

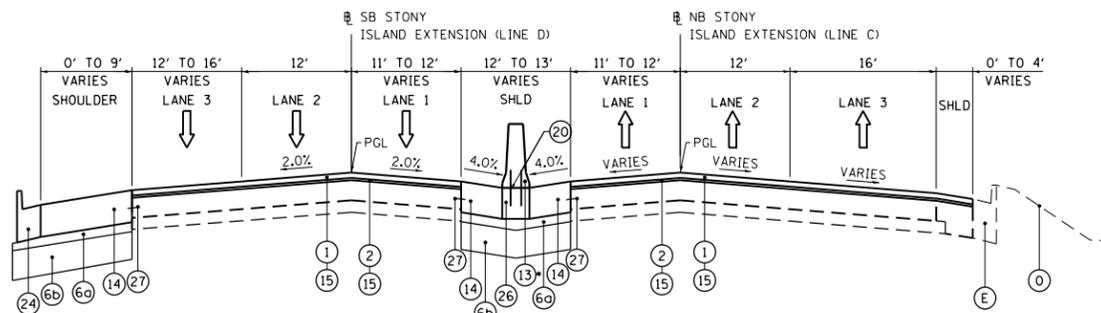
EXISTING:

- (A) EXISTING 9" CONTINUOUSLY REINFORCED PCC PAVEMENT
- (B) EXISTING HMA OVERLAY
- (C) EXISTING 4" STABILIZED SUBBASE
- (D) EXISTING TEMPORARY CONCRETE BARRIER WALL
- (E) EXISTING COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (F) EXISTING CONCRETE CURB TYPE B
- (G) EXISTING GRASS MEDIAN
- (H) NOT USED
- (I) EXISTING 10" PCC BASE
- (J) NOT USED
- (K) EXISTING STABILIZED SHOULDERS, VARIES 12"-14"
- (L) EXISTING AGGREGATE SHOULDERS
- (M) EXISTING 9" PCC BASE
- (N) EXISTING STEEL GUARDRAIL
- (O) EXISTING TOPSOIL

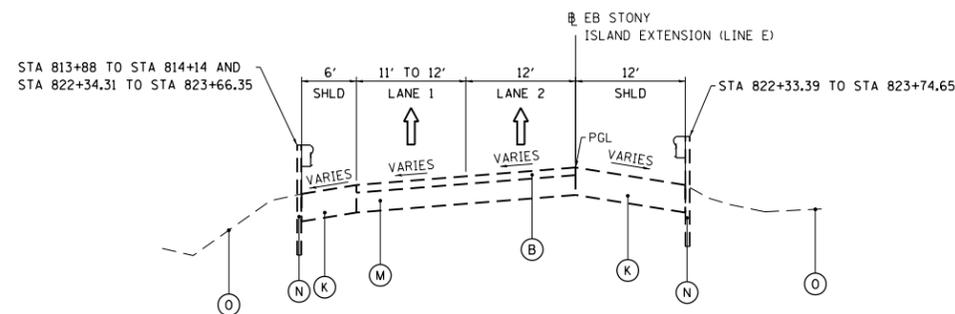
PROPOSED:

