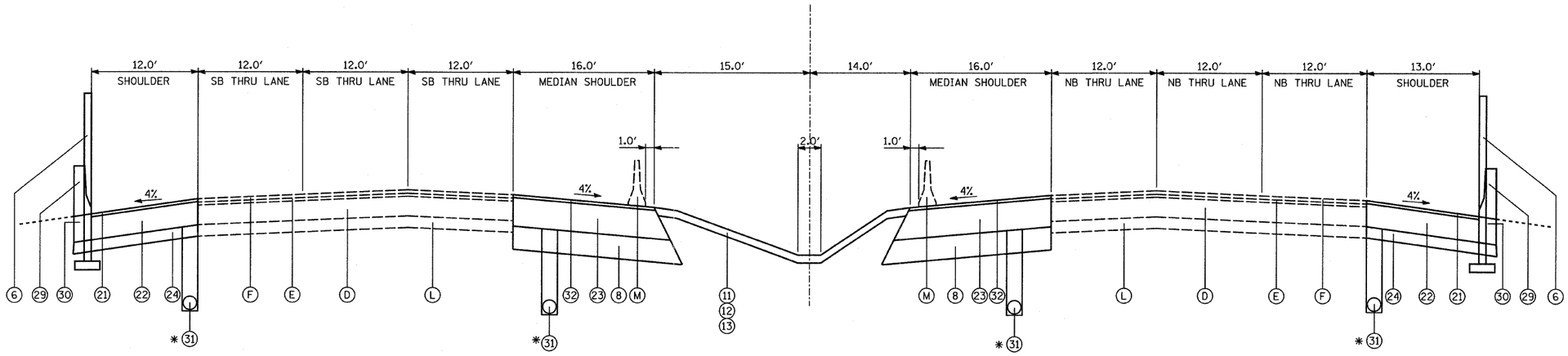


SHOULDER FROM
STA. 611+41.58 TO 621+14.83
BARRIER FROM
STA. 613+81.17 TO 618+75.32
MSE RETAINING WALL FROM
STA. 395+25.88 TO 397+65.40 (RAMP 2)
AND
STA. 402+59.61 TO 404+99.13 (RAMP 4)

SHOULDER FROM
STA. 614+93.43 TO 615+31.02
AND
STA. 616+39.46 TO 616+77.08

INTERSTATE-55

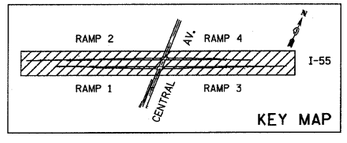
SHOULDER FROM
STA. 614+89.52 TO 615+30.31
AND
STA. 616+37.30 TO 616+81.60

SHOULDER FROM
STA. 610+35.39 TO 619+13.88
BARRIER FROM
STA. 612+74.91 TO 617+69.05
MSE RETAINING WALL FROM
STA. 195+00.87 TO 197+40.39 (RAMP 1)
AND
STA. 202+34.54 TO 203+79.37 (RAMP 4)

EXISTING LEGEND

- (A) COMBINATION CONC. CURB & GUTTER, TYPE B-6.12
- (B) COMBINATION CONC. CURB & GUTTER, TYPE M-2.12
- (C) HOT-MIX ASPHALT SHOULDERS ±13″
- (D) PORTLAND CEMENT CONCRETE PAVEMENT, ±10″
- (E) HOT-MIX ASPHALT BINDER COURSE, ±1.5″
- (F) HOT-MIX ASPHALT SURFACE COURSE, ±1.75″
- (G) CONCRETE RETAINING WALL, TO REMAIN
- (H) PORTLAND CEMENT CONCRETE PAVEMENT, ±10″ (PAID FOR AS "PAVEMENT REMOVAL" SQ YD - IRRESPECTIVE OF THICKNESS)
- (I) PORTLAND CEMENT CONCRETE SIDEWALK, 5″
- (J) HOT-MIX ASPHALT BINDER COURSE, ±13.5″
- (K) AGGREGATE SUBGRADE, ±12″
- (L) SUB-BASE GRANULAR MATERIAL, ±6″
- (M) RELOCATED TEMPORARY CONCRETE BARRIER WALL (STATE OWNED)
- (N) CONCRETE BARRIER
- (O) CONCRETE BARRIER BASE
- (P) PIPE UNDERDRAINS

