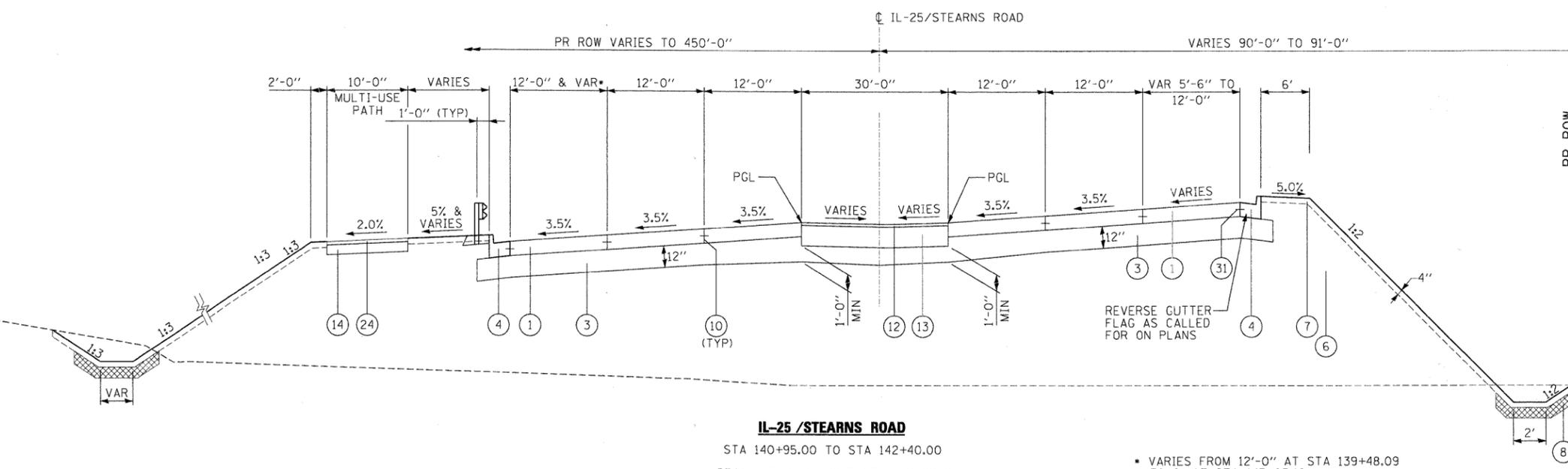


IL-25 /STEARNS ROAD
 STA 139+35.97 TO STA 140+95.00
 (PROPOSED BRIDGE OMISSION STA 506+61.47 TO STA 139+35.97)
 STEARNS ROAD BRIDGE OVER BREWSTER CREEK
 BEGIN SE TRANS IN STA 504+18.73
 END SE TRANS IN STA 506+62.93
 BEGIN SE TRANS OUT STA 140+89.21
 END SE TRANS OUT STA 143+33.41
 STA EQUATION: STA 506+76.88 = STA 138+18.50, 18' RT



IL-25 /STEARNS ROAD
 STA 140+95.00 TO STA 142+40.00
 BEGIN SE TRANS OUT STA 140+89.21
 END SE TRANS OUT STA 143+33.41
 * VARIES FROM 12'-0" AT STA 139+48.09 TO 0" AT STA 143+05.18

- LEGEND**
- 1 PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
 - 2 STABILIZED SUB-BASE, HOT-MIX ASPHALT, 4 1/2"
 - 3 SUB-BASE GRANULAR MATERIAL, TYPE B, 12" & VARIES
 - 4 COMBINATION CONCRETE CURB AND GUTTER B6.24
 - 5 HOT-MIX ASPHALT SHOULDERS, 8" (IN 3 LIFTS)
 - 6 EARTH EXCAVATION
 - 7 TOPSOIL EXCAVATION AND PLACEMENT
 - 8 CLAY LINER, 8"
 - 9 PORTLAND CEMENT CONCRETE SHOULDERS, 6"
 - 10 LONGITUDINAL CONSTRUCTION JOINT (INCLUDED IN COST OF PORTLAND CEMENT CONCRETE PAVEMENT, 10" JOINTED)
 - 11 AGGREGATE SHOULDERS TYPE B, 8"
 - 12 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
 - 13 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 10 1/2" (IN 5 LIFTS)
 - 14 AGGREGATE BASE COURSE TYPE B, 6"
 - 15 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - 16 COMPACTED LIMESTONE SCREENINGS (FA 5), 2" PAID FOR AS
 - 17 STEEL PLATE BEAM GUARD RAIL, TYPE A
 - 18 NOT USED
 - 19 NOT USED
 - 20 LEVELING BINDER (MACHINE METHOD), N70 (3/4" MINIMUM)
 - 21 COMBINATION CONCRETE CURB AND GUTTER B6.12
 - 22 CONCRETE MEDIAN, TYPE SB (SPEC)
 - 23 BICYCLE RAILING
 - 24 HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
 - 25 HOT MIX ASPHALT BINDER COURSE, IL-19.0 N50, 6 1/2" (IN 3 LIFTS)
 - 26 SAW CUTS
 - 27 HOT-MIX ASPHALT SHOULDER, 6" (IN 2 LIFTS)
 - 28 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - 29 POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 1 1/2"
 - 30 PORTLAND CEMENT CONCRETE PAVEMENT, 9"
 - 31 TIE BARS (INCLUDED IN COST OF COMB CONC CURB & GUTTER AND CONC MEDIAN, TYPE SB (SPEC))

STRUCTURAL DESIGN TRAFFIC:		YEAR	2020
PV = 30,960	SU = 2520	MU = 2520	
ROAD/STREET CLASSIFICATION:		CLASS	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P = 32%	S = 45%	M = 45%	
TRAFFIC DATA:		ACTUAL TF =	19.09
		MINIMUM TF =	6.03
SUBGRADE SUPPORT RATING:		SSR =	POOR

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