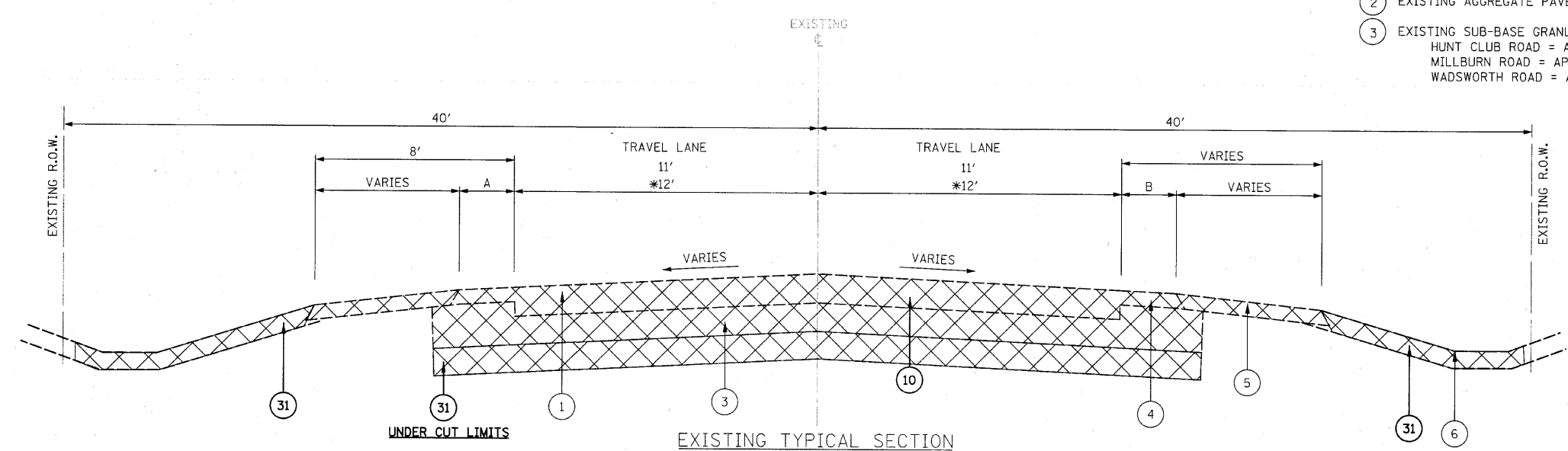


- ① EXISTING HOT-MIX ASPHALT PAVEMENT
HUNT CLUB ROAD = APPROX. 10" TO 13"
MILLBURN ROAD = APPROX. 11"
WADSWORTH ROAD = APPROX. 12"
- ② EXISTING AGGREGATE PAVEMENT
- ③ EXISTING SUB-BASE GRANULAR MATERIAL
HUNT CLUB ROAD = APPROX. 10" TO 12"
MILLBURN ROAD = APPROX. 6" TO 12"
WADSWORTH ROAD = APPROX. 6" TO 12"
- ④ EXISTING BITUMINOUS SHOULDER
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ EXISTING TOP SOIL
- ⑦ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑧ EARTH EXCAVATION
- ⑨ TOPSOIL, FURNISH AND PLACE 4"
- ⑩ PAVEMENT REMOVAL
- ⑪ AGGREGATE SUBGRADE, 12"
- ⑫ AGGREGATE BASE COURSE, TYPE A, 4"
- ⑬ BITUMINOUS MATERIALS (PRIME COAT)
- ⑭ 3/4" LEVELING BINDER (MACHINE METHOD), N70
- ⑮ 2 1/4" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- ⑯ 5 1/2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- ⑰ 8" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
- ⑱ 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N70
- ⑲ STAMPED COLORED PCC MEDIAN SURFACE 4-INCH (SPECIAL)
- ⑳ 10" STAMPED COLORED PCC
- ㉑ PORTLAND CEMENT CONCRETE SIDEWALK 5"
- ㉒ AREA REFLECTIVE CRACK CONTROL TREATMENT
- ㉓ 6" AGGREGATE SHOULDERS, TYPE A
- ㉔ PIPE UNDERDRAINS 4" (MODIFIED)
- ㉕ 6" CONCRETE CURB, TYPE B
- ㉖ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ㉗ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)
- ㉘ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24
- ㉙ COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.24 (MODIFIED)
- ㉚ HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉛ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
- ㉜ 6" POROUS GRANULAR EMBANKMENT, SUBGRADE
- ㉝ POROUS GRANULAR BACKFILL
- ㉞ SEEDING, CLASS 1B
- ㉟ SEEDING, CLASS 2A
- ㊱ SEEDING, CLASS 4A
- ㊲ TEMPORARY EROSION CONTROL SEEDING
- ㊳ PROTECTIVE COAT
- ㊴ 6" AGGREGATE BICYCLE PATH



