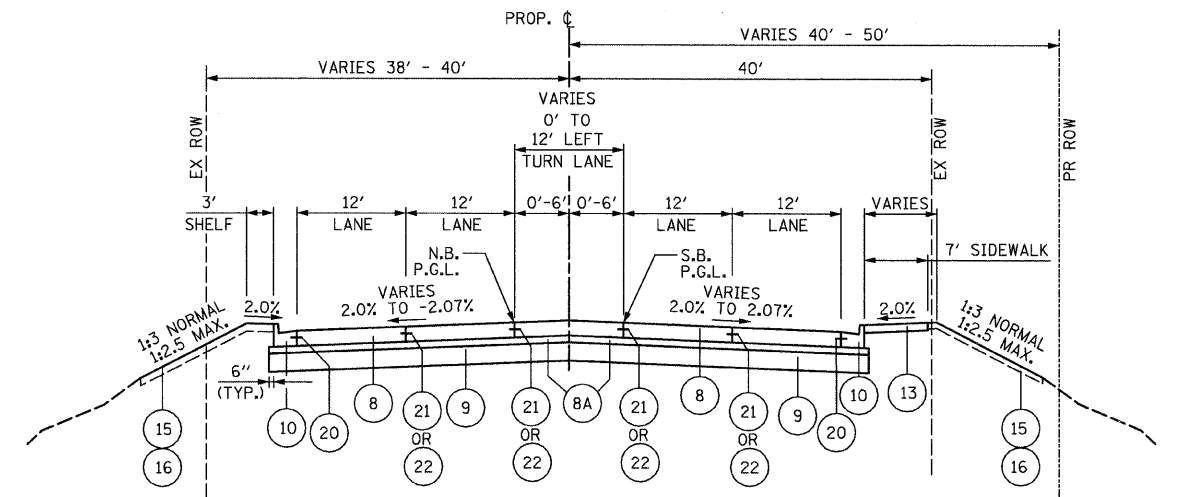
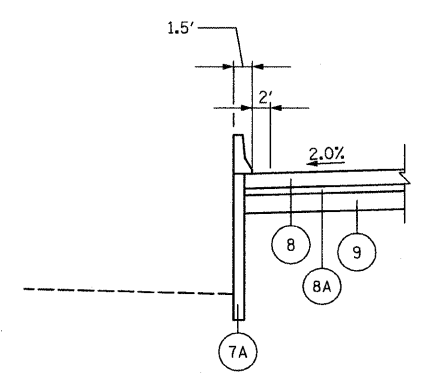


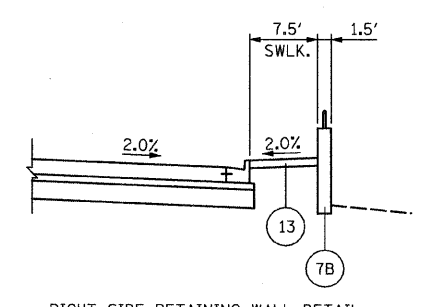
PROPOSED IL. ROUTE 21
 STA. 279+57.29 TO STA. 281+65.20 (FULL SUPERELEVATION)
 STA. 285+66.79 TO STA. 287+72.79 (FULL SUPERELEVATION)



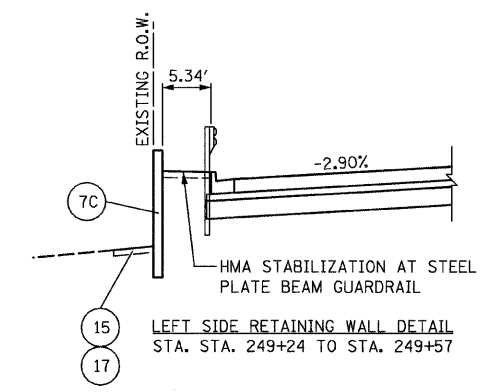
PROPOSED IL. ROUTE 21
 STA. 287+72.79 TO STA. 289+36.08 (SUPERELEVATION TRANSITION)
 STA. 289+36.08 TO STA. 291+15.93



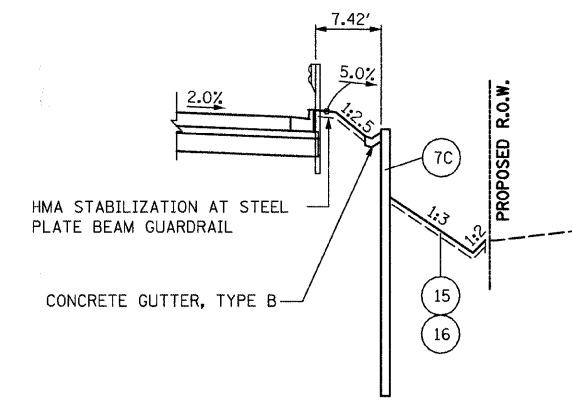
LEFT SIDE RETAINING WALL DETAIL
 STA. 244+62.641 TO STA. 247+88.54