▨ REMOVAL ITEMS



PROPOSED LEGEND

- (1) COMBINATION CONC. CURB & GUTTER, TYPE B-6.12
- (2) COMBINATION CONC. CURB & GUTTER, TYPE B-6.24
- (3) AGGREGATE SHOULDERS, TYPE B, 6″
- (4) CONCRETE MEDIAN, TYPE SB-6.12
- (5) CONCRETE RETAINING WALL (EXISTING)
- (6) MECHANICALLY STABILIZED EARTH RETAINING WALL (PROPOSED)
- (7) PORTLAND CEMENT CONCRETE PAVEMENT, 11″ (JOINTED)
- (8) AGGREGATE SUBGRADE, 12″
- (9) PORTLAND CEMENT CONCRETE SIDEWALK, 5″
- (10) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4½″
- (11) EROSION CONTROL BLANKET
- (12) TOPSOIL FURNISH AND PLACE, 4″
- (13) SEEDING, CLASS 2A
- (14) SAWED LONGITUDINAL JOINT WITH NO. 6 TIE BARS @ 30″ CENTERS (INCLUDED IN COST OF PCC PAVEMENT)
- (15) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24″ CENTERS (INCLUDED IN COST OF PCC PAVEMENT)
- (16) CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24″ CENTERS (INCLUDED IN COST OF CURB AND GUTTER OR MEDIAN)
- (17) LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 TIE BARS @ 24″ CENTERS DRILL AND GROUT IN PLACE (INCLUDED IN COST OF PCC PAVEMENT)
- (18) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (19) PORTLAND CEMENT CONCRETE PAVEMENT, 15″ (JOINTED)
- (20) CRC PAVEMENT, 15″
- (21) HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70, 1-1/2″
- (22) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 12″
- (23) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 13.5″
- (24) SUBBASE GRANULAR MATERIAL, TYPE B 6″
- (25) AGGREGATE BASE COURSE, TYPE B
- (26) BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
- (27) MOMENT SLAB (SEE MSE WALL PLANS)
- (28) REINFORCED SOIL MASS (SEE MSE WALL PLANS)
- (29) PROPOSED SINGLE FACE CONCRETE BARRIER (SPECIAL)
- (30) PROPOSED CONCRETE BARRIER BASE (SPECIAL)
- (31) PROPOSED PIPE UNDERDRAINS, 8″ SPECIAL (36″ BELOW PAVED SURFACE)
- (32) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1½″

✱ SEE PIPE UNDERDRAIN SCHEDULE FOR PIPE UNDERDRAIN LIMITS

EARTHWORK TABLE

LOCATION	EXCAVATION (CU YD)	EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	UNSUITABLE MATERIAL (TOPSOIL) (CU YD)	SELECT FILL EMBANKMENT (CU YD)
RAMP 1	2825	2401	10.0	+1740	590	2525
RAMP 2	3875	3294	35.0	+3259	135	2270
RAMP 3	4010	3409	5.0	+3404	45	1475
RAMP 4	2200	1870	130.0	+1740	180	2475
I-55 MOT	315	268	0	+268	395	0
TOTAL	13225	11242	180	+10411	1345	8745

EARTHWORK TABLE NOTES

EXCAVATION QUANTITIES, UNSUITABLE QUANTITIES, AND EMBANKMENT QUANTITIES WERE TAKEN FROM CROSS SECTIONS.

THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL QUANTITY WAS BASED ON A DEPTH OF 8 INCHES.

EMBANKMENT ADJUSTED FOR SHRINKAGE = EXCAVATION QUANTITY X (1-SHRINKAGE FACTOR (0.15)).

EARTHWORK BALANCE = EARTHWORK TO BE REMOVED (WASTE (+)) OR EARTHWORK REQUIRED (SHORTAGE (-)).

ALL PAY ITEMS HAVE BEEN ROUNDED UP TO THE NEAREST 5 CUBIC YARDS.

SELECT FILL EMBANKMENT QUANTITIES HAVE BEEN PROVIDED AND ARE CALCUALTED ON THE BASIS OF THE DIMENSIONS INDICATED ON THE MECHANICALLY STABILIZED EARTH RETAINING WALL GENERAL PLAN AND ELEVATION SHEETS .

TYLIN INTERNATIONAL

USER NAME = $USER$	DESIGNED - RLB	REVISED -	
	DRAWN - RLB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - AZ	REVISED -	
PLOT DATE = 4/28/2011	DATE - 03/25/2011	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CENTRAL AVENUE OVER I-55
PROPOSED TYPICAL SECTIONS – I-55 MAINLINE

SCALE: NONE | SHEET NO. 8 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	0711.2R & 1011.1BR	COOK	741	18
		CONTRACT NO. 60999		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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