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 " & VARIES
- (3) HOT-MIX ASPHALT SHOULDERS, 10" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 " HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 8 1/4 "
- (4) PCC PAVEMENT 9" (JOINTED)
- (5) AGGREGATE BASE COURSE, TYPE B 6"
- (6) AGGREGATE SUBGRADE IMPROVEMENT
 - (6a) 3" CA-6 AGGREGATE CAP
 - (6b) 9" POROUS GRANULAR EMBANKMENT
- (7) AGGREGATE SHOULDERS, TYPE B, 6"
- (8) COMBINATION CONCRETE CURB AND GUTTER, B-6.18
- (9) PCC PAVEMENT 10 1/2" (JOINTED)
- (10) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4 1/2 "
- (11) STEEL PLATE BEAM GUARDRAIL, TY. A 6 FT POSTS
- (12) CONCRETE CURB, TYPE B
- (13) CONCRETE BARRIER, DOUBLE FACE, 42 IN. HEIGHT
- (14) PCC SHOULDERS 10 1/2"
- (15) BITUMINOUS MATERIALS (PRIME COAT)
- (16) REGRADING AND LANDSCAPING TOPSOIL EXCAVATION AND PLACE, 6" SEEDING, CLASS 2A
- (17) HMA SURFACE REMOVAL, 2 1/2 "
- (18) PAVED SHOULDER REMOVAL
- (19) PCC SHOULDERS 9"
- (20) DRILL AND GROUT NO. 6 TIE BARS AT 30" CTS (STAGGERED SIDE BY SIDE) INCLUDED IN COST OF CONCRETE BARRIER, DOUBLE FACE, 42 IN. HEIGHT
- (21) CONCRETE BARRIER, VARIABLE CROSS-SECTION, 42" HEIGHT
- (22) LEVELING BINDER (MACHINE METHOD), N70
- (23) HMA SURFACE REMOVAL, VARIABLE DEPTH
- (24) COMBINATION CONCRETE CURB AND GUTTER, B-6.24
- (25) EXCESS PAVEMENT REMOVAL
- (26) CONCRETE BARRIER BASE
- (27) LONGITUDINAL CONSTRUCTION JOINT. DRILL AND GROUT NO. 6 DEFORMED TIE BARS 24" LONG AT 24" C-C. INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SHOULDERS 10 1/2" OR 9"
- (28) LONGITUDINAL SAWED OR CONSTRUCTION JOINT. FOR LONGITUDINAL SAWED JOINT, POUR IN PLACE NO. 6 DEFORMED EPOXY TIE BARS 30" LONG AT 30" C-C. FOR LONGITUDINAL CONSTRUCTION JOINT, DRILL AND GROUT NO. 6 DEFORMED EPOXY TIE BARS 24" LONG AT 24" C-C. INCLUDED IN COST OF PORTLAND CEMENT CONCRETE PAVEMENT 10 1/2" OR 9" (JOINTED)
- (29) PIPE UNDERDRAINS 6"

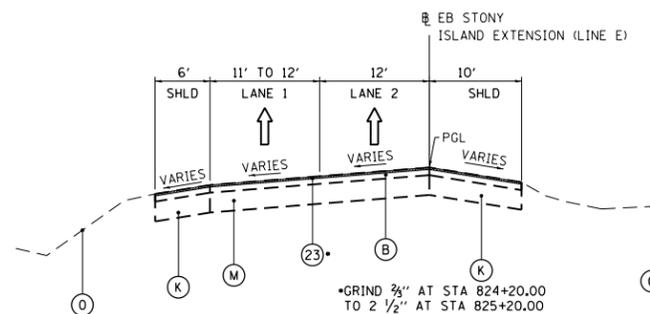
BOWMAN, BARRETT & ASSOCIATES INC.
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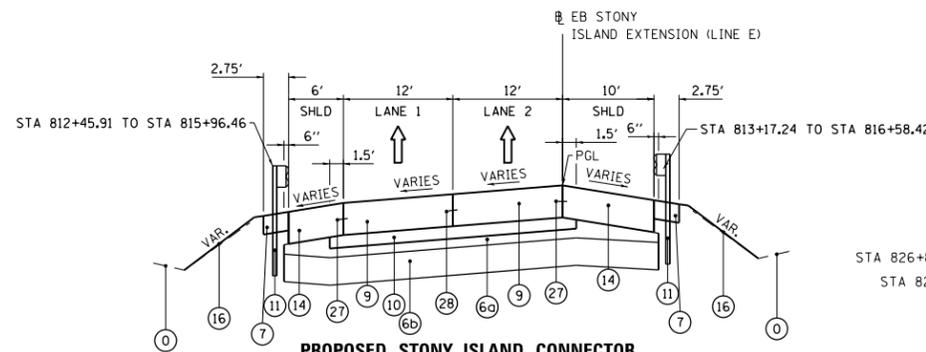
*CONCRETE BARRIER TRANSITION FROM STA 105+30.31 TO 105+44.23
PROPOSED STONY ISLAND EXTENSION
STA 103+11.08 TO STA 105+20.43
LOOKING NORTH



