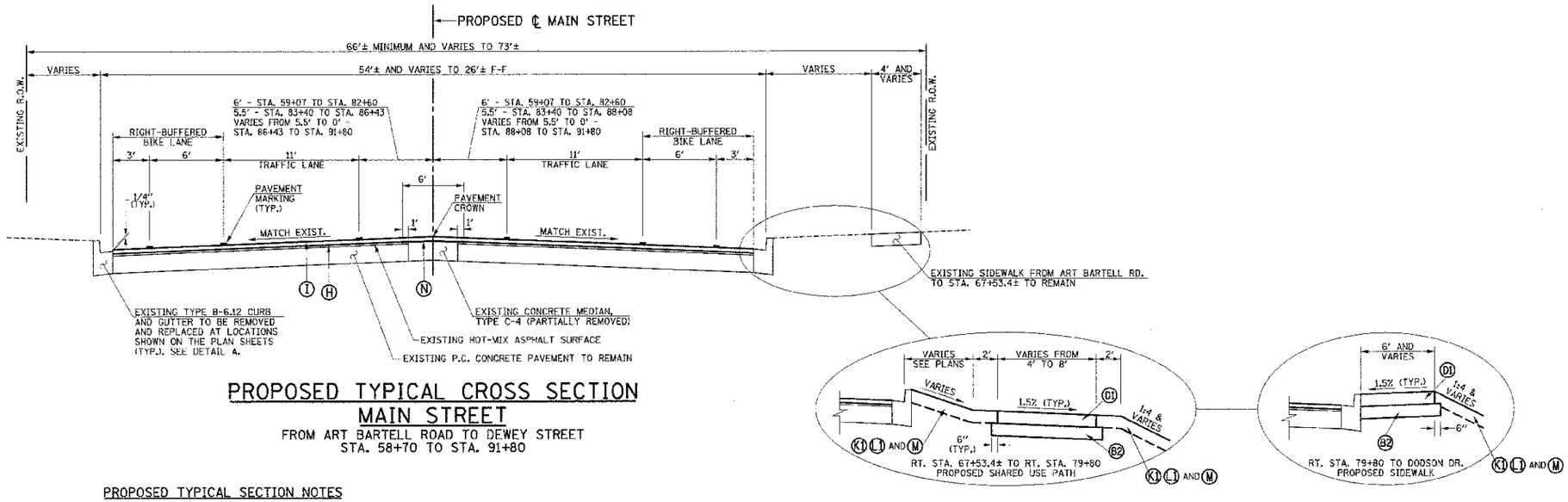

PROPOSED TYPICAL CROSS SECTION
MAIN STREET
FROM ART BARTELL ROAD TO DEWEY STREET
STA. 58+70 TO STA. 91+80

PROPOSED TYPICAL SECTION NOTES

1. SEE THE ROADWAY PLANS, INTERSECTION DETAILS, AND HORIZONTAL ALIGNMENT LAYOUT AND CONTROL SHEETS FOR LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS, RIGHT-OF-WAY LINES, AND TEMPORARY CONSTRUCTION EASEMENTS.

2. THE EXISTING PAVEMENT TYPE AND THICKNESS REPRESENTS THE BEST INFORMATION AVAILABLE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN THE EXISTING PAVEMENT TYPE, THICKNESS, OR AMOUNT OF REINFORCEMENT. THE ADJUSTMENT OF QUANTITIES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS SHALL NOT APPLY.

3. THE EARTH EXCAVATION REQUIRED FOR PORTIONS OF THIS PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST OF THE SPECIFIC CONSTRUCTION PAY ITEM REQUIRING THE EXCAVATION, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. HOWEVER, THE EARTH EXCAVATION REQUIRED FOR CONSTRUCTION OF THE SHARED USE PATH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION (SPECIAL). REFER TO THE EARTHWORK SUMMARY AND CROSS SECTIONS FOR THE SHARED USE PATH FOR ADDITIONAL INFORMATION.

4. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 6 INCHES IN AREAS TO BE SEEDED. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE TOPSOIL REQUIRED FOR PORTIONS OF THIS PROJECT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF SEEDING (COMPLETE), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. HOWEVER, THE TOPSOIL REQUIRED FOR CONSTRUCTION OF THE SHARED USE PATH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TOPSOIL FURNISH AND PLACE, 6". SUITABLE EXCAVATED MATERIAL OBTAINED FROM CONSTRUCTION OF THE SHARED USE PATH MAY BE USED FOR TOPSOIL AS DIRECTED BY THE ENGINEER. THE MATERIAL SHALL BE PLACED IN ACCORDANCE WITH SECTION 211 OF THE STANDARD SPECIFICATIONS.

5. ALL EXPOSED EARTH AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.

6. THE PLAN QUANTITIES FOR SEEDING (COMPLETE) AND MULCH INCLUDE A MAXIMUM GRADING LIMIT OF TWO FEET MEASURED FROM THE BACK OF PROPOSED CURBS, EDGE OF PROPOSED SIDEWALKS, EDGE OF PROPOSED STEPS, AND EDGE OF PROPOSED DRIVEWAYS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THERE MAY BE LOCATIONS WHERE ADDITIONAL TOPSOIL, SEEDING, AND MULCH ARE REQUIRED AS DETERMINED BY THE ENGINEER. THE AREAS THAT ARE DISTURBED BEYOND THE TWO-FOOT LIMIT WILL NOT BE PAID FOR UNLESS IT IS DETERMINED BY THE ENGINEER THAT DISTURBING THOSE AREAS WAS NECESSARY FOR GRADING PURPOSES. TURF AREAS WHICH ARE UNNECESSARILY DISTURBED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED WITH TOPSOIL AND SOD AS DIRECTED BY THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.

7. THE P.C. CONCRETE BASE COURSE SHALL NOT BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. A ONE-FOOT STUB SHALL BE CONSTRUCTED PERPENDICULAR TO THE SAWED EDGE OF THE EXISTING PAVEMENT AT THE STUB LOCATIONS. THE COST OF THE ADDITIONAL GUTTER FLAG WIDTH AT THE STUB LOCATIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE 10". TIE BARS BETWEEN THE BASE COURSE AND THE CURB AND GUTTER SHALL BE REQUIRED IN ACCORDANCE WITH THE STANDARD 606001.

8. THE PORTLAND CEMENT CONCRETE BASE COURSE SHALL BE CONSTRUCTED TO A THICKNESS OF 10" OR TO THE FULL DEPTH OF THE ADJACENT PAVEMENT, WHICHEVER IS GREATER. THE COST OF THE ADDITIONAL BASE COURSE THICKNESS SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE BASE COURSE 10", AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9. CURB HEIGHTS MAY BE ADJUSTED BY THE ENGINEER TO MEET EXISTING FIELD CONDITIONS. THE COST OF CONSTRUCTING THE CURB AND GUTTER WITH VARYING CURB HEIGHTS SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.18, OR TYPE B-6.24, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. THE COMBINATION CONCRETE CURB AND GUTTER ADJACENT TO THE NEW PORTLAND CEMENT CONCRETE BASE COURSE AND HOT-MIX ASPHALT OVERLAY SHALL BE IN ACCORDANCE WITH STANDARD 606001 EXCEPT THAT IT SHALL BE CONSTRUCTED TO A MINIMUM THICKNESS OF 11¾ INCHES. THE COST OF THE CURB AND GUTTER, INCLUDING THE ADDITIONAL THICKNESS, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.18, OR TYPE B-6.24.

11. THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED WITH VARYING GUTTER FLAG SLOPES AT THE LOCATIONS SHOWN ON THE PLANS. THE COST OF CONSTRUCTING THE CURB AND GUTTER WITH VARYING GUTTER FLAG SLOPES SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, TYPE B-6.18, OR TYPE B-6.24, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

12. SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS (MAXIMUM) IN THE COMBINATION CONCRETE CURB AND GUTTER, AND THE JOINTS SHALL BE SEALED. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLES 606.07, 420.05, AND 420.12 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT SAWING OF THE JOINTS SHALL COMMENCE WITHIN 4 TO 12 HOURS AFTER THE CONCRETE IS PLACED.

13. ALL SAWED JOINTS IN THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER ARTICLE 606.02 OF THE STANDARD SPECIFICATIONS.

14. IN THE AREAS OF CROSS SLOPE MODIFICATION SHOWN ON PLANS, THE PROPOSED HMA SURFACING THICKNESS WILL EXCEED THE TYPICAL OVERLAY THICKNESS FOR THAT LOCATION. THE ADDITIONAL HMA THICKNESS REQUIRED SHALL BE ACHIEVED WITH SURFACE COURSE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. REFER TO THE INTERSECTION DETAILS FOR THESE LOCATIONS.

15. THE SUBGRADE SHALL BE PREPARED AND COMPACTED IN ACCORDANCE WITH SECTION 301 OF THE STANDARD SPECIFICATIONS AND THE IDOT SUBGRADE STABILITY MANUAL. IF THE REQUIRED DENSITY AND STABILITY CANNOT BE ATTAINED, IT WILL BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATERIAL BELOW THE PROPOSED PAVEMENT SYSTEM TO A MINIMUM DEPTH OF 12 INCHES AS DIRECTED BY THE ENGINEER. ALL UNSTABLE, UNSUITABLE, OR ORGANIC MATERIAL SHALL BE DISPOSED OF OFF THE SITE IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER. MATERIALS THAT ARE UNDERCUT AND REMOVED BELOW THE PROPOSED PAVEMENT SYSTEM WHERE THE REQUIRED DENSITY AND STABILITY CANNOT BE ATTAINED SHALL BE MEASURED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. SEE THE "SUBGRADE REMOVAL AND REPLACEMENT DETAIL" ON THE MISCELLANEOUS DETAIL SHEETS FOR ADDITIONAL INFORMATION.

16. ALL REINFORCEMENT BARS SHALL BE EPOXY COATED UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.

PROPOSED TYPICAL SECTION KEY

- (A) SUBBASE GRANULAR MATERIAL, TYPE B 4"
- (B1) AGGREGATE BASE COURSE, TYPE B (SEE SPECIAL PROVISIONS)
- (B2) AGGREGATE BASE COURSE, TYPE B 4"
- (C) PORTLAND CEMENT CONCRETE BASE COURSE 10"
- (D1) PORTLAND CEMENT CONCRETE SIDEWALK 6"
- (D2) BRICK SIDEWALK
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
  COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
  COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
  (SEE ROADWAY PLANS FOR TYPE)
- (F) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 30" TIE BARS AT 24" CENTERS FORMED IN PLACE (STD. 420001)
- (G) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 X 24" TIE BARS AT 24" CENTERS DRILLED AND GROUTED IN PLACE (STD. 420001) (PREFORMED HOLES WITH GROUTED TIE BARS WILL NOT BE ALLOWED)
- (H) BITUMINOUS MATERIALS (PRIME COAT) - 0.05 TO 0.10 GAL/SQ YD
- (I) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (2")
- (J) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N90 (2")
- (K) SEEDING (COMPLETE)
- (K1) SEEDING, CLASS 1
- (L) MULCH
- (L1) MULCH, METHOD 2
- (M) TOPSOIL FURNISH AND PLACE 6"
- (N) FIBERGLASS FABRIC REPAIR SYSTEM

HOT MIX ASPHALT MIXTURE REQUIREMENTS TABLE

MIXTURE USE	POLYMERIZED SURFACE	POLYMERIZED LEVELING BINDER	INCIDENTAL SURFACE
AC/PG	SBS PG 70-22	SBS PG 70-22	PG 64-22
RAP % (MAX)	10	10	SEE RAP/RAS SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ NDES = 90	4.0% @ NDES = 90	4.0% @ NDES = 90
MIXTURE COMPOSITION (GRADATION)	IL-9.5	IL-9.5FG	IL-9.5
FRICTION AGGREGATE	MIXTURE D	MIXTURE C	MIXTURE C

NOTE: IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY HOT MIX ASPHALT MIXTURE, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE.

FILE NAME = p:\D0070002_Urbana - Main Street ITEP\Plans\sheets\06-typ-sec.dgn	DESIGNED - K.L.R.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.U. RTE. 7124	SECTION 09-00483-01-RS	COUNTY CHAMPAIGN	TOTAL SHEETS 75	SHEET NO. 12
PLOT DATE = 3/7/2013 7:11:50 PM	DRAWN - J.L.B.	REVISED -						MAIN STREET	CONTRACT NO. 91480		
	CHECKED - S.M.W.	REVISED -		SCALE : NONE	SHEET NO. 12 OF 75 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	DATE - 03/2013	REVISED -									