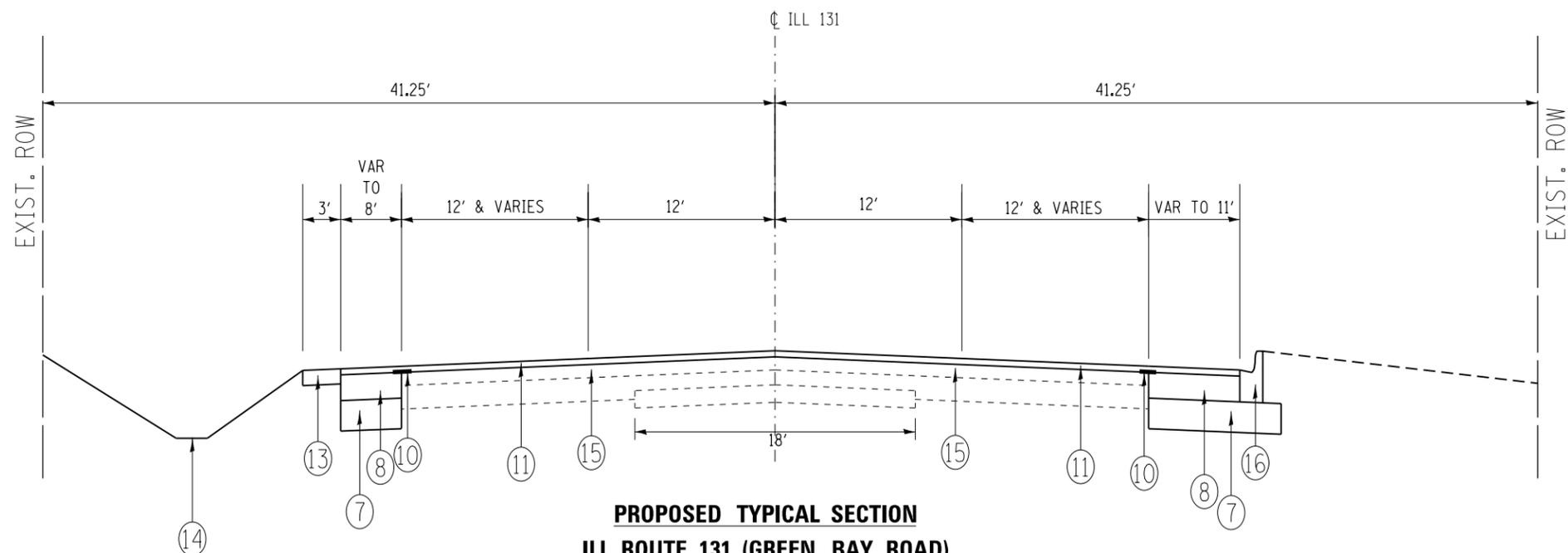


**PROPOSED TYPICAL SECTION
ILL ROUTE 131 (GREEN BAY ROAD)
STA. 1671+50 TO STA. 1676+39.57
STA. 1680+99.54 TO STA. 1686+50**



**PROPOSED TYPICAL SECTION
ILL ROUTE 131 (GREEN BAY ROAD)
STA. 1676+39.57 TO 1680+99.54**

- LEGEND**
- ① EXISTING AGGREGATE SHOULDER
 - ② EXISTING PCC PAVEMENT, ± 9"
 - ③ EXISTING PCC BASE COURSE
 - ④ EXISTING HMA SURFACE ± 6"
 - ⑤ EXISTING DITCH
 - ⑥ EXISTING CURB AND GUTTER TO BE REMOVED (STA. 1679+15 TO STA. 1680+71)
 - ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - ⑧ PROPOSED HMA BASE COURSE WIDENING, 8" (2 LIFTS)
 - ⑨ PROPOSED HMA SURFACE REMOVAL, 2"
 - ⑩ PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - ⑪ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 2"
 - ⑫ PROPOSED HMA SHOULDER, 8" (IN 2 LIFTS)
 - ⑬ PROPOSED AGGREGATE SHOULDER, TYPE B
 - ⑭ PROPOSED FURNISHING & PLACING TOP, SOIL, 6" SODDING OR SEEDING
 - ⑮ EXISTING HMA SURFACE OVERLAY, 4"
 - ⑯ PROPOSED CURB AND GUTTER B6.24 (STA. 1676+00 TO STA. 1680+99.540) (SEE EXISTING & PROPOSED ROADWAY PLAN FOR EXACT LOCATIONS)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS (%) @Ndes
PAVEMENT WIDENING	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% AT 90 GYR.
HMA BASE COURSE WIDENING, 8" (HMA BINDER IL-19 mm)	4% AT 90 GYR.
PAVEMENT RESURFACING	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% AT 90 GYR.
SHOULDER	
POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	4% AT 90 GYR.
HMA SHOULDER (HMA BINDER IL-19 mm)	4% AT 50 GYR.
PATCHING	
CLASS D PATCH (HMA BINDER IL-19 mm)	4% AT 70 GYR.
DRIVEWAYS	
HMA SURFACE COURSE, MIX "D" N50 (IL 9.5 mm)	4% AT 50 GYR.
HMA BASE COURSE, 6" (HMA BINDER IL-19 mm)	4% AT 50 GYR.
HMA BASE COURSE, 8" (HMA BINDER IL-19 mm)	4% AT 50 GYR.

NOTES:
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ 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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS."
 THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING