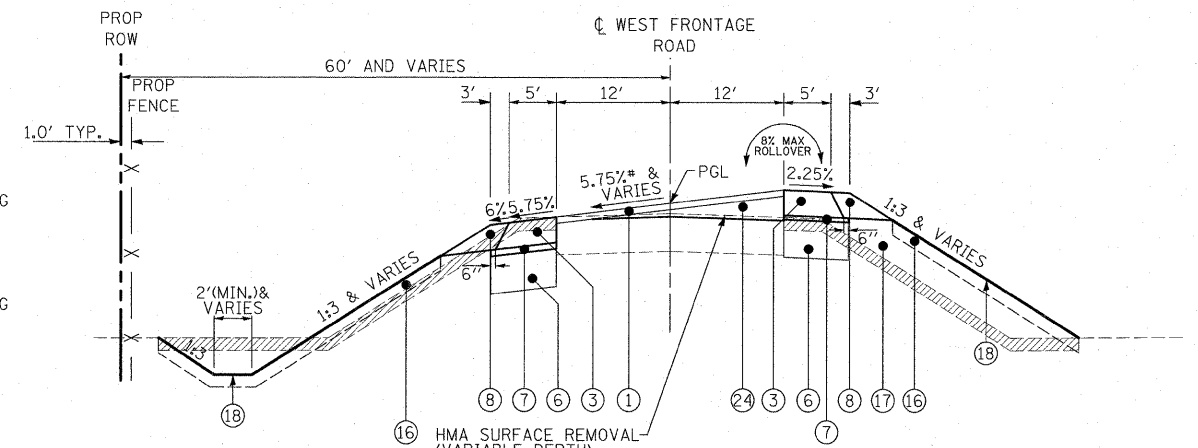
PROPOSED TYPICAL SECTION - WEST FRONTAGE ROAD ON TANGENT
STA. 5009+50.00 TO STA. 5010+08.56



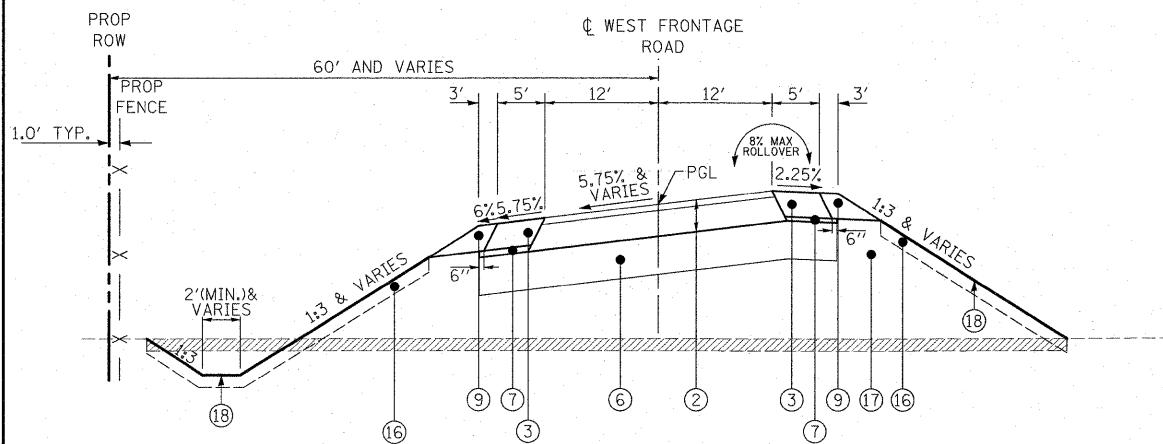
PROPOSED TYPICAL SECTION - WEST FRONTAGE ROAD ON CURVE
STA. 5020+83.57 TO STA. 5021+64.57 (S.E. TRANSITION)
STA. 5021+64.57 TO STA. 5023+67.85 (FULL S.E. 5.00%)
STA. 5023+67.85 TO STA. 5024+81.85 (S.E. TRANSITION)

