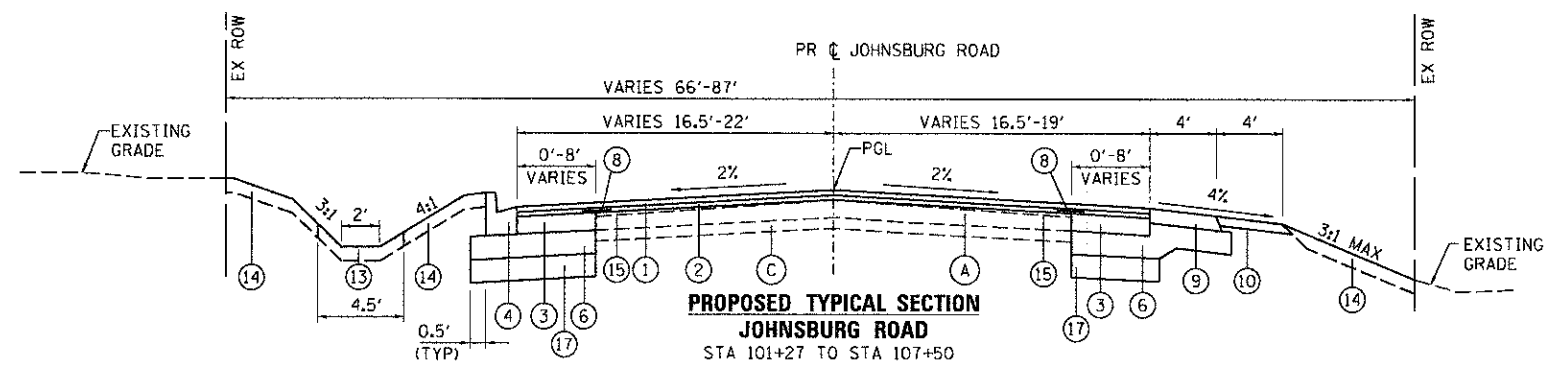


EXISTING TYPICAL SECTION LEGEND

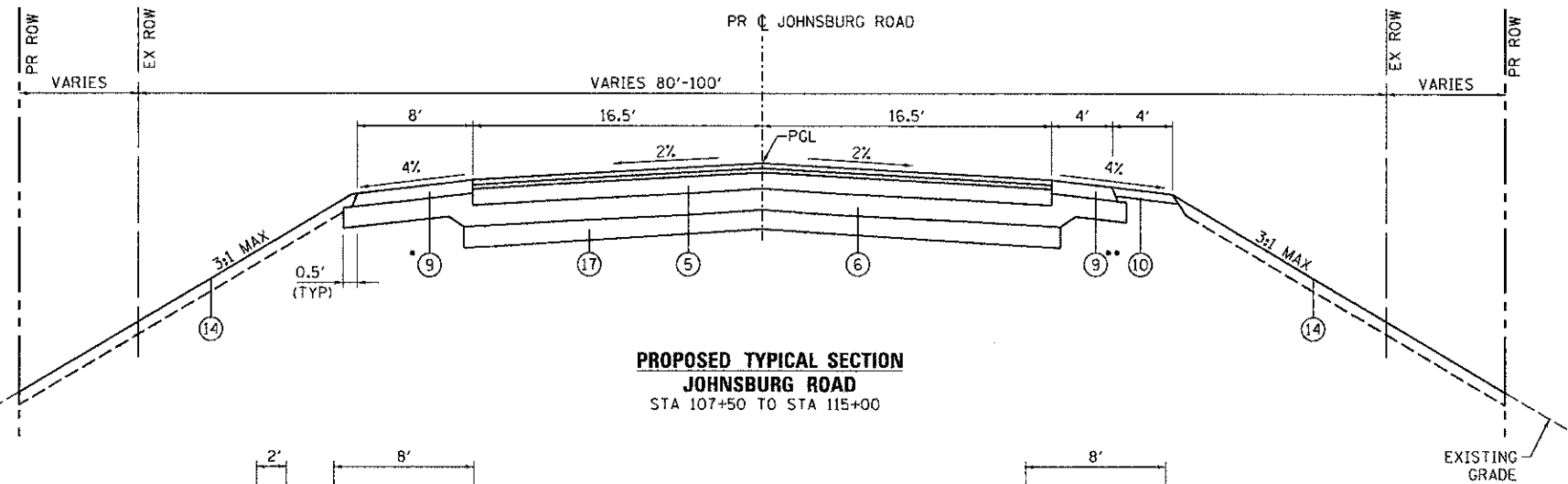
- (A) HOT-MIX ASPHALT PAVEMENT; DEPTH VARIES (6" TO 10")
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (C) GRANULAR MATERIAL
- (D) AGGREGATE SHOULDER
- (E) EXISTING GRADE
- (F) COMBINATION CONCRETE CURB AND GUTTER
- (G) SAW CUTTING, (FULL DEPTH)

