

**PROPOSED TYPICAL CROSS SECTION  
HAMILTON ROAD  
STA. 240+90.00 TO STA. 262+55.04**

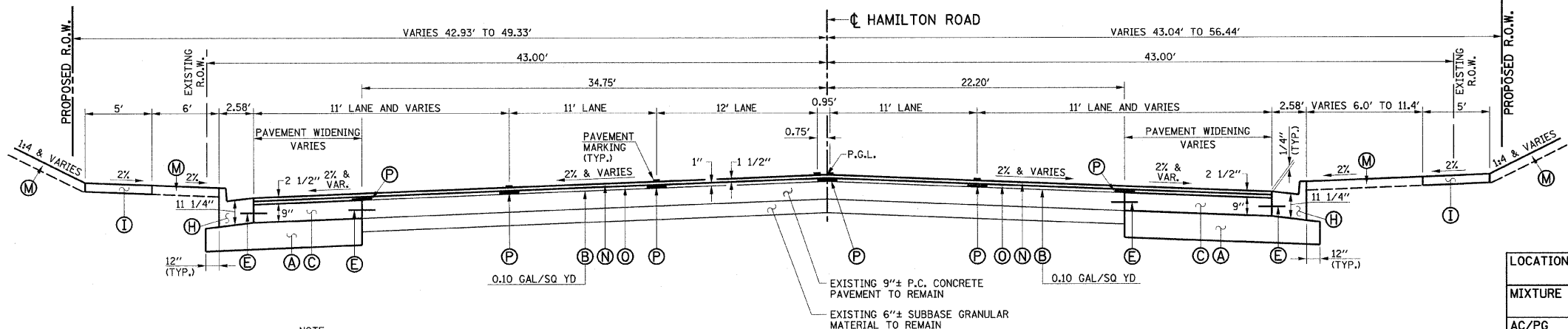
\*SUPER ELEVATION TRANSITION - STA. 252+20 RT. TO STA. 253+40 RT. FULL SUPER ELEVATION = 1.00% STA. 253+40 RT. TO STA. 262+55.04 RT. (MATCH INTERSECTING MAIN STREET EDGE OF PAVEMENT AT STA. 262+55.04)

\*\*SUPER ELEVATION TRANSITION - STA. 261+95 LT. TO STA. 262+55.04 LT. FULL SUPER ELEVATION = -0.50% (MATCH INTERSECTING MAIN STREET EDGE OF PAVEMENT AT STA. 262+55.04)

SEE THE SUPERELEVATION TRANSITION TABLES AND THE INTERSECTION DETAIL FOR PAVEMENT WARPING ELEVATIONS.

- PROPOSED TYPICAL SECTION KEY**
- (A) AGGREGATE BASE COURSE, TYPE A 12"
  - (B) BITUMINOUS MATERIALS (PRIME COAT) - SEE TYPICAL FOR APP. RATE
  - (C) PORTLAND CEMENT CONCRETE BASE COURSE 9"
  - (D) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
  - (E) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUDED 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) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (STD. 606001)
  - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) (STD. 606001)
  - (I) PORTLAND CEMENT CONCRETE SIDEWALK 4" - (SEE NOTE 14)
  - (J) HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 (2") - (SEE NOTE 15)
  - (K) AGGREGATE BASE COURSE, TYPE A 6"
  - (L) STABILIZED SUB-BASE - HOT-MIX ASPHALT, 4"
  - (M) TOPSOIL 4"
  - (N) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
  - (O) POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90 (1")
  - (P) STRIP REFLECTIVE CRACK CONTROL TREATMENT

STRUCTURAL PAVEMENT DESIGN INFORMATION	
HAMILTON ROAD	
STRUCTURAL DESIGN TRAFFIC:	YEAR <u>2018</u>
PV = <u>16270</u>	SU = <u>506</u> MU = <u>84</u>
ROAD/STREET CLASSIFICATION:	CLASS <u>I</u>
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = <u>50%</u>	S = <u>50%</u> M = <u>50%</u>
TRAFFIC FACTOR:	TF = <u>1.20</u>
SUBGRADE SUPPORT RATING:	SSR = "POOR"
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	
P.C. CONCRETE PAVEMENT	= 8"
STABILIZED SUB-BASE	= 4"
GRANULAR SUBBASE	= 12"



