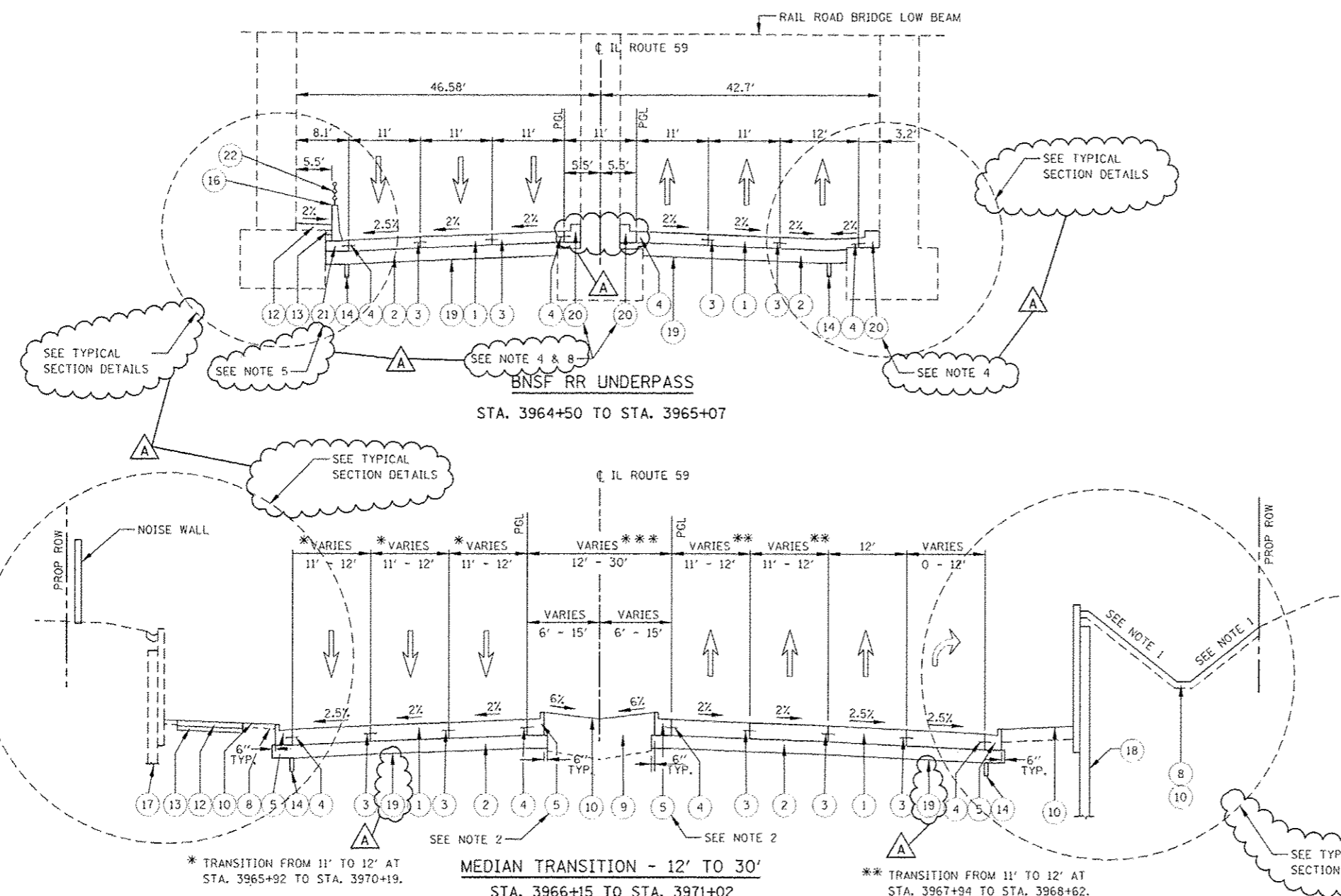


PROPOSED LEGEND: ILLINOIS ROUTE 59

- 1 PORTLAND CEMENT CONCRETE PAVEMENT, 10 1/4" (JOINTED)
- 2 AGGREGATE SUBGRADE IMPROVEMENT 12"
- 3 LONGITUDINAL CONSTRUCTION JOINT GROUTED IN PLACE, NO. 6 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PROPOSED PAVEMENT)
- 4 NO. 6 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER)
- 5 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 6 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- 7 CONCRETE MEDIAN TYPE SB-6 (SPECIAL)
- 8 TOPSOIL 6" (TOPSOIL EXCAVATION AND PLACEMENT)
- 9 TOPSOIL FURNISH AND PLACE, 30"
- 10 SODDING, SALT TOLERANT OR SEEDING (AS NOTED ON LANDSCAPE PLAN)
- 11 SIDEWALK, PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 12 SHARED USE PATH, PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 13 SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- 14 PIPE UNDERDRAINS, FABRIC LINED TRENCH, 4"
- 15 CONCRETE GUTTER, TYPE B
- 16 CONCRETE BARRIER WALL (SPECIAL)
- 17 RETAINING WALL (ADVANCED CONTRACT BY OTHERS)
- 18 RETAINING WALL
- 19 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (SEE NOTE 6)
- 20 COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (VARIABLE CURB WIDTH)
- 21 CONCRETE BARRIER BASE
- 22 PARAPET RAILING
- 23 HOT-MIX ASPHALT STABILIZATION, 5"



\* TRANSITION FROM 11' TO 12' AT STA. 3965+92 TO STA. 3970+19.  
 \*\*\* LANDSCAPE MEDIAN VARIES FROM 12' TO 23' FOR TAPER TRANSITION OF DUAL LEFT TURN LANES.

SEE NOTE 2  
**MEDIAN TRANSITION - 12' TO 30'**  
 STA. 3966+15 TO STA. 3971+02

\*\* TRANSITION FROM 11' TO 12' AT STA. 3967+94 TO STA. 3968+62.

