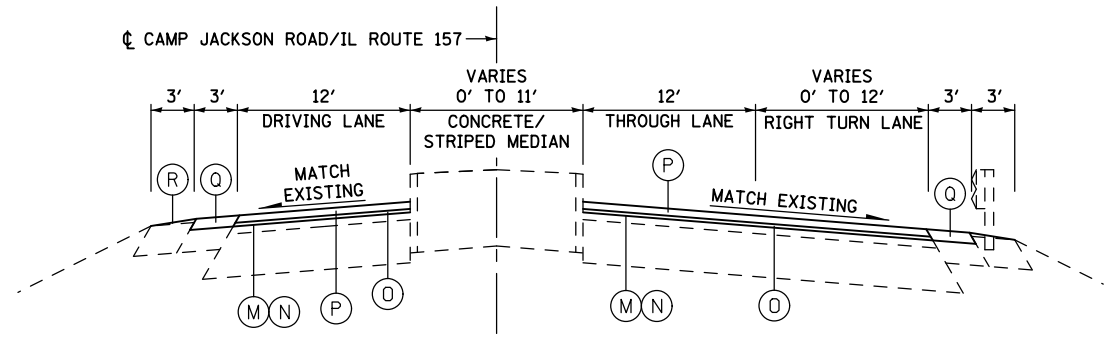
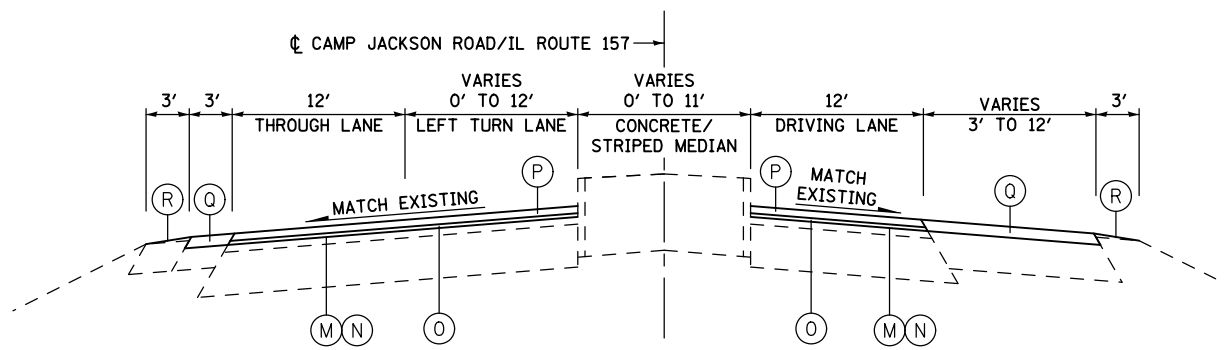


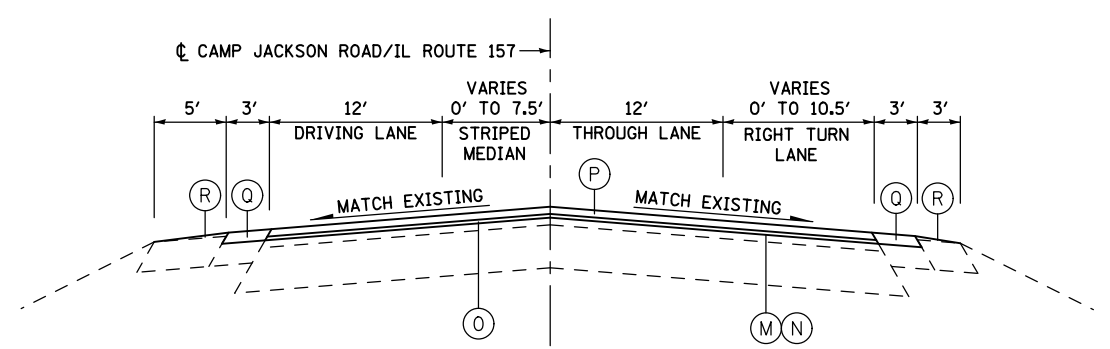
PROPOSED IL ROUTE 157/CAMP JACKSON ROAD
 STA 258+76 TO STA 276+06,
 STA 289+30 TO STA 305+94



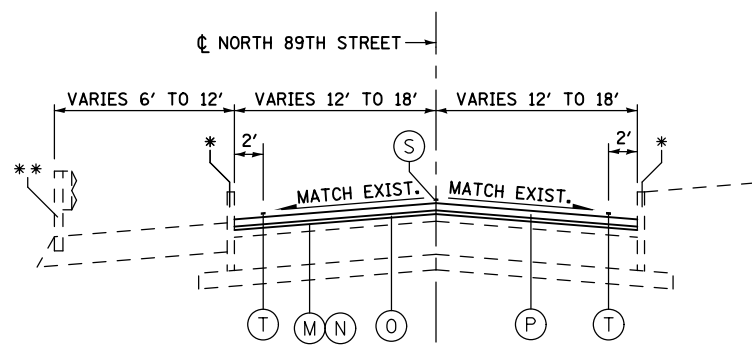
PROPOSED IL ROUTE 157/CAMP JACKSON ROAD
 STA 276+06 TO STA 281+18



PROPOSED IL ROUTE 157/CAMP JACKSON ROAD
 STA 281+18 TO STA 289+30

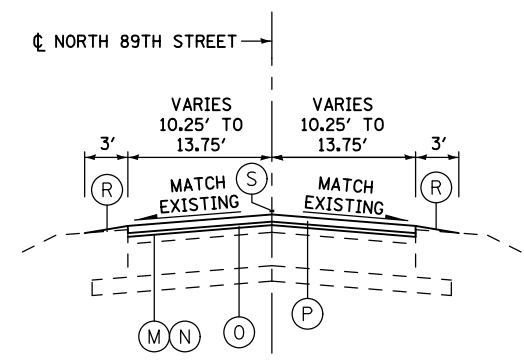


PROPOSED IL ROUTE 157/CAMP JACKSON ROAD
 STA 305+94 TO STA 307+41
 REFER TO PAVEMENT MARKING PLAN FOR PROPOSED
 PAVEMENT MARKING ON IL ROUTE 157/CAMP JACKSON ROAD

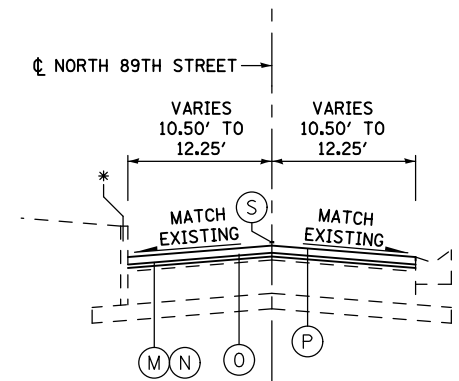


PROPOSED NORTH 89TH STREET
 (NORTH OF STATE STREET)
 STA 0+50 TO STA 40+25

- EXISTING CONCRETE CURB PRESENT FROM STA. 0+50 TO STA. 6+25 (LT.), FROM STA. 20+57 TO STA. 29+02 (LT.), AND FROM STA. 20+57 TO STA. 30+53 (RT.)
- EXISTING GUARDRAIL PRESENT FROM STA. 15+07 TO STA. 26+04

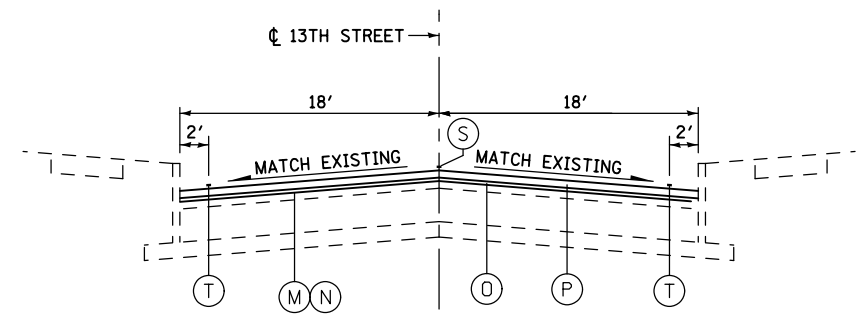


PROPOSED NORTH 89TH STREET
 (NORTH OF ST. CLAIR AVENUE)
 STA 1+35 TO STA 2+90



PROPOSED NORTH 89TH STREET
 (NORTH OF ST. CLAIR AVENUE)
 STA 2+90 TO STA 14+74

- EXISTING CONCRETE CURB PRESENT FROM STA. 2+59 TO STA. 5+21 AND FROM STA. 11+00 TO STA. 14+74



PROPOSED 13TH STREET
 STA 0+36 TO STA 3+79

LEGEND:

- (A) EXISTING PORTLAND CEMENT CONCRETE PAVEMENT
- (B) EXISTING RESURFACING
- (C) EXISTING SUB-BASE GRANULAR MATERIAL
- (D) EXISTING CONCRETE SIDEWALK
- (E) EXISTING GUTTER TYPE A
- (F) EXISTING BITUMINOUS SHOULDER
- (G) EXISTING AGGREGATE SHOULDER
- (H) EXISTING GUARDRAIL
- (I) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL - 1"
- (J) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL - 1 1/2"
- (K) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL - 1 3/4"
- (L) EXISTING HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- (M) PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- (N) PROPOSED AGGREGATE (PRIME COAT)
- (O) PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4"
- (P) PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- (Q) PROPOSED HOT-MIX ASPHALT SHOULDER, 2 1/4"
- (R) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (S) PROPOSED THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH, 10' DASH, 30' SKIP (YELLOW)
- (T) PROPOSED THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE

NOTES:

- HMA SURFACE REMOVAL THICKNESS IS THE REMOVAL DEPTH AT THE BASELINE.
- PATCHING SHALL CONSIST OF CLASS C OR CLASS D PATCHES.

4/11/2014
 9:25:04 AM
 FILE

FILE NAME = 76h23-shr-TYPICAL-02.dgn	USER NAME = mmcklin	DESIGNED - TTB	REVISED -
MODEL NAME = Default	DRAWN - TTB	CHECKED - JAH	REVISED -
PLOT SCALE = 20.0000' / in.	DATE = 4/10/14		
PLOT DATE = 4/11/2014			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE. VAR.	SECTION *	COUNTY ST. CLAIR	TOTAL SHEETS 19	SHEET NO. 8
• DIST 8 RESURFACING 2014-5		CONTRACT NO. 76H23		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				