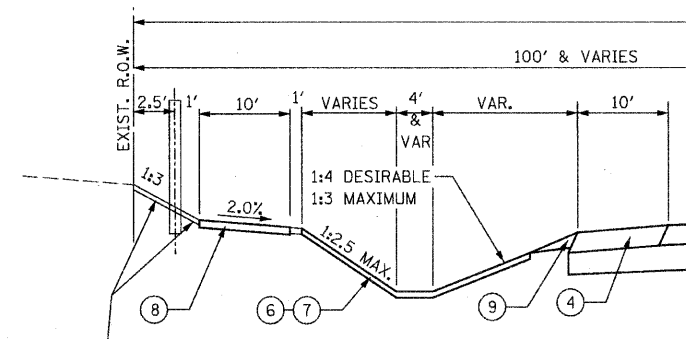


**PROPOSED TYPICAL TANGENT SECTION**

STA. 99+80.50 TO STA. 124+81.96  
 STA. 124+81.96 TO STA. 144+07.82 \*\* 6' WIDE DITCH  
 STA. 202+46.81 TO STA. 207+76.71  
 STA. 234+46.96 TO STA. 239+23.56  
 STA. 239+23.56 TO STA. 255+00 (CURVE LEFT) N.C.  
 BRIDGE AND APPROACH SLAB OMISSION:  
 STA. 247+57.69 TO STA. 248+47.83 LT.  
 STA. 247+57.82 TO STA. 248+47.69 RT.

\* MEDIAN WIDTH VARIES  
 STA. 241+40 TO STA. 254+59.46



**PROPOSED TYPICAL TANGENT SECTION AT NOISE WALL**

STA. 137+20 TO STA. 145+00

FURNISH AND PLACE TOPSOIL, 12"

STRUCTURAL DESIGN TRAFFIC: DP = 20 YEARS		
PV = 35,529	SU = 1,591	MU = 758
ROAD/STREET CLASSIFICATION: CLASS = 1 DESIG. = 12		
P = 32%	S = 45%	M = 45%
TRAFFIC FACTOR: HMA ACTUAL TF = 23.91 HMA MIN. TF = 6.03		
RIGID ACTUAL TF = 5.22 RIGID MIN. TF = 4.27		
SUBGRADE SUPPORT RATING:		
SSR =	(STA. TO STA.)	
SSR =	(STA. TO STA.)	

- PROPOSED LEGEND**
- ① HMA PAVEMENT (FULL DEPTH), 14"
  - ② POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ③ POLYMERIZED HMA BINDER COURSE, STONE MATRIX ASPHALT, N80, 2"
  - ④ POLYMERIZED HMA BINDER COURSE, IL-19.0, N80, 10"
  - ⑤ NOT USED
  - ⑥ AGGREGATE SUBGRADE, 12"
  - ⑦ HOT-MIX ASPHALT SHOULDERS, 14"
  - ⑧ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
  - ⑨ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
  - ⑩ FURNISHING & PLACING TOPSOIL, 8"
  - ⑪ FURNISHING & PLACING TOPSOIL, 24"
  - ⑫ SEE LANDSCAPING PLANS FOR SEEDING AND SODDING LIMITS
  - ⑬ HOT-MIX ASPHALT PATH, 10"
  - ⑭ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
  - ⑮ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"
  - ⑯ AGGREGATE BASE COURSE, TYPE B, 6"
  - ⑰ AGGREGATE SHOULDER, TYPE B, 8" (2' WIDTH)
  - ⑱ PIPE UNDERDRAINS, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ N <sub>des</sub>
<b>PAVEMENT RESURFACING - ILLINOIS ROUTE 56 &amp; WINFIELD ROAD</b>	
POLYMERIZED HMA SURFACE COURSE, STONE MATRIX ASPHALT, N80; 2"	3.5% @ 80 GYR.
LEVELING BINDER (MACHINE METHOD), N70; 3/4" MIN & VARIES	4% @ 70 GYR.
<b>FULL DEPTH PAVEMENT, 14" - IL. RTE. 56, IL. RTE. 59, BATAVIA RD &amp; WINFIELD RD</b>	
POLYMERIZED SURFACE COURSE, STONE MATRIX ASPHALT, N80; 2"	3.5% @ 80 GYR.
POLYMERIZED HMA BINDER COURSE, STONE MATRIX ASPHALT, N80; 2"	3.5% @ 80 GYR.
POLYMERIZED HMA BINDER COURSE, IL-19.0, N90; 10" (3 LIFTS)	4% @ 90 GYR.
<b>TEMPORARY PAVEMENT FOR TRAFFIC STAGING</b>	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR.
TEMPORARY PAVEMENT (HMA BINDER IL-19 mm); 8 1/2" (2 LIFTS)	4% @ 50 GYR.
<b>HMA RAMP FOR TRAFFIC STAGING</b>	
INCIDENTAL HOT-MIX ASPHALT SURFACING	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5 mm)	4% @ 50 GYR.
VARIABLE THICKNESS; 1 1/2" MINIMUM	
<b>TEMPORARY SIDEWALK</b>	
LEVELING BINDER (HAND METHOD), IL-4.75, N50; 2"	4% @ 50 GYR.
<b>DRIVEWAYS</b>	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm); PE - 6", CE - 8"	4% @ 50 GYR.
<b>PATCHING</b>	
CLASS D PATCH (HMA BINDER IL-19 mm); 10"	4% @ 70 GYR.
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm); 2 1/4" MIN.	4% @ 70 GYR.
<b>HMA PATH AND WINFIELD ROAD MEDIAN</b>	
HMA SURFACE COURSE, MIX "C", N50 (IL 9.5 mm); 1 1/2"	4% @ 50 GYR.
HMA BINDER COURSE, IL-19.0, N50; 2 1/2"	4% @ 50 GYR.
<b>HMA SHOULDERS, 14"</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 2"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 2 1/4"	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 9 3/4" (3 LIFTS)	4% @ 70 GYR.

- NOTES:**
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE AND BINDER MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
  2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
  3. **TEMPORARY PAVEMENT:** CONTRACTOR HAS THE OPTION OF HOT-MIX ASPHALT OR CONCRETE. IF CONTRACTOR CHOOSES CONCRETE, THE THICKNESS SHALL BE 10".
  4. **TEMPORARY SIDEWALK:** CONTRACTOR HAS THE OPTION OF HOT-MIX ASPHALT OR CONCRETE. IF CONTRACTOR CHOOSES CONCRETE, THE THICKNESS SHALL BE 2".
  5. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.
  6. PAY FOR PERFORMANCE (PFP) SPECIFICATIONS SHALL APPLY TO SMA SURFACE AND SMA BINDER ONLY.