**PROPOSED TYPICAL CROSS SECTION  
HAMILTON ROAD  
STA. 500+47.01 TO STA. 501+57.00**

NOTE:  
THE EXISTING 2 1/2" ASPHALT OVERLAY SHALL BE REMOVED FROM STA. 500+34± TO STA. 500+85±. SEE THE REMOVAL/RELOCATION PLANS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE				
LOCATION	HAMILTON ROAD AND MAIN STREET	HAMILTON ROAD AND MAIN STREET	PEDESTRIAN TRAIL	HAMILTON ROAD
MIXTURE USE:	POLYMERIZED SURFACE	POLYMERIZED LEVELING BINDER	SURFACE	STABILIZED SUBBASE
AC/PG	SBS/SBR PG 70-22	SBS/SBR PG 70-22	PG 64-22	PG 58-22
RAP % (MAX)	0	0	10	30
DESIGN AIR VOIDS	4.0% @ NDES = 90	4.0% @ NDES = 90	3.0% @ NDES = 70	2.0% @ NDES = 30
MIXTURE COMPOSITION (GRADATION)	IL 9.5	IL 9.5	IL 9.5	OTHER
FRICTION AGGREGATE	MIXTURE D	MIXTURE C	MIXTURE C	N/A

NOTE: IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY HOT-MIX ASPHALT MIXTURE, THE COST OF INTRODUCING THE ADDITIVE INTO THE HMA WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

**NOTES**

- THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS. THE TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED.
- SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15' CENTERS IN THE PAVEMENT ON HAMILTON ROAD AND AS DIRECTED BY THE ENGINEER (STD. 420001). DOWEL BARS 1" DIAMETER, 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE TRANSVERSE CONTRACTION JOINTS. ALL TRANSVERSE CONTRACTION JOINTS IN THE PAVEMENT MUST EXTEND THROUGH THE CURB AND GUTTER.
- ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02, 420.12, 602.02 AND 606.07.
- EXPANSION JOINTS SHALL BE PLACED AT LOCATIONS SHOWN ON THE PAVEMENT JOINTING PLANS.
- WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT THE JOINTS SHALL BE TIED WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUDED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE SPACED AT 24" CENTERS AS SHOWN ON STD. 420001.
- SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
- SEE PAVEMENT JOINTING PLANS FOR LOCATIONS OF LONGITUDINAL AND TRANSVERSE JOINTS.
- THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4" OF AREAS TO BE SEED. 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. A TOKEN QUANTITY FOR TOPSOIL FURNISH AND PLACE, 4" HAS BEEN PROVIDED TO ESTABLISH A UNIT PRICE IN CASE ADDITIONAL TOPSOIL MATERIAL IS REQUIRED. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- 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 PAVEMENTS, SIDEWALKS, OR PEDESTRIAN TRAILS. ANY EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT OR IS PLACED IN THE EMBANKMENT AREAS SHALL BE REMOVED FROM THE SITE AND DELIVERED TO A SITE WITHIN THE CITY LIMITS AS DIRECTED BY THE ENGINEER. EXCESS TOPSOIL REMOVED FROM THE SITE WILL BE PAID FOR AS EARTH EXCAVATION. SEE THE SPECIAL PROVISIONS FOR TOPSOIL EXCAVATION AND PLACEMENT. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.
- ALL EXPOSED EARTH AREAS SHALL BE SEED, FERTILIZED, AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS. SEEDING, CLASS 1A AND MULCH, METHOD 3 SHALL BE USED. EROSION CONTROL BLANKETS SHALL BE SUBSTITUTED FOR THE MULCH AT LOCATIONS AS DIRECTED BY THE ENGINEER. A TOKEN QUANTITY FOR EROSION CONTROL BLANKET HAS BEEN PROVIDED TO ESTABLISH A UNIT PRICE. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- SEE PLAN AND PROFILE SHEETS AND HORIZONTAL ALIGNMENT AND CONTROL SHEET FOR DETAILED LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS AND RIGHT-OF-WAY LINES. SEE CROSS SECTIONS FOR DETAILED SIDE SLOPE RATIOS.
- THE EXISTING CONCRETE PAVEMENT SHALL BE PREPARED AND REPAIRED PRIOR TO PLACING THE HOT-MIX ASPHALT MATERIALS IN ACCORDANCE WITH SECTION 358 AND 406 OF THE STANDARD SPECIFICATIONS.
- THE STABILIZED SUB-BASE MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 312 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ONLY HOT-MIX ASPHALT WILL BE ALLOWED.
- THE P.C. CONCRETE SIDEWALKS SHALL BE THICKENED TO 6" OR 8" THROUGH DRIVEWAYS TO MATCH THE DRIVEWAY PAVEMENT THICKNESS. THE COST OF CONSTRUCTING THE P.C. CONCRETE SIDEWALK 6" OR 8" THICK THROUGH DRIVEWAYS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C. CONCRETE 4" AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. SEE THE DRIVEWAY DETAILS FOR ADDITIONAL INFORMATION.
- THE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 SHALL BE THICKENED TO 8" THROUGH DRIVEWAYS TO MATCH THE DRIVEWAY PAVEMENT THICKNESS. THE ADDITIONAL THICKNESS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70. SEE THE DRIVEWAY DETAILS FOR ADDITIONAL INFORMATION.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

**PROPOSED TYPICAL SECTIONS  
HAMILTON ROAD**

SCALE: NONE  
DATE: 6-09  
DRAWN BY: J.L.B.  
CHECKED BY: R.L.H.