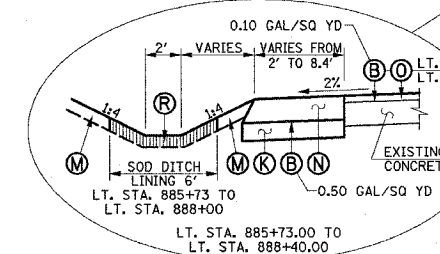
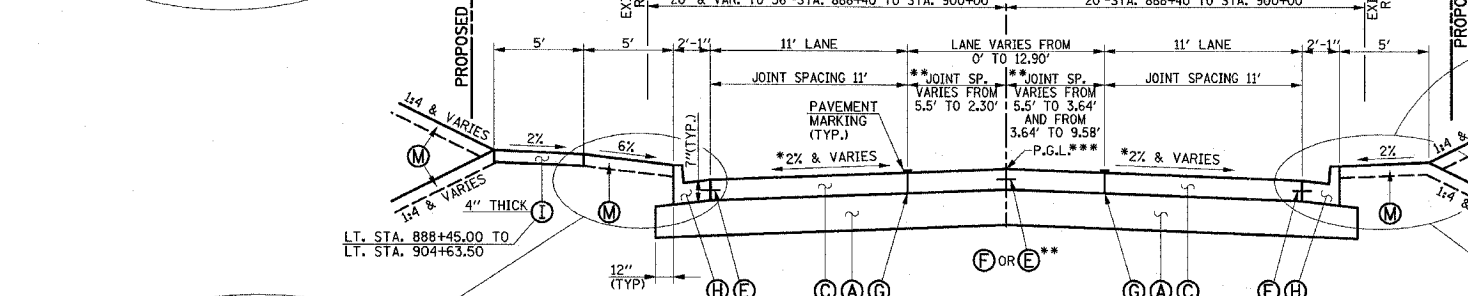
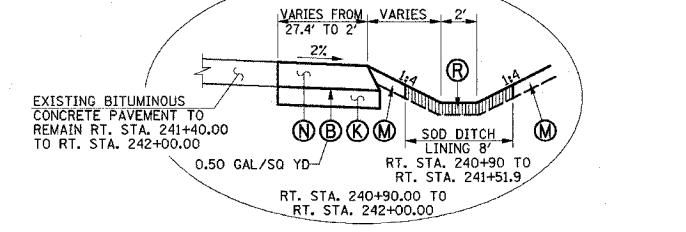


PROPOSED TYPICAL CROSS SECTION HAMILTON ROAD
 STA. 211+65.00 TO STA. 240+90.00

*SUPER ELEVATION TRANSITIONS - STA. 223+09.71 TO STA. 225+17.71 STA. 225+09.73 TO STA. 227+58.73 FULL SUPER ELEVATION TO MATCH INTERSECTING MORRIS AVENUE CENTERLINE PROFILE GRADE LINE- STA. 225+17.71 TO STA. 225+50.73 (SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS)

**THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 11'.

†† 2% PARKWAY CROSS SLOPE FROM RT. STA. 211+65.00 TO RT. STA. 223+00.00. TRANSITION PARKWAY CROSS SLOPE FROM 2% AT RT. STA. 223+00.00 TO 6% AT RT. STA. 223+25.00. 6% PARKWAY CROSS SLOPE FROM RT. STA. 223+25.00 TO RT. STA. 225+17.71