UNDER CUT LIMITS
 HUNT CLUB ROAD
 STA. 105+50.0 TO STA. 111+81.5
 MILLBURN ROAD
 STA. 4+42.1 M TO STA. 8+50.0 M

EXISTING TYPICAL SECTION
 HUNT CLUB ROAD
 STA. 79+64.7 TO STA. 92+35.2
 MILLBURN ROAD
 STA. 106+74.0 TO STA. 118+25.0

*** WADSWORTH ROAD**
 STA. 10+00 W TO STA. 15+50 W

IDOT DISTRICT ONE
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

STRUCTURAL DESIGN TRAFFIC: 22,000 YEAR: 2020
 PV = 21,340 SU = 352 MU = 308
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 97% S = 1.6% M = 1.4%
 TRAFFIC FACTOR: ACTUAL TF = 1.61 AC TYPE = PG 64-22
 MINIMUM TF = 0.5
 PG GRADE: BINDER = PG 64-22 SURFACE = PG 64-22
 SUBGRADE SUPPORT RATING:
 SSR = POOR

- NOTES:
- DEPTH OF EXISTING HOT-MIX ASPHALT PAVEMENT IS UNKNOWN OUTSIDE THE TRAVEL LANES.
 - EXISTING HMA SHOULDER WIDTH VARIES BY THE FOLLOWING FOR THE LIMITS SHOWN ON THIS SHEET:
 - HUNT CLUB ROAD
 - (A) WEST-SIDE: 2.2' TO 3.9'
 - (B) EAST-SIDE: 1.2' TO 3.5'
 - MILLBURN ROAD
 - (A) NORTH-SIDE: 2.8' TO 5.3'
 - (B) SOUTH-SIDE: 2.9' TO 3.6'
 - WADSWORTH ROAD
 - (A) NORTH-SIDE: 0.7' TO 1.4'
 - (B) SOUTH-SIDE: 1.8' TO 2.8'

MIXTURE TYPE	AIR VOIDS @ NDES
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM); 1.5"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, (IL-19.0MM); 2.25"	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70; 3/4"	4% @ 70 GYR
FULL DEPTH PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM); 1.5"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, (IL-19.0MM); 8.0"	4% @ 70 GYR
PAVEMENT WIDENING	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5MM); 1.5"	4% @ 70 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, (IL-19.0MM); 5.5"	4% @ 70 GYR
DRIVEWAYS AND FIELD ENTRANCE APRONS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL-9.5MM); 2.5"	4% @ 50 GYR
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0MM)	4% @ 70 GYR

BITUMINOUS MATERIALS (PRIME COAT) APPLICATION RATES

SURFACE TYPE	APPLICATION RATE (GAL/SQ YD)
HOT-MIX ASPHALT SURFACE & BINDER COURSES	0.05
LEVELING BINDER	0.05
AGGREGATE SUBGRADE	0.25

NOTES:
 THE UNIT WEIGHT USED TO CALCULATE HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN
 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 1 SPECIAL PROVISIONS.
 CONTRACTOR SHALL MILL BEFORE PATCHING.

NOTES:
 THE UNIT VOLUME USED TO CALCULATE BITUMINOUS MATERIALS (PRIME COAT) QUANTITIES WAS THE MAXIMUM APPLICATION RATES SHOWN.

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