NOTES

- 1. SEE CROSS SECTIONS FOR GRADING INFORMATION.
- 2. CURB AND GUTTER FOR PROPOSED MEDIAN SHALL BE CONSTRUCTED WITH REVERSE PITCHED GUTTER.
- 3. SEE LANDSCAPING PLANS FOR SEEDING AND SODDING INFORMATION.
- 4. THIS COMBINATION CONCRETE CURB AND GUTTER HAS A CURB WIDTH OF GREATER THAN 6", VARYING TO A MAXIMUM OF 2.5 FT. CURB AND GUTTER WILL BE PAID FOR AS "COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (VARIABLE CURB WIDTH)" AND NO ADDITIONAL COMPENSATION WILL BE MADE.
- 5. THE CONCRETE BARRIER BASE SHALL NOT BE POURED DIRECTLY AGAINST THE EXISTING BRIDGE ABUTMENT FOOTING. A 2" PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED BETWEEN THE ABUTMENT AND THE BARRIER BASE. THE AGGREGATE SUBGRADE IMPROVEMENT, 12" SHALL BE PLACED AGAINST THE ABUTMENT FOOTING.
- 6. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION IS PLACED BENEATH AGGREGATE SUBGRADE IMPROVEMENT 12", EXCEPT IN THE AREA OF LONGITUDINAL PIPE UNDERDRAINS WHERE IT IS LIMITED TO THE EDGE OF PAVEMENT (SEE PIPE UNDER DRAIN DETAIL).
- 7. SEE PLAT OF HIGHWAYS FOR RIGHT OF WAY INFORMATION.
- 8. SEE ROADWAY DETAILS "ENLARGED ROADWAY PLAN AT BNSF RAILROAD" FOR MORE INFORMATION.

DESIGNED <i>PJO</i>	REVISED - ADDENDUM A 02/20/2013	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS - PROPOSED ILLINOIS ROUTE 59</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN <i>KES</i>	REVISED -		SCALE: NONE	SHEET NO. 6 OF 15 SHEETS	338 .	(112 & 113) WRS-7	DUPAGE	1156	55
CHECKED <i>JCM</i>	REVISED -		STA.	TO STA.	CONTRACT NO. 60R30				
DATE <i>12/14/2012</i>	REVISED -		ILLINOIS FED. AID PROJECT						