

PROPOSED TYPICAL SECTION NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
807	00-00374-01-PV	CHAMPAIGN	242	20
STA.	TO STA.			
	ILLINOIS	F.A. PROJ. NO. RS-HPP-180500D		
CONTRACT NO. 91368				

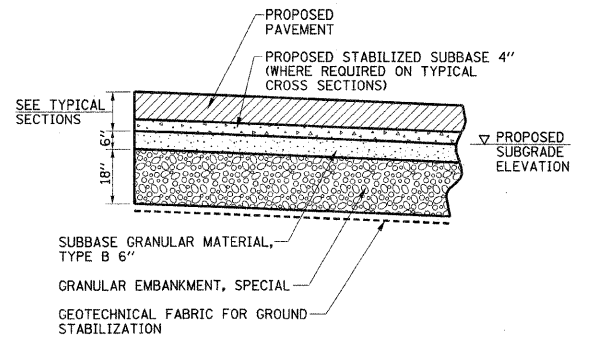
- SEE INTERSECTION AND PAVEMENT JOINT DETAILS FOR LOCATIONS OF LONGITUDINAL AND TRANSVERSE JOINTS.
- SEE PLAN AND PROFILE SHEETS AND HORIZONTAL ALIGNMENT AND CONTROL SHEETS FOR DETAILED LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS, RIGHT-OF-WAY LINES AND TEMPORARY CONSTRUCTION EASEMENTS. SEE CROSS SECTIONS FOR EXACT SIDE SLOPE RATIOS.
- THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHIC WITH THE P.C. CONCRETE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS BETWEEN THE PAVEMENT AND THE CURB AND GUTTER WILL BE REQUIRED. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR THE SPECIFIED TYPE OF P.C. CONCRETE PAVEMENT.
- THE P.C. CONCRETE BASE COURSE SHALL NOT BE POURED MONOLITHIC WITH THE COMBINATION CONCRETE CURB AND GUTTER EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. THE COST OF ADDITIONAL GUTTER FLAG WIDTH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE BASE COURSE 8".
- ALL SAWED TRANSVERSE CONTRACTION JOINTS AND EXPANSION JOINTS IN THE P.C. CONCRETE PAVEMENT MUST EXTEND THROUGH THE COMBINATION CONCRETE CURB AND GUTTER.
- SAWED TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15 FOOT CENTERS MAXIMUM IN THE P.C. CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER (STD. 420001). ALL DOWEL BARS 18" LONG AT 12" CENTERS SHALL BE CENTERED ACROSS THE CONTRACTION JOINTS. THE DOWEL BARS SHALL BE 1 1/2" DIAMETER FOR THE 8" THICK PAVEMENTS.
- TRANSVERSE CONSTRUCTION JOINTS SHALL MATCH THE LOCATION OF THE SAWED TRANSVERSE CONTRACTION JOINTS OR EXPANSION JOINTS SHOWN ON THE PAVEMENT JOINTING PLANS AND SHALL BE AS SHOWN ON STANDARDS 420101 AND 420106. TRANSVERSE CONSTRUCTION JOINTS SHALL NOT BE PLACED LESS THAN 15 FEET FROM A STAGE CONSTRUCTION LIMIT. THE CONSTRUCTION JOINTS THAT COINCIDE WITH CONTRACTION JOINTS SHALL HAVE SMOOTH EPOXY COATED DOWEL BARS 1 1/2" DIAMETER, 18" LONG PLACED AT 12" SPACING'S AND CENTERED ACROSS THE JOINT. CONSTRUCTION JOINTS THAT COINCIDE WITH EXPANSION JOINTS SHALL BE DOWELED AS SHOWN ON STANDARD 420001.
- TRANSVERSE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 420 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE TRANSVERSE CONSTRUCTION JOINTS, INCLUDING DRILLING AND GROUTING, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE VARIOUS CURB AND GUTTER AND/OR PAVEMENT PAY ITEMS AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- TRANSVERSE EXPANSION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 420001 EXCEPT THAT THE WIDTH OF THE EXPANSION JOINTS SHALL BE 1" MAXIMUM.