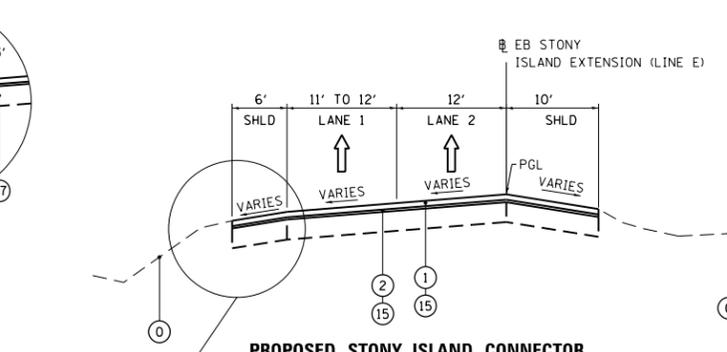
EXISTING STONY ISLAND CONNECTOR
EB (LINE E): STA 812+30.00 TO STA 814+14.11
STA 821+47.03 TO STA 824+20.00
LOOKING EAST



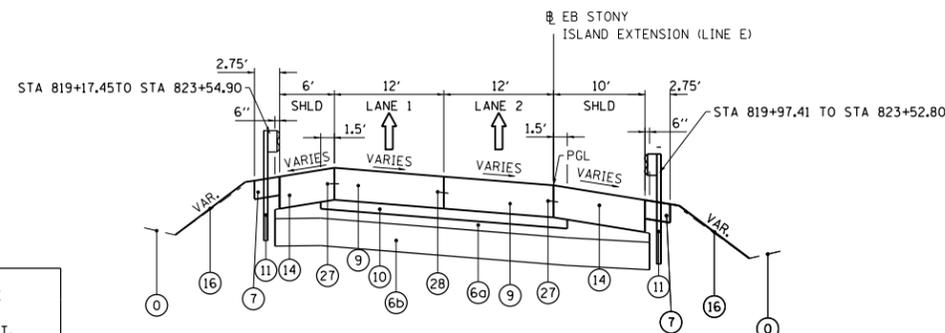
EXISTING STONY ISLAND CONNECTOR
EB (LINE E): STA 824+20.00 TO STA 828+53.79
LOOKING EAST



PROPOSED STONY ISLAND CONNECTOR
EB (LINE E): STA 812+30.00 TO STA 815+56.75
LOOKING EAST



PROPOSED STONY ISLAND CONNECTOR
EB (LINE E): STA 824+20.00 TO STA 828+53.79
LOOKING EAST



PROPOSED STONY ISLAND CONNECTOR
EB (LINE E): STA 819+79.19 TO STA 824+20.00
LOOKING EAST

EB STONY ISLAND (LINE E) 2 LANE			
STRUCTURAL DESIGN TRAFFIC:	YEAR 2013		
PV=	19.116	SU=	2,124
		MU=	2,360
ROAD/STREET CLASSIFICATION:	CLASS II		
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	P=50%	S=50%	M=50%
TRAFFIC FACTOR:	ACTUAL TF=16.30		
	MINIMUM TF=4.59		
SUBGRADE SUPPORT RATING:	SSR=POOR		

FILE NAME =	USER NAME = default	DESIGNED - RTF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS STONY ISLAND CONNECTOR			F.A.I. R.T.E. = 94	SECTION = 2012-059-BR	COUNTY = COOK	TOTAL SHEETS = 631	SHEET NO. = 30
*FILEL#	PLOT SCALE = *SCALE*	DRAWN - RTF	REVISED -		SCALE: N/A	SHEET NO. 4 OF 7 SHEETS	STA. N/A	TO STA. N/A	CONTRACT NO. 60J12			
	PLOT DATE = 3/29/2013	CHECKED - RR	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 03/29/2013	REVISED -									

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