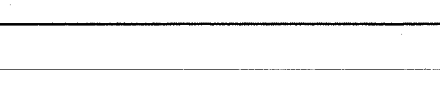
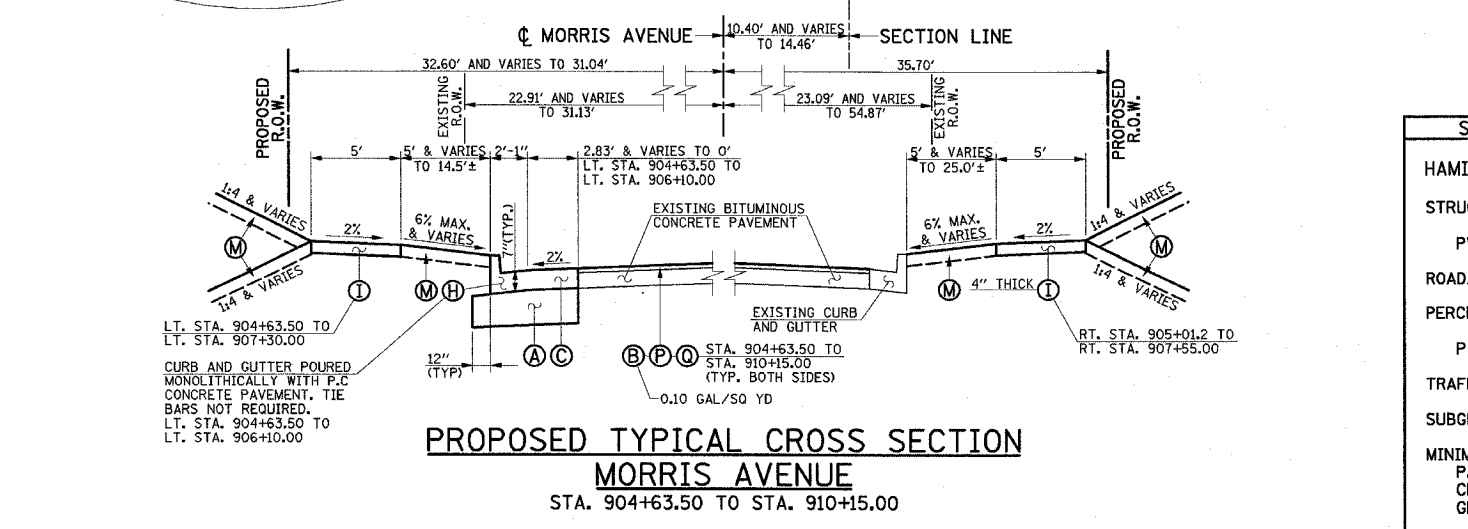
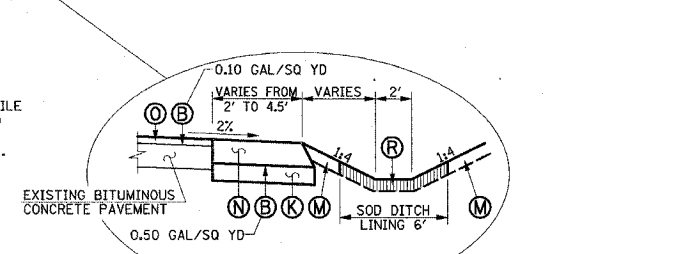


PROPOSED TYPICAL CROSS SECTION MORRIS AVENUE
 STA. 888+40.00 TO STA. 899+72.49 STA. 900+27.51 TO STA. 904+63.50

*SUPER ELEVATION TRANSITIONS - STA. 898+42.49 TO STA. 899+72.49 STA. 899+72.49 TO STA. 901+57.51 FULL SUPER ELEVATION TO MATCH INTERSECTING HAMILTON ROAD CENTERLINE PROFILE GRADE LINE- STA. 899+72.49 TO STA. 900+27.51 (SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS)

**THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 12.9'.

***TRANSITION THE PROPOSED PROFILE GRADE LINE FROM THE PROPOSED CENTERLINE AT STA. 901+85.90 TO 3.64' RT. AT STA. 904+63.50. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION.



PROPOSED TYPICAL CROSS SECTION MORRIS AVENUE
 STA. 904+63.50 TO STA. 910+15.00

- PROPOSED TYPICAL SECTION KEY**
- (A) SUBBASE GRANULAR MATERIAL, TYPE A 12"
 - (B) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICAL FOR APP. RATE
 - (C) PORTLAND CEMENT CONCRETE PAVEMENT 7"
 - (D) PORTLAND CEMENT CONCRETE PAVEMENT 8"
 - (E) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
 - (F) SAWED LONGITUDINAL JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
 - (G) SAWED LONGITUDINAL JOINT (TIE BARS NOT REQUIRED - SEE NOTE 5) (STD. 420001)
 - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (STD. 606001)
 - (I) PORTLAND CEMENT CONCRETE SIDEWALK (SEE TYPICAL FOR THICKNESS)
 - (J) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, IL 9.5L (LOW ESAL) 2"
 - (K) AGGREGATE BASE COURSE, TYPE A 6"
 - (L) CEMENT AGGREGATE MIXTURE (CAM II) 4"
 - (M) TOPSOIL 4"
 - (N) INCIDENTAL BITUMINOUS SURFACING 8" (4" MAXIMUM LIFT THICKNESS)
 - (O) INCIDENTAL BITUMINOUS SURFACING (VARIABLE THICKNESS)
 - (P) INCIDENTAL BITUMINOUS SURFACING 1/2"
 - (Q) BITUMINOUS SURFACE REMOVAL 1/2"
 - (R) SODDING

- NOTES**
1. ON HAMILTON ROAD AND MORRIS AVENUE THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT. THE TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
 2. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15' CENTERS IN THE PAVEMENT ON HAMILTON ROAD AND AT 12.5' CENTERS ON MORRIS AVENUE AND AS DIRECTED BY THE ENGINEER (STD. 420001). DOWEL BARS ARE NOT REQUIRED IN THE TRANSVERSE CONTRACTION JOINTS. ALL TRANSVERSE CONTRACTION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
 3. ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLE 606.06.
 4. EXPANSION JOINTS SHALL BE PLACED AT LOCATIONS SHOWN ON THE PAVEMENT JOINTING PLANS.
 5. WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STD. 420001.
 6. SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
 7. SEE PAVEMENT JOINTING PLANS FOR LOCATIONS OF LONGITUDINAL AND TRANSVERSE JOINTS.
 8. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4" OF AREAS TO BE SEEDED. THE CONTRACTOR SHALL STOCKPILE TOPSOIL FROM THE EXCAVATION OPERATIONS. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE VEGETATIVE SUSTAINING SOIL REQUIRED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT.
 9. THE TOPSOIL SHALL BE REMOVED TO A DEPTH OF 12" WITHIN THE SUBGRADE LIMITS OF ALL PROPOSED PAVED AREAS AS SHOWN ON THE CROSS SECTIONS AND STOCKPILED. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE EXCESS VOLUME OF TOPSOIL EXCAVATED AND NOT USED FOR TOPSOIL PLACEMENT SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEHIND THE PROPOSED BACK OF THE CURBS. TOPSOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER THE SUB-BASE GRANULAR MATERIAL. THE EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT AND WHICH IS PLACED IN THE EMBANKMENT AREAS OR IS WASTE AND IS REMOVED AND DISPOSED OFF THE SITE WILL BE PAID FOR AS EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.
 10. ALL EXPOSED EARTH AREAS SHALL BE SEEDED, FERTILIZED, AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS. SEEDING, CLASS 1A AND MULCH, METHOD 3 SHALL BE USED.
 11. SEE PLAN AND PROFILE SHEETS AND HORIZONTAL ALIGNMENT AND CONTROL SHEET FOR EXACT LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS AND RIGHT-OF-WAY LINES. SEE CROSS SECTIONS FOR EXACT SIDE SLOPE RATIOS.

STRUCTURAL PAVEMENT DESIGN INFORMATION	
HAMILTON ROAD	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2015
PV = 14868	SU = 462 MU = 77
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 50% S = 50% M = 50%
TRAFFIC FACTOR:	TF = 1.10
SUBGRADE SUPPORT RATING:	SSR = "POOR"
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	P.C. CONCRETE PAVEMENT = 8"
	CEMENT AGGREGATE MIXTURE = 4"
	GRANULAR SUBBASE = 12"

STRUCTURAL PAVEMENT DESIGN INFORMATION	
MORRIS AVENUE	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2015
PV = 5004	SU = 77 MU = 26
ROAD/STREET CLASSIFICATION:	CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P = 50% S = 50% M = 50%
TRAFFIC FACTOR:	TF = 0.50
SUBGRADE SUPPORT RATING:	SSR = "POOR"
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	P.C. CONCRETE PAVEMENT = 7"
	GRANULAR SUBBASE = 12"

SEE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEET FOR EXACT LOCATIONS OF EXISTING R.O.W., PROPOSED R.O.W., PROPOSED PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PROPOSED TYPICAL SECTIONS
 DATE : 3-05
 DRAWN BY : J.L.B.
 CHECKED BY : R.L.H.