- WHEN LONGITUDINAL CONSTRUCTION JOINTS ARE CONSTRUCTED IN THE PAVEMENT, THE JOINTS SHALL BE TIED WITH NO. 6 EPOXY COATED TIE BARS SPACED AT 24" CENTERS AS SHOWN ON STANDARD 420001. SEE THE PROPOSED TYPICAL SECTION KEY, WHERE THE PAVEMENT WIDTH IS 60 FEET OR GREATER ONE OF THE LONGITUDINAL JOINTS SHALL BE CONSTRUCTED WITH NO. 6 EPOXY COATED SMOOTH DOWEL BARS 24" LONG AT 24" CENTERS TO PREVENT LONGITUDINAL CRACKING. SEE THE PAVEMENT JOINTING PLANS FOR ADDITIONAL INFORMATION.
- THE CENTERLINE LONGITUDINAL JOINT WILL NOT BE REQUIRED IN AREAS WHERE THE CENTER PAVEMENT SLAB CAN BE CONSTRUCTED FULL WIDTH. THE MAXIMUM WIDTH OF THE CENTER SLAB IS 12 FEET.
- ALL SAWED JOINTS IN THE P.C. CONCRETE PAVEMENT AND THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.02 AND 606.02 OF THE STANDARD SPECIFICATIONS.
- SEE STANDARD 420111 FOR CONSTRUCTION DETAILS WHERE INLETS OR MANHOLES ARE LOCATED WITHIN THE PAVEMENT AREA.
- THE COMBINATION CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED WITH REVERSE AND VARYING GUTTER FLAG SLOPES TO MATCH THE SLOPE OF ADJACENT PAVEMENT AT LOCATIONS SHOWN ON THE PLANS. THE COST OF CONSTRUCTING THE COMBINATION CONCRETE CURB AND GUTTER WITH REVERSE AND VARYING GUTTER FLAG SLOPES WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE VARIOUS TYPES OF COMBINATION CONCRETE CURB AND GUTTER.
- THE COMBINATION CONCRETE CURB AND GUTTER ADJACENT TO THE NEW P.C. CONCRETE BASE COURSE AND HOT-MIX ASPHALT OVERLAY SHALL BE IN ACCORDANCE WITH STANDARD 606001 EXCEPT THAT IT SHALL BE CONSTRUCTED TO THE FULL THICKNESS OF THE PAVEMENT. THE COST OF THE CURB AND GUTTER, INCLUDING THE ADDITIONAL THICKNESS, SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL).
- SAWED CONTRACTION JOINTS 3" DEEP SHALL BE PLACED AT 15 FOOT CENTERS IN THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL) AND THE JOINTS SHALL BE SEALED. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS.
- THE PROPOSED CONCRETE MEDIANS SHALL BE TIED TO THE PAVEMENT WITH TIE BARS AS SHOWN ON THE TYPICAL SECTIONS. THE USE OF KEYED JOINTS WILL NOT BE ALLOWED.
- THE STABILIZED SUBBASE MATERIAL SHALL BE IN ACCORDANCE WITH SECTION 312 OF THE STANDARD SPECIFICATIONS EXCEPT THAT ONLY HOT-MIX ASPHALT OR CEMENT AGGREGATE MIXTURE II WILL BE ALLOWED.
- THE WIDTH OF MEASUREMENT FOR THE STABILIZED SUBBASE MATERIAL, THE AGGREGATE BASE COURSE OR THE LIME MODIFIED SOIL SHALL BE THE TOP WIDTH AS SHOWN IN THE TYPICAL SECTIONS.
- THE PIPE UNDERDRAINS SHALL BE PERFORATED CORRUGATED POLYETHYLENE TUBING WITH A FABRIC ENVELOPE IN ACCORDANCE WITH ARTICLE 1040.04 OF THE STANDARD SPECIFICATIONS. THE UNDERDRAINS SHALL BE INSTALLED AS SHOWN ON STANDARD 601001 AND SHALL INCLUDE CLEANOUTS AS SHOWN ON THE DETAIL IN THE PLANS. THE BACKFILL MATERIAL SHALL BE CA-16 IN ACCORDANCE WITH CHECK SHEET NO. 19 "SPECIAL PROVISION FOR PIPE UNDERDRAINS". THE TRENCH WRAPPED WITH FABRIC ENVELOPE WILL NOT BE REQUIRED. THE UNDERDRAINS SHALL BE INSTALLED AFTER LIME MODIFIED SOIL WORK HAS BEEN COMPLETED. THE UNDERDRAINS SHALL BE OUTLET AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS.
