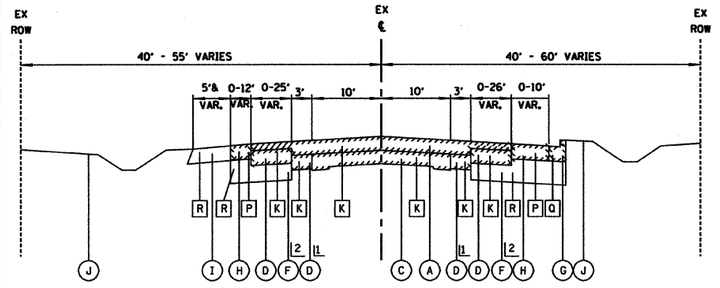
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(46-1S&47)WRS-2	LAKE	234	12
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



EXISTING TYPICAL SECTION

U. S. ROUTE 45
STATION 343+88 TO STATION 1179+09.87

1 OUTER 1' OF PAVEMENT IS HMA SHOULDER REMOVAL IS PAID AS PAVED SHOULDER REMOVAL
STATION 1111+00 TO STATION 1118+07 LEFT ONLY
STATION 1118+07 TO STATION 1128+71
STATION 1157+11 TO STATION 1160+03
STATION 1179+15 TO STATION 1181+30

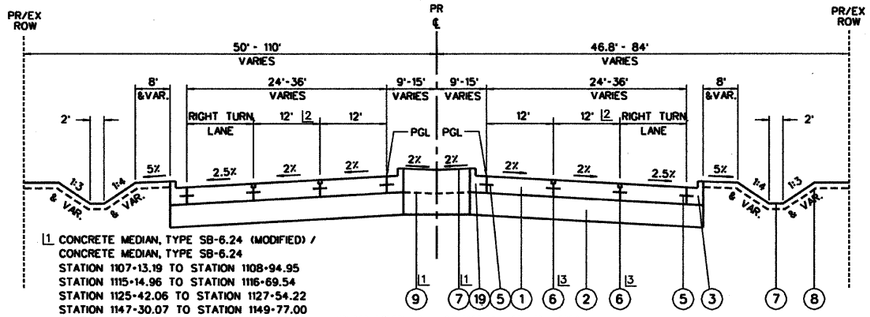
2 AGGREGATE SUBGRADE 12"
STATION 1161+76 TO STATION 1177+37

PROPOSED LEGEND

1. PORTLAND CEMENT CONCRETE PAVEMENT, 9¾" (JOINTED)
2. AGGREGATE SUBGRADE, 12"
3. COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
4. CONCRETE MEDIAN, TYPE SB-6.24 (MODIFIED) (SEE DETAIL SHEETS NO. 91 AND 92)
5. NO. 6 x 24" TIE BARS GROUTED IN PLACE (EPOXY COATED) AT 24" O.C. INCLUDED IN COST OF COMBINATION CONCRETE CURB & GUTTER OF THE TYPE SPECIFIED
6. LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BAR NO. 8 x 24" LONG DEFORMED TIE BARS (EPOXY COATED) AT 24" O.C. (INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE PAVEMENT 9½" (JOINTED))
7. SODDING, SALT TOLERANT OR SEEDING AS NOTED ON PLANS
8. FURNISHING AND PLACING TOPSOIL, 4"
9. FURNISHING AND PLACING TOP SOIL, 24" (FOR LANDSCAPE MEDIAN DETAILS, SEE SHEET NO. 92)
10. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
11. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 11¾" (IN 5 LIFTS)
12. HOT-MIX ASPHALT BASE COURSE, 9¾" (IN 5 LIFTS)
13. SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
14. LONGITUDINAL SAWED JOINT - NO. 6 X 30" LONG DEFORMED TIE BARS (EPOXY COATED) AT 30" O.C. (STANDARD 420001) (INCLUDED IN THE COST CONCRETE PAVEMENT)
15. AGGREGATE SHOULDERS, TYPE A, 8"
16. HOT-MIX ASPHALT SHOULDERS 8" (IN 2 LIFTS)
17. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
18. HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2¼"
19. COMBINATION CONCRETE CURB & GUTTER, TY B-6.24 (SPECIAL) (SEE DETAIL)

EXISTING LEGEND

- A HOT-MIX ASPHALT BINDER & SURFACE COURSES, 3"-7"
- B HOT-MIX ASPHALT SURFACE TO REMAIN, (6" & VARIES)
- C PORTLAND CEMENT CONCRETE PAVEMENT, 9"-7"-9"
- D HOT-MIX ASPHALT BASE COURSE, 9"-10"
- E AGGREGATE OR HMA BASE (10")
- F SUB-BASE GRANULAR MATERIAL, TYPE B 4"
- G COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- H HOT-MIX ASPHALT SHOULDER, 8" & VARIES
- I AGGREGATE SHOULDER, 6"-8" & VARIES
- J GROUND SURFACE
- K PAVEMENT REMOVAL
- L NOT USED
- M NOT USED
- N NOT USED
- P PAVED SHOULDER REMOVAL
- Q COMBINATION CONCRETE CURB & GUTTER REMOVAL
- R EARTH EXCAVATION



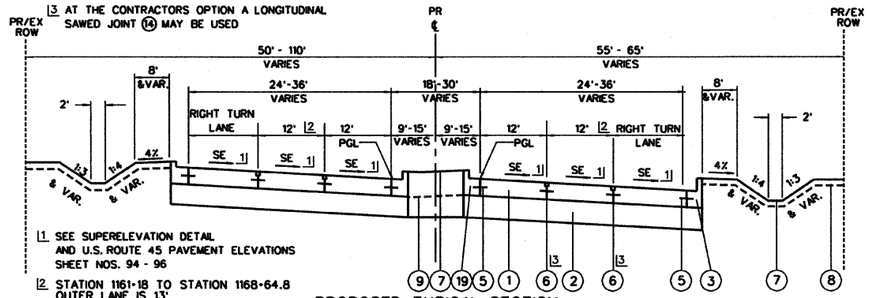
1 CONCRETE MEDIAN, TYPE SB-6.24 (MODIFIED) / CONCRETE MEDIAN, TYPE SB-6.24
STATION 1107+13.19 TO STATION 1108+94.95
STATION 1115+14.96 TO STATION 1116+69.54
STATION 1125+42.06 TO STATION 1127+54.22
STATION 1147+30.07 TO STATION 1149+77.00
STATION 1152+09.52 TO STATION 1154+76.09
STATION 1155+95.00 TO STATION 1160+60.02
STATION 1164+77.80 TO STATION 1168+46.26
STATION 1169+93.67 TO STATION 1172+90.93

2 STATION 1155+73.30 TO STATION 1168+64.80
OUTER LANE IS 13'

PROPOSED TYPICAL SECTION

U. S. ROUTE 45
STATION 343+88 TO STATION 1173+69.87
STATION 1173+69.87 TO STATION 1177+80 (LEFT ONLY)

3 AT THE CONTRACTORS OPTION A LONGITUDINAL SAWED JOINT (14) MAY BE USED



1 SEE SUPERELEVATION DETAIL AND U.S. ROUTE 45 PAVEMENT ELEVATIONS SHEET NOS. 94 - 96

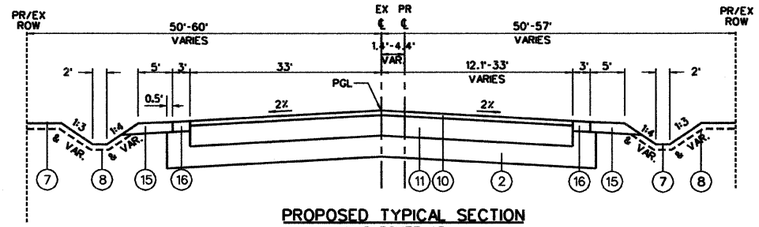
2 STATION 1161+18 TO STATION 1168+64.8
OUTER LANE IS 13'

3 AT THE CONTRACTORS OPTION A LONGITUDINAL SAWED JOINT (14) MAY BE USED

PROPOSED TYPICAL SECTION

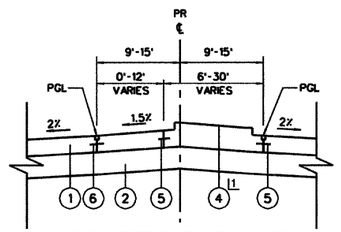
U. S. ROUTE 45
SUPERELEVATION DETAIL

STATION 1110+38 TO STATION 1117+52, SE=3.3%
STATION 1135+81 TO STATION 1143+93, SE=3.5%
STATION 1161+18 TO STATION 1171+04, SE=2.4%



PROPOSED TYPICAL SECTION

U. S. ROUTE 45
STATION 1173+69.87 TO STATION 1177+80 (RIGHT ONLY)
STATION 1177+80 TO STATION 1179+09.87



SINGLE LEFT TURN BAY DETAIL

U. S. ROUTE 45

STATION 343+88 TO STATION 344+65
STATION 1101+20 TO STATION 1105+00
STATION 1107+85 TO STATION 1113+25
STATION 1115+09 TO STATION 1116+44
STATION 1118+40 TO STATION 1119+04
STATION 1125+43 TO STATION 1127+55
STATION 1128+55 TO STATION 1130+80
STATION 1131+97 TO STATION 1135+47
STATION 1146+99 TO STATION 1148+49
STATION 1153+00 TO STATION 1159+70
STATION 1165+46 TO STATION 1171+94

1 IN AREAS OF LANDSCAPED MEDIANS, SEE SHEET NO. 92

HOT-MIX ASPHALT MIXTURE REQUIREMENTS ARE SHOWN ON SHEET 14.

