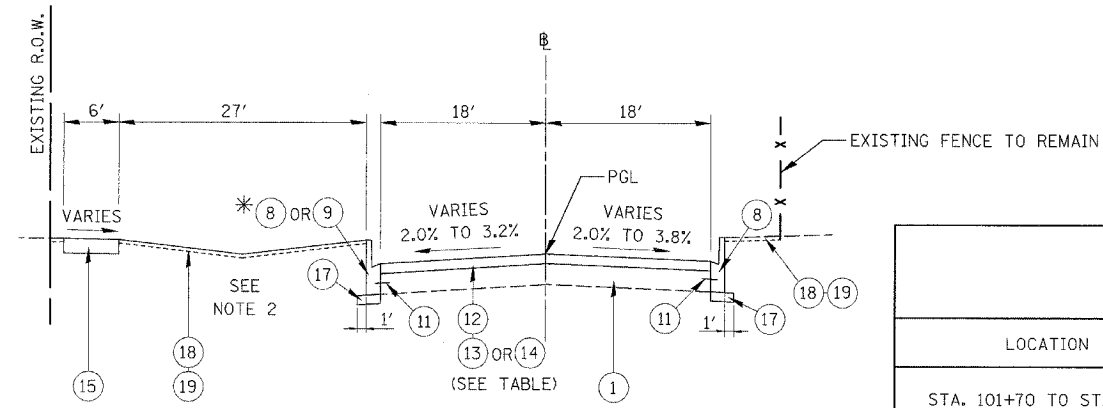


EXISTING TYPICAL CROSS SECTION
LAFAYETTE AVENUE

STA. 101+70 TO STA. 104+90

* STA. 101+70 TO 102+25 VARIES 1.33% TO 2.30%
STA. 102+25 TO 104+00 VARIES 0.0% TO -0.86%
STA. 104+00 TO 104+90 VARIES 2.0% TO 3.80%
(SEE NOTE 5)

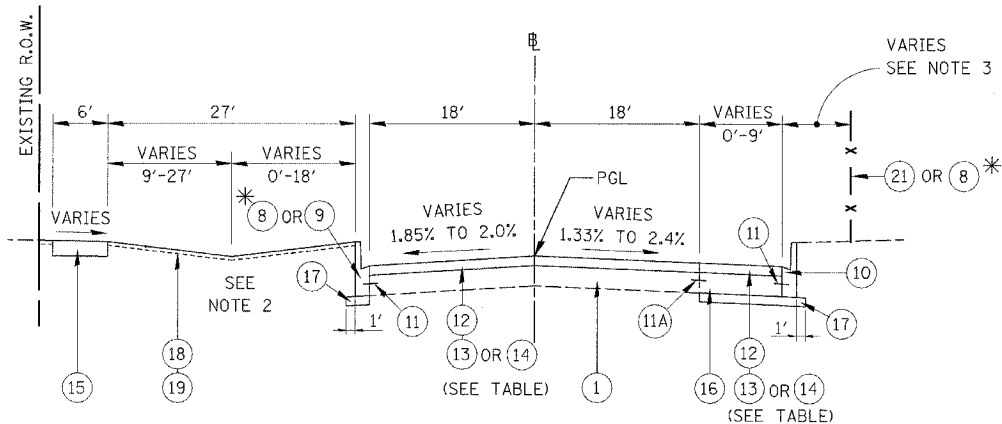


PROPOSED TYPICAL CROSS SECTION
LAFAYETTE AVENUE

STA. 103+69 TO STA. 104+90

* SEE PROPOSED PLAN FOR LOCATIONS

LOCATION	BIT. SURF. REM. DEPTHS	LEVEL BINDER
STA. 101+70 TO STA. 102+50	3" TO 1 1/4"	(13)
STA. 102+50 TO STA. 103+05	1/4"	(14)
STA. 103+69 TO STA. 104+25	1/4"	(14)
STA. 104+25 TO STA. 104+90	1/4" TO 3"	(13)



PROPOSED TYPICAL CROSS SECTION
LAFAYETTE AVENUE

STA. 101+70 TO STA. 103+05

* SEE PROPOSED PLAN FOR LOCATIONS

LEGEND

<ul style="list-style-type: none"> (1) EXISTING CONCRETE BASE COURSE, ± 9" (2) EXISTING BITUMINOUS SURFACE, ± 3" (2A) BITUMINOUS SURFACE REMOVAL, 2" (SEE NOTE 6) (3) EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12 (4) EXISTING CONCRETE SIDEWALK (5) EXISTING GRASS PARKWAY (6) EXISTING BARRIER MEDIAN (7) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (8) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SEE NOTE 8) (9) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12 (SEE NOTE 8) (10) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24 (SEE NOTE 8) (11) DRILL AND GROUT NO. 6 DEFORMED TIE BARS (EPOXY COATED), 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF PROPOSED CURB AND GUTTER) (SEE NOTE 9) 	<ul style="list-style-type: none"> (11A) DRILL AND GROUT NO. 8 DEFORMED TIE BARS (EPOXY COATED), 24" LONG AT 24" CENTERS (INCLUDED IN THE COST OF PROPOSED PCC BASE COURSE) (SEE NOTE 8) (12) BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70 (1 1/2") (13) POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50 (1 1/2") (14) LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70, MIX "C" VARIABLE DEPTH (SEE NOTE 7). (15) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 5" (SEE PLANS FOR LOCATION) (16) PROPOSED PORTLAND CEMENT CONCRETE BASE COURSE, 10 1/2" (17) SUBBASE GRANULAR MATERIAL, TYPE B, 6" (18) SEEDING CLASS 2A (19) TOPSOIL FURNISH AND PLACE, 4" (SEE NOTE 4) (20) PROPOSED LANDSCAPE MEDIAN (SEE MEDIAN PLANS FOR DETAILS) (21) CHAIN LINK FENCE, 6' (SEE NOTE 3)
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NOTES:

1. FOR ADDITIONAL INFORMATION SEE 76TH STREET PAVEMENT ELEVATION AND GRADING PLAN.
2. FOR PROPOSED SWALE LOCATION AND ELEVATIONS SEE LAFAYETTE AVENUE CROSS SECTIONS.
3. SEE SB 76TH STREET TO 79TH STREET C-D RAMP REMOVAL AND PROPOSED PLANS FOR LOCATION OF PROPOSED FENCE AND FENCE REMOVAL.
4. THE PROPOSED TOPSOIL DEPTH VARIES FROM A MAXIMUM OF 7" TO A MINIMUM OF 4". NO ADDITIONAL PAYMENT WILL BE MADE FOR TOPSOIL DEPTH GREATER THAN 4". THE INCREASED DEPTH OF TOPSOIL SHALL BE CONSIDERED INCLUDED IN THE COST FOR TOPSOIL FURNISH AND PLACE, 4"
5. NEGATIVE CROSS SLOPE DENOTES CURB AND GUTTER HAS A HIGHER ELEVATION THAN CENTERLINE.

6. BITUMINOUS SURFACE REMOVAL DEPTHS VARY FROM 1/4" TO 3" (SEE TABLE). THE CONTRACTOR SHALL FIELD VERIFY REMOVAL DEPTHS. ALL BITUMINOUS SURFACE REMOVAL SHALL BE INCLUDED IN THE COST FOR BITUMINOUS SURFACE REMOVAL, 2". NO ADDITIONAL COMPENSATION WILL BE PAID FOR VARYING REMOVAL DEPTHS.

7. VARIABLE DEPTH LEVELING BINDER SHALL BE INCLUDED IN THE COST PER TON FOR LEVELING BINDER (MACHINE METHOD, SUPERPAVE, N70).

8. THE BOTTOM OF THE PROPOSED CURB AND GUTTER SHALL BE POURED TO MEET THE BOTTOM OF THE EXISTING CONCRETE BASE. NO ADDITION PAYMENT WILL BE MADE FOR THIS WORK.

9. TIE BARS SHALL BE DRILLED AND GROUTED AT THE MIDPOINT OF THE EXISTING CONCRETE BASE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 94 (DAN RYAN EXPRESSWAY)
TYPICAL SECTIONS
LAFAYETTE AVENUE

SCALE: NONE
DATE: MARCH 25, 2005
DRAWN BY: REW/RTA
CHECKED BY: JCM

FILE: L:\5829\201\Con\US Hwy 94\Roadway\US Hwy 94\Typical\65292020\Typ_Sect_TYP03.dgn