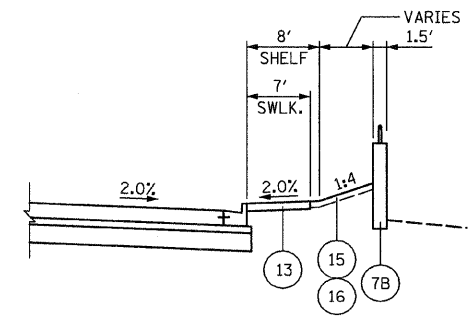
RIGHT SIDE RETAINING WALL DETAIL
 STA. 175+00.00 TO STA. 178+50.00 (BY OTHERS)
 STA. 211+40.15 TO STA. 212+43.93
 STA. 248+07.53 TO STA. 248+36.90
 STA. 249+67.33 TO STA. 251+99.28



LEFT SIDE RETAINING WALL DETAIL
 STA. STA. 249+24 TO STA. 249+57



RIGHT SIDE RETAINING WALL DETAIL
 STA. 187+04 TO STA. 189+77



RIGHT SIDE RETAINING WALL DETAIL
 STA. 267+80.27 TO STA. 269+00.14

- NOTE:
1. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE PLACED EITHER BELOW AGGREGATE SUBGRADE, 12" OR BELOW POROUS GRANULAR EMBANKMENT, SUBGRADE. (SEE TABLE AT RIGHT FOR LOCATIONS.)
 2. VARIABLE SPACED SKEWED TINGING SHALL BE USED ON ALL FACILITIES WITH A POSTED SPEED LIMIT OF 30 MPH OR GREATER. REFER TO SUPPLEMENTAL SPECIFICATIONS SECTION 420 FOR SPECIFIC DETAILS IN REGARDS TO THE DEGREE OF SKEW AND TINE SPACING.

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING HMA OVERLAY
- ③ EXISTING COMB. CONC. CURB AND GUTTER
- ④ EXISTING AGGREGATE SHOULDER
- ⑤ EXISTING SIDEWALK
- ⑥ EXISTING HMA SHOULDER
- ⑦A PROP. RETAINING WALL WITH PARAPET
- ⑦B PROP. RETAINING WALL WITH RAILING
- ⑧ PROP. PCC PAVEMENT 9 3/4" (JOINTED)
- ⑧A PROP. STABILIZED SUBBASE, 4 1/2"
- ⑨ PROP. AGGREGATE SUBGRADE, 12" (SPECIAL) WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION (REFER TO TABLE BELOW FOR DEPTHS AND LIMITS OF ADDITIONAL SUBGRADE TREATMENTS)
- ⑩ PROP. B-6.24 COMB. CONC. CURB AND GUTTER
- ⑪ PROP. B-6.24 COMB. CONC. CURB AND GUTTER (SPECIAL) SEE DETAIL BELOW LEFT.
- ⑫ PROP. B-6.12 COMB. CONC. CURB AND GUTTER
- ⑬ PROP. CONC. SIDEWALK 5" (SEE PLANS FOR LOCATION)
- ⑭ PROP. CONC. MEDIAN SURFACE 4"
- ⑮ PROP. FURNISHING AND PLACING TOPSOIL, 4"
- ⑯ PROP. SODDING (SALT TOLERANT)
- ⑰ PROP. SEEDING AND EROSION CONTROL BLANKET
- ⑱ PROP. M2.12 COMB. CONC. CURB AND GUTTER
- ⑲ PROP. CONCRETE MEDIAN, TYPE SM2.12
- ⑲A PROP. CONCRETE MEDIAN, TYPE SB6.24
- ⑳ CONSTRUCTION JOINT WITH NO.6 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" CENTERS, GROUT IN PLACE. INCLUDED IN THE COST OF CURB & GUTTER OR CONCRETE MEDIAN TYPE SM2.12 (SPECIAL).
- ㉑ CONSTRUCTION JOINT WITH NO. 8 DEFORMED TIE BAR (EPOXY COATED), 24" LONG @ 24" CENTERS, GROUT IN PLACE (INCLUDED IN THE COST OF PCC PAVEMENT).
- ㉒ SAWED LONGITUDINAL JOINT WITH NO. 6 DEFORMED TIE BAR (EPOXY COATED) 30" LONG @ 30" (TYPICAL) CENTERS (INCLUDED IN THE COST OF PCC PAVEMENT).
- ㉓ PROP. PCC SHOULDER, 9 3/4"

POROUS GRANULAR EMBANKMENT, SUBGRADE WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION				
ALIGNMENT	BEGIN STA.	END STA.	ADDITIONAL DEPTH	WIDTH
ILLINOIS ROUTE 21	197+50.00	199+50.00	12"	5' TO 35' RT
	228+00.00	230+00.00	6"	5' TO 35' RT
	237+00.00	239+00.00	6"	ENTIRE PAVEMENT
	239+00.00	245+00.00	12"	ENTIRE PAVEMENT
	248+50.00	254+00.00	12"	ENTIRE PAVEMENT
	260+50.00	263+50.00	12"	ENTIRE PAVEMENT
	263+50.00	267+00.00	6"	ENTIRE PAVEMENT
	269+70.00	275+50.00	12"	ENTIRE PAVEMENT
	275+50.00	279+00.00	6"	ENTIRE PAVEMENT
	282+50.00	291+15.00	12"	ENTIRE PAVEMENT
ILLINOIS ROUTE 137	451+00.00	453+00.00	12"	ENTIRE PAVEMENT