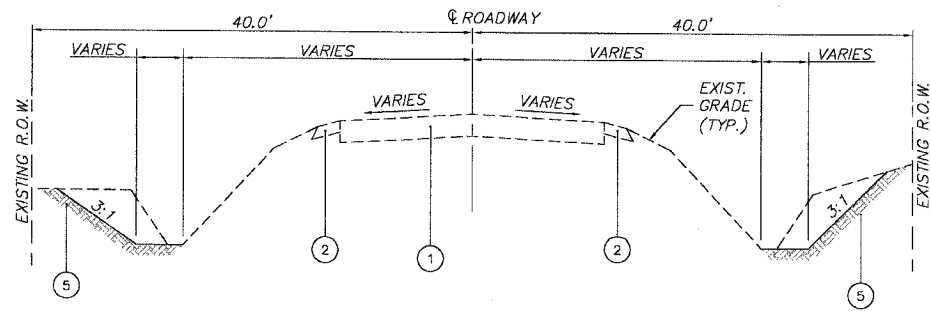


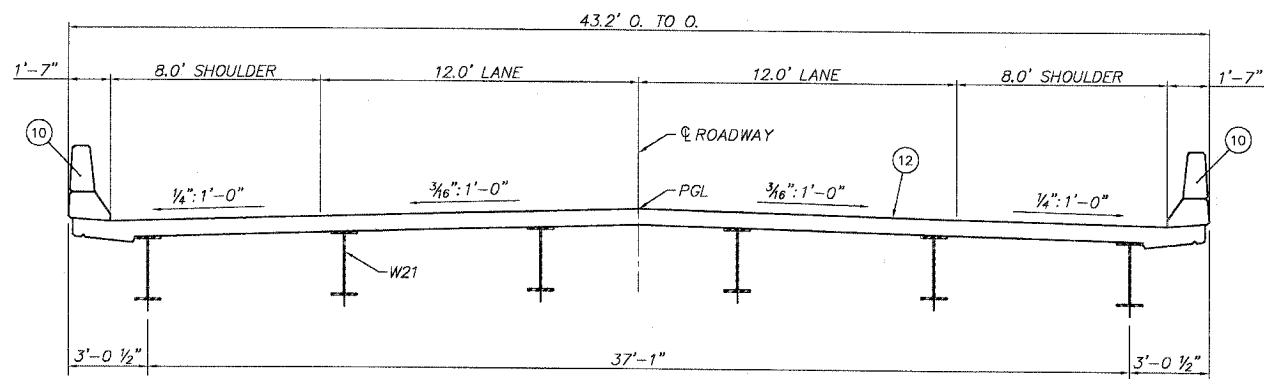
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3762	01-00139-02-BR	WILL	35	05
STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS HIGHWAY PROJECT		
CONTRACT # 83802				



**HARLEM AVENUE - PROPOSED ROADWAY TYPICAL SECTION**

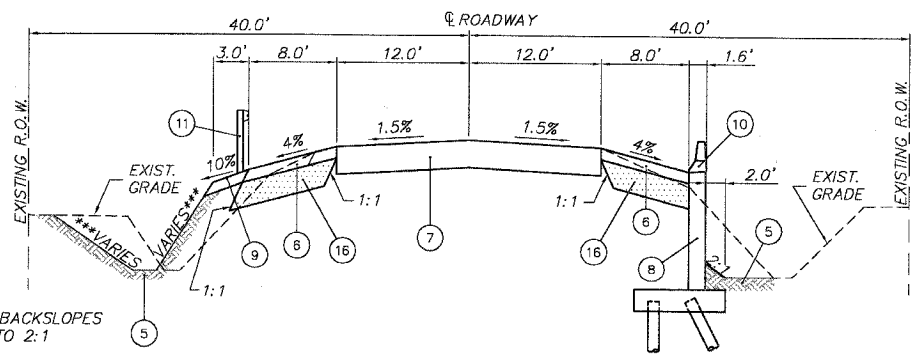
LEFT: STA. 101+00 TO STA. 104+32  
 STA. 112+00 TO STA. 118+46.50  
 RIGHT: STA. 100+00 TO STA. 104+32  
 STA. 109+47 TO STA. 113+00