NOTE: LT LANE VARIES FROM 12' TO 16.4'
STA. 5023+94.85 TO STA. 5024+61.4

*PAVEMENT SLOPE TRANSITION
SB LANE:
STA. 5009+50.00 = MATCH EXISTING
STA. 5010+00.00 = 2.00%
STA. 5010+56.66 = 2.00%
STA. 5011+94.56 = 5.75%
NB LANE:
STA. 5009+50.00 = MATCH EXISTING
STA. 5010+00.00 = 2.00%
STA. 5010+08.56 = 2.00%
STA. 5011+94.56 = 5.75%
SB SHOULDER:
STA. 5009+50.00 = 4.00%
STA. 5011+30.16 = 4.00%
STA. 5011+94.56 = 5.75%
NB SHOULDER:
STA. 5009+00.00 = 4.00%
STA. 5011+52.56 = 4.00%
STA. 5011+94.56 = 2.25%



RESURFACING TYPICAL SECTION - WEST FRONTAGE ROAD
(STA. 5010+08.56 TO STA. 5014+00)



PROPOSED TYPICAL SECTION - WEST FRONTAGE ROAD ON CURVE
STA. 5014+00 TO STA. 5019+45.57 (FULL S.E. 5.75%)
STA. 5019+45.57 TO STA. 5020+83.57 (S.E. TRANSITION)

EXISTING LEGEND
(A) HMA PAVEMENT, 12" AND VARIES
(B) AGGREGATE BASE COURSE, 7" AND VARIES
(C) AGGREGATE SHOULDERS, VARIES
(D) PCC PAVEMENT, 10" OR HMA PAVEMENT, 12"

PROPOSED LEGEND
(1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
(2) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"
(3) HOT-MIX ASPHALT SHOULDERS, 8" (IN 3 LIFTS)
(4) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
(5) STABILIZED SUB-BASE - HOT MIX ASPHALT, 4 1/2"
(6) AGGREGATE SUBGRADE 12"
(7) SUB-BASE GRANULAR MATERIAL, TYPE B
(8) AGGREGATE SHOULDERS, TYPE B 8"
(9) AGGREGATE SHOULDERS, TYPE B 10"
(10) PORTLAND CEMENT CONCRETE SHOULDERS 10"
(11) PIPE UNDERDRAINS 6", 36" NOMINAL DEPTH
(12) NOT USED
(13) CONCRETE BARRIER BASE
(14) LONGITUDINAL CONSTRUCTION JOINT
NO. 8 x 24" TIE BARS AT 24" CTS.
(15) LONGITUDINAL SAWED JOINT
NO. 8 x 30" TIE BARS AT 30" CTS.
(16) TOPSOIL EXCAVATION AND PLACEMENT
(17) PROPOSED EMBANKMENT
(18) PROPOSED DRAINAGE DITCH
(19) REINFORCED FILL
(20) PAVEMENT (BY OTHERS)
(21) SHOULDERS (BY OTHERS)
(22) SUB-BASE (BY OTHERS)
(23) SUBGRADE (BY OTHERS)
(24) LEVELING BINDER (MACHINE METHOD), N70
TOPSOIL / UNSUITABLE EXCAVATION

TOPSOIL SHALL BE PLACED ONLY IN LOCATIONS OF PERMANENT SEEDING. SEE LANDSCAPE PLAN FOR LIMITS/LOCATIONS.

McDonough Associates Inc.
Engineers/Architects
180 East Randolph Street Chicago, Illinois 60601

FILE NAME = D162C31-SHT-TYPICAL 03.dgn	USER NAME = j1etour	DESIGNED - DMB	REVISED -
PLOT SCALE = 1:10		DRAWN - DMB	REVISED -
PLOT DATE = 1/29/2010		CHECKED - DLT	REVISED -
		DATE - 12/18/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N.T.S. SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE. 55	SECTION (99-1&2)AC-3	COUNTY WILL	TOTAL SHEETS 524	SHEET NO. 14
CONTRACT NO. 60C31				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL