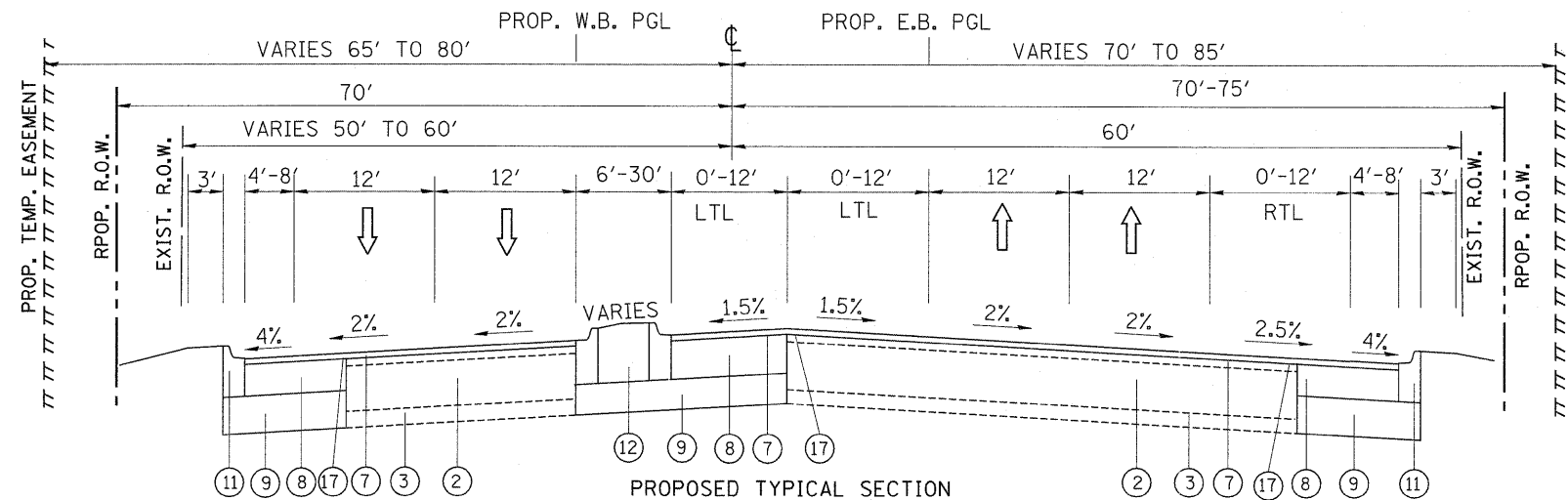
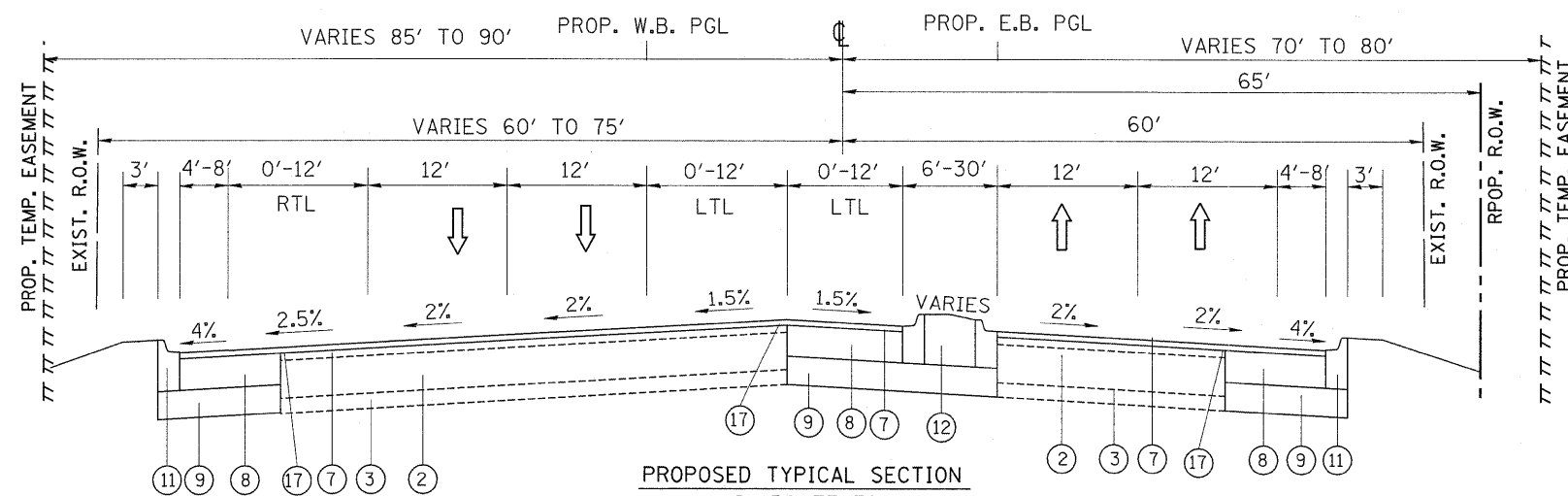


IL ROUTE 72  
 STA 78+90 TO 92+64  
 STA 107+88 TO 118+28  
 \* SEE THE ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROP. CORRUGATED MEDIAN  
 NOTE: FROM STA. 78+90 TO 91+39 AND STA. 109+14 TO 118+278 PROP. PGL IS EXIST. ROADWAY CENTER LINE



IL ROUTE 72  
 STA 92+64 TO 99+14



IL ROUTE 72  
 STA 100+88 TO 107+88

- LEGEND**
- ① EXIST. HMA OVERLAY, 4 1/2" (±)
  - ② EXIST. HMA BASE COURSE, 11"-12"
  - ③ EXIST. SUB-BASE, 6"
  - ④ EXIST. SWALE/DITCH
  - ⑤ PROP. PAVED SHOULDER REMOVAL
  - ⑥ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
  - ⑦ PROP. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
  - ⑧ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 10 1/2"
  - ⑨ PROP. AGGREGATE SUBGRADE, 12"
  - ⑩ PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 9 1/2"
  - ⑪ PROP. COMB. CONC. CURB AND GUTTER, TYPE M-4.24
  - ⑫ PROP. CONCRETE MEDIAN, TYPE M-4.12
  - ⑬ PROP. CORRUGATED MEDIAN
  - ⑭ PROP. SWALE/DITCH
  - ⑮ PROP. PAVEMENT REMOVAL
  - ⑯ PROP. GUTTER REMOVAL
  - ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT

**NOTES:**  
 MILLING OF THE ROADWAY SHALL BE DONE PRIOR TO PAVEMENT PATCHING.  
 SEE EXISTING AND PROPOSED ROADWAY PLAN SHEETS FOR THE LOCATIONS OF PROPOSED MEDIANS AND COMB. CONC. CURB AND GUTTER.  
 POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N70 SHOULD BE USED FOR SLOPE CORRECTION.

**SUBGRADE TREATMENT PLAN NOTES:**  
 AGGREGATE SUBGRADE OF 12 INCHES WILL BE SUFFICIENT TO PROVIDE A STABLE SUBGRADE THROUGHOUT THE PROJECT WITH THE FOLLOWING EXCEPTION WHERE WE ANTICIPATE THAT AN UNDERCUT, REPLACED WITH POROUS GRANULAR EMBANKMENT, SUBGRADE (PGES).

ALIGNMENT	LOCATION LIMITS	DESCRIPTION OF REMEDIATION	REMEDATION DEPTH AND WIDTH
ILLINOIS ROUTE 72	78+89 TO 89+92	UNDERCUT AND BACKFILL WITH PGE, SUB UNDERLAIN BY STABILIZATION FABRIC	6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES)
RANDALL ROAD	191+62 TO 194+63	UNDERCUT AND BACKFILL WITH PGE, SUB UNDERLAIN BY STABILIZATION FABRIC	6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES)
RANDALL ROAD	202+00 TO 205+50	UNDERCUT AND BACKFILL WITH PGE, SUB UNDERLAIN BY STABILIZATION FABRIC	6 INCHES, FULL WIDTH OF WIDENING (BOTH SIDES)

ALONG WEST SIDE OF RANDALL ROAD FROM STA. 203+50 TO 205+50 SHOULD BE STABILIZED BY PLACING 2-FOOT THICK LAYER OF PGE, SUB. BELOW THE EMBANKMENT AFTER STRIPPING THIS AREA OF VEGETATION AND REMOVING THE EXISTING BROKEN CONCRETE DEBRIS. THE WIDTH OF THE PROPOSED STABILIZATION MAT SHOULD EXTEND FROM THE EXISTING TOE OF SLOPE TO THE PROPOSED TOE. THIS CRUSHED STONE MAT SHOULD BE UNDERLAIN BY STABILIZATION FABRIC.

THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE, SUB) SHOULD BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGE, SUB OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. ANY PGE, SUB NOT NEEDED AT THE TIME OF CONSTRUCTION SHOULD BE DELETED FROM THE CONTRACT WITH NO EXTRA COMPENSATION TO THE CONTRACTOR.