SEE CROSS SECTIONS FOR MORE DETAILED INFORMATION



**HARLEM AVENUE - PROPOSED BRIDGE TYPICAL SECTION**

STA. 106+76.00 TO STA. 107+24.70



**HARLEM AVENUE - PROPOSED ROADWAY TYPICAL SECTION**

STA. 106+49.49 TO STA. 106+76.49  
 STA. 107+24.21 TO STA. 107+54.21

\*\*\*FORESLOPES AND BACKSLOPES RANGE FROM 3:1 TO 2:1

PLOT FILE STANDARD  
 VIEW: CL 25  
 COMP. FILE: D:\G159-611.DWG

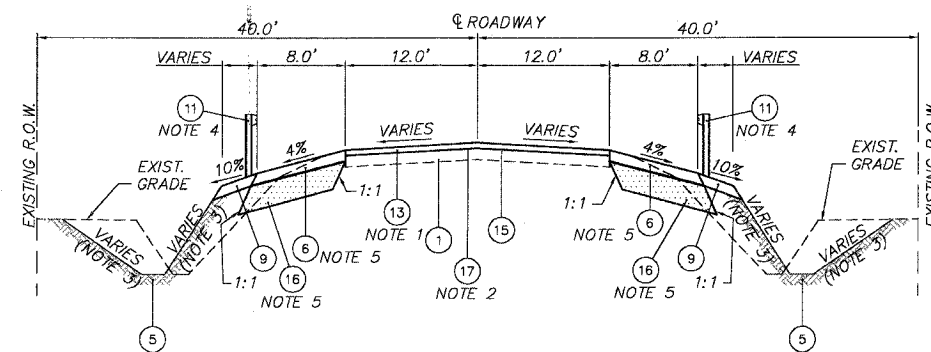
**LEGEND**

- 1 EXISTING BITUMINOUS PAVEMENT 8" - 10"
- 2 EXISTING AGGREGATE SHOULDER
- 3 EXISTING PPC DECK BEAM SUPERSTRUCTURE
- 4 EXISTING BITUMINOUS WEARING SURFACE
- 5 PROPOSED TOPSOIL FURNISH AND PLACE, 6" & SEEDING CL 2A
- 6 PROPOSED BITUMINOUS SHOULDERS, SUPERPAVE, 8"
- 7 PROPOSED BRIDGE APPROACH PAVEMENT
- 8 PROPOSED RETAINING WALL (CONCRETE STRUCTURES-SEE SHEET S-11)
- 9 PROPOSED AGGREGATE SHOULDERS, TYPE B (8" THICK)
- 10 PROPOSED CONCRETE BARRIER (CONCRETE SUPERSTRUCTURES-SEE SHEET S-05)
- 11 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- 12 PROPOSED CONCRETE SUPERSTRUCTURE (SEE BRIDGE PLANS)
- 13 PROPOSED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D" N70 (1 1/2" THICK)
- 14 BITUMINOUS SURFACE REMOVAL 1 1/2"
- 15 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- 16 POROUS GRANULAR EMBANKMENT, SUBGRADE (12" THICK) (SEE NOTE BELOW)
- 17 LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 (1 1/2" MIN. & VARIES)
- 18 EXISTING CONCRETE BRIDGE RAIL

"POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSTABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO COMPENSATION WILL BE DUE THE CONTRACTOR."

ALL RECOMMENDED UNDERCUTS ARE FROM 6" OUTSIDE THE EDGES OF SHOULDER. DEPTHS WILL BE DETERMINED BY A LICENSED SOILS ENGINEER. LIMITS ARE FROM STA 105+68 TO 106+75 AND 107+23 TO 108+59 LEFT, 104+82 TO 106+75 AND 107+23 TO 109+13 RIGHT.

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LB/SY/IN.



**HARLEM AVENUE - PROPOSED ROADWAY TYPICAL SECTION**

LEFT: STA. 104+94 TO STA. 106+49.49  
 STA. 107+54.21 TO STA. 108+93

RIGHT: STA. 104+20 TO STA. 106+49.49  
 STA. 107+54.21 TO STA. 109+30

SEE CROSS SECTIONS FOR MORE DETAILED INFORMATION

- NOTE 1: APPLIES ONLY FROM STA. 104+32 TO STA. 106+46 AND FROM STA. 107+54 TO STA. 109+47  
 NOTE 2: APPLIES TO STA. 107+54.21 TO STA. 109+47  
 NOTE 3: FORESLOPES AND BACKSLOPES RANGE FROM 4:1 TO 2:1  
 NOTE 4: APPLIES ONLY FROM STA. 105+82 TO STA. 106+62 AND FROM STA. 107+30 TO STA. 108+11 LEFT; AND STA. 105+30 TO STA. 106+56 AND STA. 107+51 TO STA. 108+65 RIGHT  
 NOTE 5: APPLIES ONLY FROM STA. 105+68 TO STA. 106+75 AND FROM STA. 107+23 TO STA. 108+59 LEFT; AND STA. 104+82 TO STA. 106+75 AND STA. 107+23 TO STA. 109+13 RIGHT

**BITUMINOUS MIXTURE REQUIREMENT**

ITEM DESCRIPTION	AC TYPE	VOIDS	RAP %	THICKNESS
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX D, N70	PG 64-22	4% @ 50 Gyr.	15%	1 1/2"
BITUMINOUS SHOULDER, SUPERPAVE, 8"	PG 58-22	2% @ 30 Gyr.	50%	8"
LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70 (MIX C)	PG 64-22	4% @ 50 Gyr.	15%	VARIES

REVISIONS	
NAME	DATE

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 ILLINOIS PROFESSIONAL DESIGN FIRM # 184-000108

ILLINOIS DEPARTMENT OF TRANSPORTATION

WILL COUNTY DEPARTMENT OF HIGHWAYS  
 HARLEM AVENUE/DRECKSLER ROAD  
 OVER BLACK WALNUT CREEK  
 PROPOSED TYPICAL SECTIONS

SCALE: "NTS"  
 DATE 5-26-2005

DRAWN BY: WJH  
 CHECKED BY: JLP