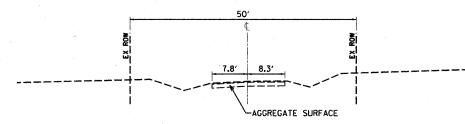
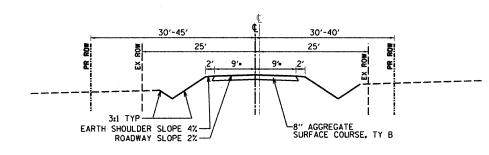
## **TYPICALS**



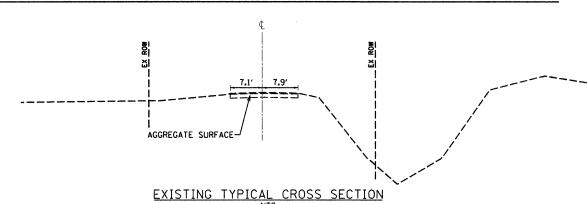
# EXISTING TYPICAL CROSS SECTION

STA 5+00 TO STA 9+68.90

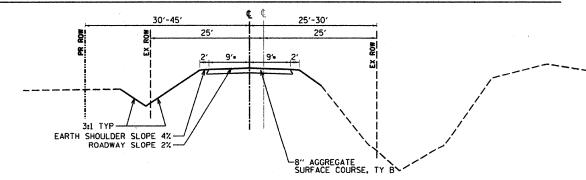


# PROPOSED TYPICAL CROSS SECTION

STA 5+00 TO STA 9+68.90 • TAPERS FROM 17.1' TO 18' FROM STA 5+00 TO STA 6+00



STA 10+31.09 TO STA 14+00



#### PROPOSED TYPICAL CROSS SECTION NTS

STA 10+31.09 TO STA 14+00 • TAPERS FROM 18' TO 16.7' FROM STA 13+00 TO STA 14+00

 USER NAME = \$USER\$	DESIGNED	-	JEH	REVISED	~
	DRAWN	-	JEH	REVISED	w
PLOT SCALE = 20.0000 ′/ IN.	CHECKED	-	PAT	REVISED	-
PLOT DATE = 10/12/2010	DATE	-	09-20-2010	REVISED	_

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

TYPICAL SECTIONS & GENERAL NOTES SHEET NO. 1 OF 1 SHEETS

SCALE: NTS

### ESI CONSULTANTS, LTD 753 WINDSOR ROAD CHARLESTON, IL 61920 COUNTY TOTAL SHEETS NO. VERMILION 19 3 CONTRACT NO. 91437 SECTION 09-09123-00-BR

### **GENERAL NOTES**

- 1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2007," THESE PLANS AND THE SPECIAL PROVISIONS
- 2. THE REVISION NUMBER INDICATED FOR THE STANDARDS LISTED IN THE INDEX OF SHEETS SHALL BE USED IN CONSTRUCTION OF THIS SECTION.
- 3. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES... AGGREGATE SURFACE COURSE, TYPE B - 1.8 TON/CU YD STANE RIPRAP, CLASS A4 - 1.75 TON/CU YD STONE BEDDING - 0.70 TON/CU YD
- 4. THE AREA TO BE SEEDED SHALL CONSIST OF ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.
- 5. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT ARE NOT GUARANTEED. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION. THE CONTRACTOR IS REQUIRED TO CONTACT J.U.L.I.E AT, 1-800-892-0123, PRIOR TO PROCEEDING WITH ANY EXCAVATION AND WORK ON THE PROJECT.
- 6. THE PIPE CULVERTS SPECIFIED IN THIS CONTRACT SHALL BE ALUMINIZED STEEL.

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