- THE EXISTING PAVEMENT AND AGGREGATE BASE BENEATH THE PROPOSED MEDIANS SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THE ENTIRE MEDIAN AREA SHALL BE FILLED WITH TOPSOIL. THE REMOVAL OF PAVEMENT WILL BE PAID FOR AS PAVEMENT REMOVAL AND THE REMOVAL OF THE AGGREGATE BASE WILL BE PAID FOR AS EARTH EXCAVATION. THE PLACEMENT OF TOPSOIL WILL BE PAID FOR AS TOPSOIL EXCAVATION AND PLACEMENT.
- AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS THE EXISTING EARTH SHALL BE UNDERCUT AND REPLACED WITH SELECT EARTH MATERIAL AND COMPACTED TO THE DEPTHS SHOWN. THE EXCAVATION OF THESE AREAS SHALL BE PAID FOR AS EARTH EXCAVATION. THE SELECT EARTH FILL MATERIAL SHALL BE CONSIDERED AS EMBANKMENT AND WILL NOT BE PAID FOR SEPARATELY. THE EXCAVATED EARTH FROM THE UNDERCUT AREAS SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEYOND THE EDGES OF SHOULDERS OR BEHIND THE PROPOSED BACK OF CURBS.
- THE EARTH SUBGRADE SHALL BE LIME MODIFIED TO THE DEPTHS AND LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS. FOR LIME MODIFIED SOILS 24" THICK AN ESTIMATED RATE OF 92 POUNDS OF LIME AND 10 GALLONS OF WATER PER SQUARE YARD SHALL BE USED. FOR LIME MODIFIED SOILS 12" THICK AN ESTIMATED RATE OF 46 POUNDS OF LIME AND 5 GALLONS OF WATER PER SQUARE YARD SHALL BE USED. THE RATE MAY BE ADJUSTED DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER AND AS SPECIFIED IN SECTION 302 OF THE STANDARD SPECIFICATIONS. THE LIME MODIFIED SOIL 24" THICK SHALL BE PROCESSED IN TWO LIFTS 12" THICK. IN THE EARTHWORK CUT AREAS THIS MAY REQUIRE REMOVING AND STOCKPILING THE TOP LAYER OF SOIL SO THE BOTTOM 12" THICK LAYER CAN BE PROCESSED AND COMPACTED TO THE REQUIRED DENSITY. AFTER THE BOTTOM LIFT IS PROCESSED AND COMPACTED THE TOP LAYER OF SOIL SHALL THEN BE PLACED, PROCESSED AND COMPACTED. THE COST OF REMOVING, STOCKPILING AND REPLACING THE TOP LAYER OF SOIL AND FOR PROCESSING THE SOIL IN TWO LIFTS WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR LIME MODIFIED SOIL 24". IN CASE THE LIME MODIFIED SOIL CANNOT BE COMPACTED TO THE REQUIRED DENSITY, THE MODIFIED SOIL MATERIAL SHALL BE REMOVED AND REPLACED WITH COARSE AGGREGATE MATERIALS TO A DEPTH OF 24" AS SHOWN ON THE "SUBGRADE REMOVAL AND REPLACEMENT DETAIL" ON THIS SHEET. THE CONTRACTOR WILL BE PAID FOR THE LIME AND FOR PROCESSING THE MODIFIED SOIL, UNLESS THE ENGINEER DETERMINES THE REQUIREMENTS OF SECTION 302 OF THE STANDARD SPECIFICATIONS WERE NOT MET. THIS WORK SHALL BE AS DIRECTED BY THE ENGINEER. LIME MODIFICATION OF SOIL SHALL NOT BE DONE IN THE EARTH MEDIAN AREAS TO ALLOW FOR PLANTING OF LANDSCAPE MATERIALS.
- THE EXISTING ASPHALT AND OIL AND CHIP PAVEMENTS SHALL BE REMOVED BY MILLING AND THE SALVAGED MATERIAL SHALL BE STOCKPILED AT LOCATIONS APPROVED BY THE ENGINEER. THE SALVAGED MATERIAL SHALL BE REUSED AS A SUBSTITUTE FOR AGGREGATE BASE COURSE, TEMPORARY PAVEMENTS, AGGREGATE FOR TEMPORARY ACCESS OR IN PLACE OF THE LIME MODIFIED SOIL AT LOCATIONS DESIGNATED BY THE ENGINEER. WHERE THE SALVAGED MATERIAL IS USED IN PLACE OF LIME MODIFIED SOIL, THE MATERIAL SHALL BE PLACED 12 INCHES OR 24 INCHES THICK AND SHALL BE PLACED AND COMPACTED IN 6 INCH LIFTS IN ACCORDANCE WITH THE APPLICABLE ARTICLES OF SECTIONS 301 AND 311 OF THE STANDARD SPECIFICATIONS. THE MATERIAL SHALL BE PLACED AS THE TOP SUBGRADE LAYER DIRECTLY BELOW THE STABILIZED SUBBASE MATERIAL. ANY EXCESS OR UNSUITABLE MATERIALS DETERMINED NOT TO BE USABLE BY THE ENGINEER SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE PAVEMENT REMOVAL WILL BE MEASURED IN SQUARE YARDS IN ACCORDANCE WITH ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS AND WILL BE PAID FOR AS PAVEMENT REMOVAL (SPECIAL). THE PLACEMENT, GRADING, SHAPING AND COMPACTING OF THE SALVAGED MATERIAL SHALL BE MEASURED IN PLACE IN SQUARE YARDS AND WILL BE PAID FOR AS SALVAGED AGGREGATE MATERIAL 8", SALVAGED AGGREGATE MATERIAL 12" OR SALVAGED AGGREGATE MATERIAL 24". WHEN SALVAGED AGGREGATE MATERIAL IS USED IN PLACE OF LIME MODIFIED SOIL AN EQUAL QUANTITY OF PROCESSING LIME MODIFIED SOIL WILL BE DEDUCTED FROM THE CONTRACT QUANTITIES.
- THE TOPSOIL SHALL BE REMOVED TO A DEPTH OF 12" WITHIN THE LIMITS OF ALL PROPOSED PAVED AREAS AS SHOWN ON THE CROSS SECTIONS AND SHALL BE STOCKPILED AND USED FOR TOPSOIL PLACEMENT. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE EXCESS VOLUME OF TOPSOIL EXCAVATED AND NOT USED FOR TOPSOIL PLACEMENT SHALL BE PLACED AS EMBANKMENT IN FILL AREAS BEYOND THE EDGES OF SHOULDERS OR BEHIND THE PROPOSED BACK OF CURBS. TOPSOIL WILL NOT BE ALLOWED TO BE PLACED AS FILL UNDER PAVEMENTS OR SIDEWALKS. THE EXCESS VOLUME OF TOPSOIL EXCAVATED WHICH IS NOT USED FOR TOPSOIL PLACEMENT AND IS PLACED IN THE EMBANKMENT AREAS OR IS WASTE AND IS REMOVED AND DISPOSED OF OFF THE SITE WILL BE PAID FOR AS EARTH EXCAVATION. EMBANKMENT WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF THE OTHER EARTHWORK ITEMS.
- THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 6" OF AREAS TO BE SODDED OR SEEDDED. THE CONTRACTOR SHALL STOCKPILE TOPSOIL FROM THE EXCAVATION OPERATIONS. THE TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE VEGETATIVE SUSTAINING SOIL REQUIRED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR TOPSOIL EXCAVATION AND PLACEMENT. THE TOPSOIL STORAGE AREAS ARE SHOWN ON THE PLAN AND PROFILE SHEETS AND THE STROM WATER POLLUTION PREVENTION PLAN AND ARE AT THE NORTHEAST CORNER OF THE CURTIS ROAD AND MATTIS AVENUE INTERSECTION, AT STA. 111+50 LT., AT THE NORTHWEST CORNER OF THE CURTIS ROAD AND PROSPECT AVENUE INTERSECTION AND AT THE DETENTION BASIN/WETLAND SITE. THE TOPSOIL MAY ALSO BE STOCKPILED IN THE AREAS BETWEEN THE CONSTRUCTION LIMIT LINE AND R.O.W. LIMITS AS DIRECTED BY THE ENGINEER.
- ALL EXPOSED EARTH AREAS SHALL BE SEEDDED, FERTILIZED, AND MULCHED IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. SEEDING, CLASS 1 (SPECIAL), SEEDING, CLASS 2 (SPECIAL), MULCH (SPECIAL), AND MULCH METHOD 2 SHALL BE USED AT THE LOCATIONS DESIGNATED IN THE SEEDING SCHEDULE. SUPPLEMENTAL WATERING AND MOWING SHALL BE DONE AS DESCRIBED IN THE SPECIAL PROVISIONS.

STRUCTURAL PAVEMENT DESIGN INFORMATION	
CURTIS ROAD (NEW PCC PAVEMENT)	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2029
PV = 15675	SU = 495 MU = 330
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR:	TF = 5.45
SUBGRADE SUPPORT RATING: SSR = "POOR"	
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	
P.C. CONCRETE PAVEMENT	= 8"
STABILIZED SUBBASE	= 4"
LIME MODIFIED SOIL	= 12" TO 24"

STRUCTURAL PAVEMENT DESIGN INFORMATION	
CURTIS ROAD (HMA RESURFACING)	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2029
PV = 15675	SU = 495 MU = 330
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR:	TF = 5.45
SUBGRADE SUPPORT RATING: SSR = "POOR"	
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	
HMA OVER EXISTING PCC PAVEMENT	= 4" MIN.
AGGREGATE BASE COURSE, TYPE A	= 12"

STRUCTURAL PAVEMENT DESIGN INFORMATION	
MATTIS AVENUE	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2019
PV = 9120	SU = 288 MU = 192
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR:	TF = 1.58
SUBGRADE SUPPORT RATING: SSR = "POOR"	
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	
P.C. CONCRETE PAVEMENT	= 8"
STABILIZED SUBBASE	= 4"
LIME MODIFIED SOIL	= 12" TO 24"

STRUCTURAL PAVEMENT DESIGN INFORMATION	
PROSPECT AVENUE	
STRUCTURAL DESIGN TRAFFIC:	YEAR 2019
PV = 4655	SU = 147 MU = 98
ROAD/STREET CLASSIFICATION:	CLASS I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:	
P = 50%	S = 50% M = 50%
TRAFFIC FACTOR:	TF = 0.81
SUBGRADE SUPPORT RATING: SSR = "POOR"	
MINIMUM STRUCTURAL DESIGN REQUIREMENTS:	
P.C. CONCRETE PAVEMENT	= 8"
AGGREGATE BASE COURSE, TYPE A	= 12"



- NOTES:**
- THIS WORK SHALL BE CONSTRUCTED AT LOCATIONS AS DIRECTED BY THE ENGINEER. SEE NOTE 23 FOR ADDITIONAL INFORMATION.
 - THE WORK SHALL BE IN ACCORDANCE WITH SECTION 210 OF THE STANDARD SPECIFICATIONS. THE GRANULAR EMBANKMENT, SPECIAL AND SUBBASE GRANULAR MATERIAL, TYPE B WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON. THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD. THE EARTH SUBGRADE REMOVAL WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

SUBGRADE REMOVAL AND REPLACEMENT DETAIL (SEE NOTE 23)

ILLINOIS DEPARTMENT OF TRANSPORTATION
**PROPOSED TYPICAL SECTIONS
 NOTES AND TABLES**

LOCATION	HOT MIX ASPHALT MIXTURE REQUIREMENTS TABLE								
	⑤ CURTIS RD.	① CURTIS RD.	① CURTIS RD.	① MATTIS AVE. & PROSPECT AVE.	① MATTIS AVE. & PROSPECT AVE.	① CURTIS RD. & MATTIS AVE.	① ALL (SEE NOTE 2)	① ALL	① ALL
MIXTURE USE:	POLYMERIZED SURFACE	POLYMERIZED LEVELING BINDER	POLYMERIZED BINDER	POLYMERIZED SURFACE	POLYMERIZED BINDER	STABILIZED SUBBASE	SHOULDERS BOTTOM 3" LIFT	SHOULDERS TOP 2" LIFT	INCIDENTAL
AC/PG	SBS/SBR PG 70-22	SBS/SBR PG 70-22	SBS/SBR PG 70-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 58-22	PG 64-22
RAP % (MAX)	10	10	10	10	15	30	30	30	15
DESIGN AIR VOIDS	4.0% @ NDES = 90	4.0% @ NDES = 90	4.0% @ NDES = 90	4.0% @ NDES = 70	4.0% @ NDES = 70	2.0% @ NDES = 30	2.0% @ NDES = 30	4.0% @ NDES = 30	4.0% @ NDES = 70
MIXTURE COMPOSITION (GRADATION)	IL 9.5	IL 9.5	IL 19.0	IL 9.5	IL 19.0	OTHER	OTHER	IL 9.5 L	IL 9.5
FRICITION AGGREGATE	MIXTURE D	MIXTURE C	N/A	MIXTURE D	N/A	N/A	N/A	MIXTURE C	MIXTURE C

NOTE 1 : IF AN ANTI-STRIPPING ADDITIVE IS REQUIRED FOR ANY HOT MIX ASPHALT MIXTURE, THE COST OF THE ADDITIVE WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACTOR ANTICIPATES THAT AN ADDITIVE WILL BE NEEDED, THE COST SHOULD BE INCLUDED IN THE UNIT BID PRICE.

NOTE 2 : AT LOCATIONS SHOWN ON THE PLAN AND PROFILE SHEETS WHERE ENTRANCES ARE ADJACENT TO THE SHOULDERS THE BOTTOM LIFT SHALL BE 6" THICK