PROPOSED TYPICAL SECTION LEGEND

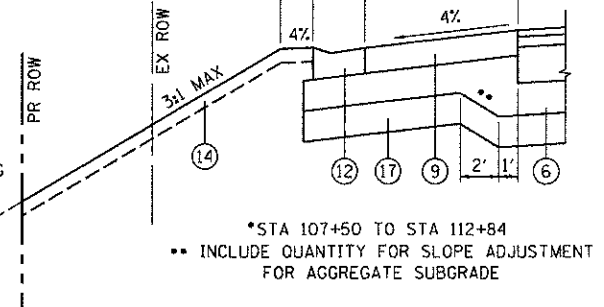
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 2-1/4"
- (3) HOT-MIX ASPHALT BASE COURSE, 9"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (5) HMA FULL DEPTH PAVEMENT, 13-1/4"
- (6) AGGREGATE SUBGRADE IMPROVEMENT, 12" (50 YD)
- (7) BRICK PAVER ACCENT STRIPS
- (8) STRIP REFLECTIVE CRACK CONTROL TREATMENT
- (9) HOT-MIX ASPHALT SHOULDERS, 8"
- (10) AGGREGATE SHOULDERS, TYPE B, 6"
- (11) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (12) CONCRETE GUTTER, TYPE A
- (13) TOPSOIL, FURNISH AND PLACE, 4"; SODDING, SALT TOLERANT
- (14) TOPSOIL, FURNISH AND PLACE, 4"; SEEDING, CLASS VARIES; HEAVY DUTY EROSION CONTROL BLANKET
- (15) HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, THICKNESS VARIES (TONS)
- (16) SUB-BASE GRANULAR MATERIAL, TYPE B, 6"
- (17) AGGREGATE SUBGRADE IMPROVEMENT (CU YD)



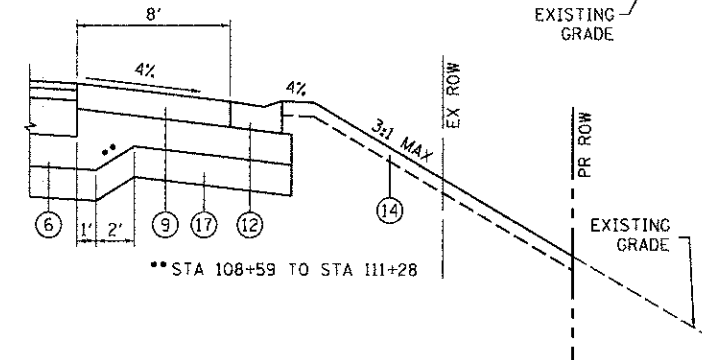
**PROPOSED TYPICAL SECTION
JOHNSBURG ROAD
STA 101+27 TO STA 107+50**



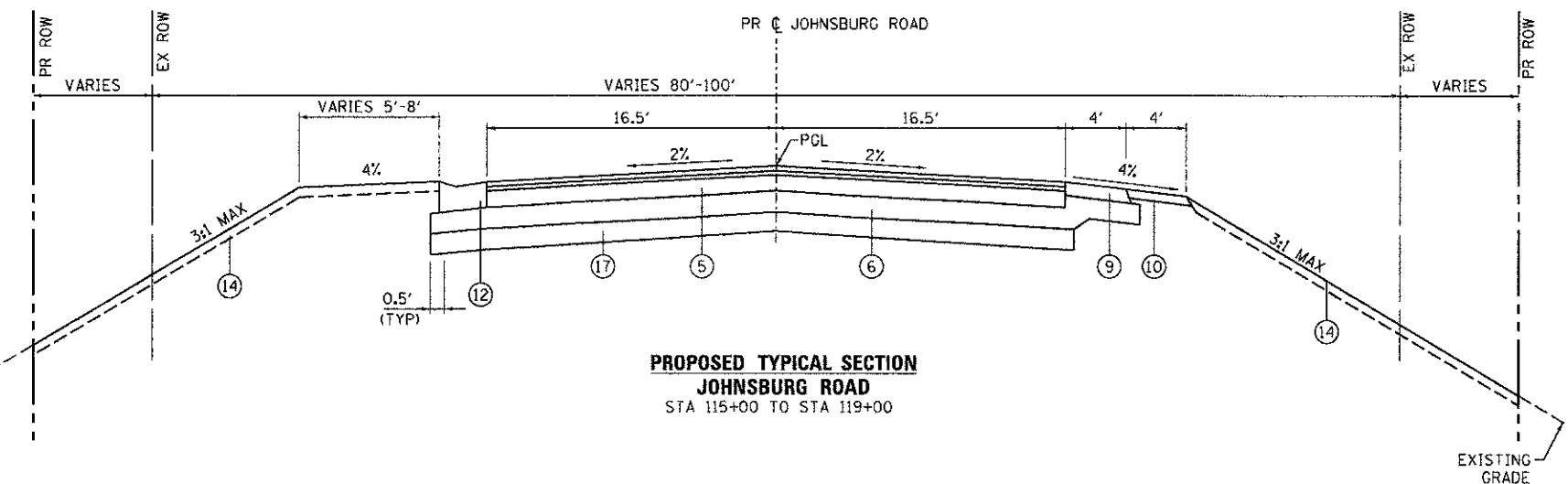
**PROPOSED TYPICAL SECTION
JOHNSBURG ROAD
STA 107+50 TO STA 115+00**



*STA 107+50 TO STA 112+84
** INCLUDE QUANTITY FOR SLOPE ADJUSTMENT FOR AGGREGATE SUBGRADE



**STA 108+59 TO STA 111+28



**PROPOSED TYPICAL SECTION
JOHNSBURG ROAD
STA 115+00 TO STA 119+00**

STRUCTURAL DESIGN TRAFFIC:	YEAR: 2030	MU = 514
PV = 12,205	SU = 129	
ROAD/STREET CLASSIFICATION:	CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 95	S = 1	M = 4
TRAFFIC FACTOR:	ACTUAL TF = 2.14	AC TYPE = 20
	MINIMUM T = 0.50	
PG GRADE: BINDER = 64-22	SURFACE = 64-22	
SUBGRADE SUPPORT RATING:		
SSR = POOR	(STA. 107+50 TO 103+25)	
SSR = POOR	(STA. 160+44 TO 178+43)	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm); 9" (IN 3 LIFTS)	4% @ 50 GYR.
WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1 1/2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 3/4"	4% @ 70 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm); 9" (IN 3 LIFTS)	4% @ 50 GYR.
SHOULDER RECONSTRUCTION	
HMA SHOULDER (HMA BINDER IL-19mm); 8"	4% @ 50 GYR.
DRIVEWAYS	
HMA SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm); PE-6"; CE-8" (IN 2 LIFTS)	4% @ 50 GYR.
PATCHING	
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR.
TEMPORARY PAVEMENT	
HMA SURFACE COURSE, MIX "D", N50; (IL 9.5mm); 2"	
TEMP PAVEMENT (HMA BINDER IL-19mm); 6"	4% @ 50 GYR.

- THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SO YD/IN
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SPECIAL PROVISIONS.
- NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING

12/19/2012 2:25:04 PM
 CLIENT: MCHENRY COUNTY
 DATE PLOTTED: 12/19/12
 PLOT SCALE: N.T.S.
 PLOT DRIVER: pldr1
 PEN TABLE: standard-trans.tbl



USER NAME = jettone	DESIGNED - JRM	REVISED -
FILE NAME = R00622-tp-23.dgn	DRAWN - SMP	REVISED -
PLOT SCALE = N.T.S.	CHECKED - TH	REVISED -
PLOT DATE = 12/19/2012	DATE - 12/19/12	REVISED -

**MCHENRY COUNTY
DIVISION OF TRANSPORTATION**

**PROPOSED TYPICAL SECTIONS
JOHNSBURG ROAD**

SCALE: N.T.S. SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
168	05-00314-00-WR	MCHENRY	187	18
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 63515	