NOTES

1. AGGREGATE SUBGRADE IN EXCESS OF 12" UNDER PROPOSED CURB AND GUTTER OR SHOULDER SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF AGGREGATE SUBGRADE 12".
2. PIPE UNDERDRAINS, 4" HAVE BEEN PROVIDED TO DRAIN THE AGGREGATE SUBGRADE 12". TRANSVERSE UNDERDRAINS SHALL BE PLACED AT THE LOW POINTS OF THE PROPOSED PROFILE GRADE, AT APPROXIMATELY 300' INTERVALS BETWEEN LOW POINTS, AND AS SHOWN ON THE DRAINAGE PLANS. THE UNDERDRAINS SHALL BE PLACED AT A MINIMUM DEPTH OF 4' FROM THE TOP OF PAVEMENT AND CONNECTED TO THE NEAREST DRAINAGE STRUCTURE. THE UNDERDRAINS SHALL BE MOVED TO THE LOW POINTS OF UNDERCUTS REPLACED WITH PGES AS DIRECTED BY THE ENGINEER.

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION

STATION	LENGTH	WIDTH	AREA
1110+00 TO 1111+75	175 FT	85-252 FT	2,845 SY
1118+50 TO 1121+50	300 FT	85 FT	1,665 SY
1124+25 TO 1127+00	275 FT	85 FT	2,708 SY
1149+50 TO 1151+25	175 FT	73 FT	1,501 SY
VARIOUS (ESTIMATE)			5,744 SY
		TOTAL	14,463 SY

GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAS BEEN PROVIDED FOR LOCATIONS THAT MAY BE UNSTABLE BUT NOT REQUIRE REMOVAL AND REPLACEMENT WITH POROUS GRANULAR EMBANKMENT, SUBGRADE. THE ACTUAL NEED FOR FABRIC FOR GROUND STABILIZATION WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY THE USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL.) FABRIC FOR GROUND STABILIZATION WILL BE PLACED WHERE REQUIRED PRIOR TO PLACING THE AGGREGATE SUBGRADE, 12". IF THE SUBGRADE IS STABLE, AND FABRIC IS NOT NEEDED, THE QUANTITY NOT USED WILL BE DEDUCTED FROM THE CONTRACT WITH NO ADDITIONAL COMPENSATION DUE TO THE CONTRACTOR.

POROUS GRANULAR EMBANKMENT SUBGRADE

POROUS GRANULAR EMBANKMENT SUBGRADE (PGES) HAS BEEN PROVIDED AT LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSUITABLE WHEN WET. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGES WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE STABILITY MANUAL). IF UNSUITABLE SOILS ARE ENCOUNTERED, THE SOILS SHALL BE REMOVED AND REPLACED WITH PGES. IF UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

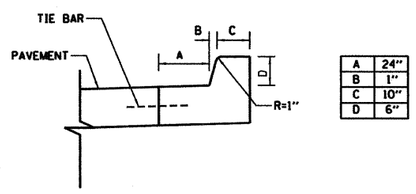
STATION	LENGTH	DEPTH	VOLUME
1154+75 TO 1160+00	525 FT	12"	1,758 CY
1173+50 TO 1174+75	125 FT	12"	423 CY
VARIOUS (ESTIMATE)			4,436 CY
		TOTAL	6,617 CY

LIGHTWEIGHT CELLULAR CONCRETE FILL

LIGHTWEIGHT CELLULAR CONCRETE FILL, CLASS IV IS REQUIRED AT THE FOLLOWING LOCATION:

STATION	LENGTH	DEPTH	VOLUME
1167+00 TO 1171+75	475'	48"	8,197 CY
98+30 TO 98+50	20'	48"	237 CY
101+25 TO 101+30	5'	48"	59 CY
		TOTAL	8,493 CY

THE LIGHTWEIGHT CELLULAR CONCRETE FILL, CLASS IV QUANTITY NECESSARY FOR THE INTERSECTION HAS BEEN INCLUDED IN THE MAINLINE U.S. ROUTE 45 QUANTITIES AND THEREFORE NOT INCLUDED IN THE WASHINGTON STREET QUANTITIES.



A	24"
B	1"
C	10"
D	6"

NOTES:
1. REFER TO HIGHWAY STANDARD 606001 FOR ADDITIONAL DETAILS

CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)

REVISIONS	
NAME	DATE
ESN	1/21/10

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

U. S. ROUTE 45

SCALE - NONE

DATE: 4/2/10
DRAWN BY: MJL
CHECKED BY: TSB

TranSystems

4/2/10 - g:\40\2000\0005302\cad\typsec.sht