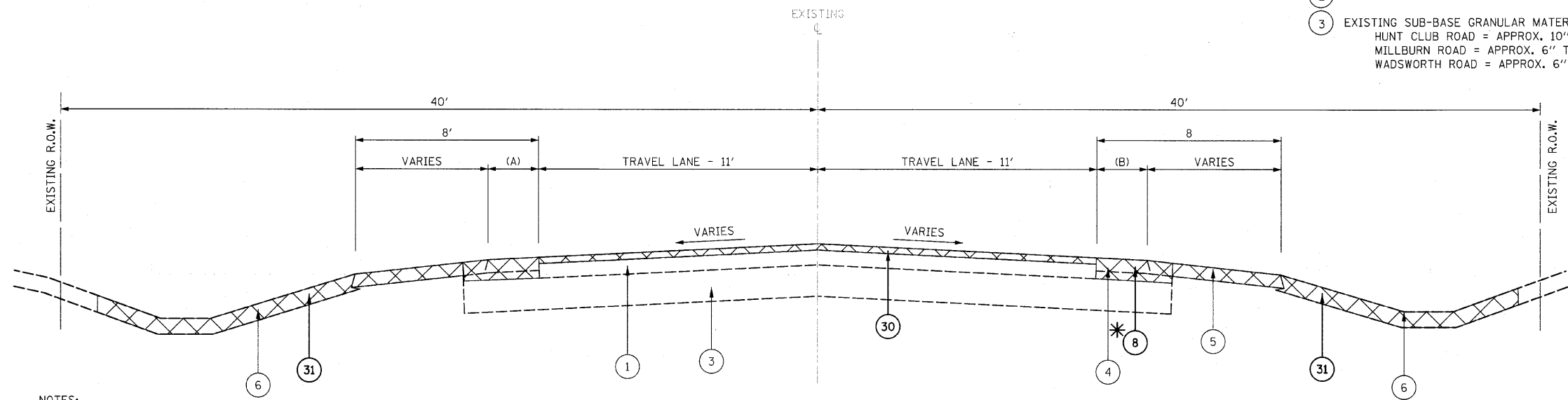


- ① EXISTING HOT-MIX ASPHALT PAVEMENT
HUNT CLUB ROAD = APPROX. 10" TO 13"
MILLBURN ROAD = APPROX. 11"
WADSWORTH ROAD = APPROX. 12"
- ② EXISTING AGGREGATE PAVEMENT
- ③ EXISTING SUB-BASE GRANULAR MATERIAL
HUNT CLUB ROAD = APPROX. 10" TO 12"
MILLBURN ROAD = APPROX. 6" TO 12"
WADSWORTH ROAD = APPROX. 6" 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)
- ⑳ HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- ㉑ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
- ㉒ 6" POROUS GRANULAR EMBANKMENT, SUBGRADE
- ㉓ POROUS GRANULAR BACKFILL
- ㉔ SEEDING, CLASS 1B
- ㉕ SEEDING, CLASS 2A
- ㉖ SEEDING, CLASS 4A
- ㉗ TEMPORARY EROSION CONTROL SEEDING
- ㉘ PROTECTIVE COAT
- ㉙ 6" AGGREGATE BICYCLE PATH

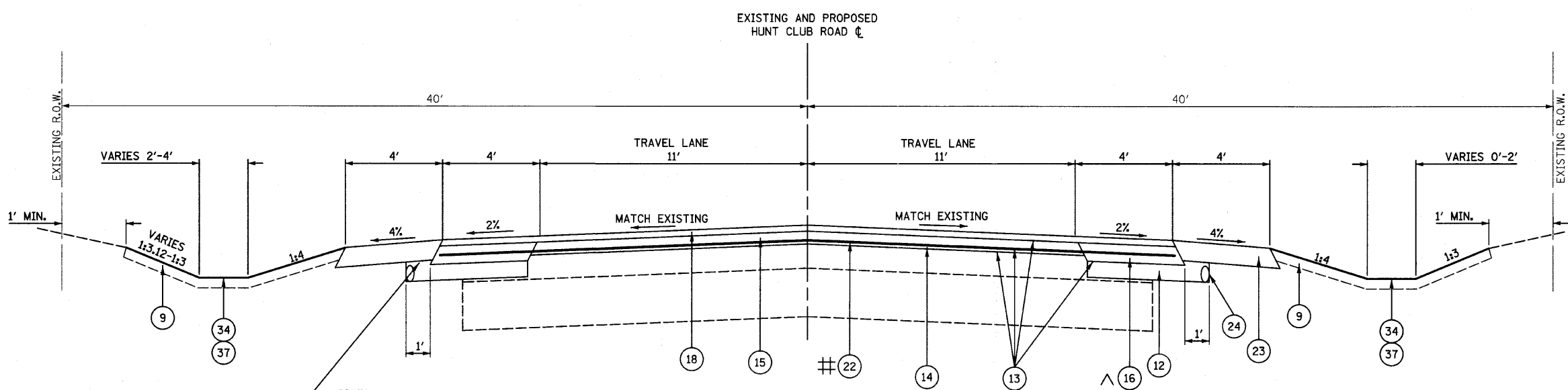


EXISTING TYPICAL SECTION

HUNT CLUB ROAD
STA. 92+35.2 TO STA. 106+74.0

*⑧ HMA PAVEMENT REMOVAL BETWEEN STA. 92+35.2 TO STA. 106+74.0 SHALL BE PAID FOR AS EARTH EXCAVATION

- NOTES:
- DEPTH OF EXISTING HOT-MIX ASPHALT PAVEMENT IS UNKNOWN OUTSIDE THE TRAVEL LANES.
 - EXISTING HMA SHOULDER WIDTH VARIES BY THE FOLLOWING:
 - (A) WEST-SIDE: 2.8' TO 3.7'
 - (B) EAST-SIDE: 2.5' TO 3.1'



PROPOSED TYPICAL SECTION

HUNT CLUB ROAD RESURFACING AND SHOULDER WIDENING
STA. 92+35.2 TO STA. 106+74.0

- △⑩ FIRST HMA BINDER COURSE LIFT THICKNESS SHALL BE 3 1/4". THE TOP OF THE FIRST LIFT SHALL MATCH THE PROPOSED TOP OF THE LEVELING BINDER COURSE.
- ㄧ⑲ AREA REFLECTIVE CRACK CONTROL SHALL EXTEND 15' ON EACH SIDE OF THE CENTER LANE.

ADDITIONAL AGGREGATE BASE COURSE GREATER THAN 4" IN DEPTH NEEDED TO MEET THE BOTTOM OF THE AGGREGATE SHOULDER SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE, TYPE A, 4" (TYPICAL).

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USER NAME = saron	DESIGNED - MAG	REVISED -
PLOT SCALE = 5.0000' / IN.	DRAWN - VLF	REVISED -
PLOT DATE = 4/1/2012	CHECKED - RKK	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING & PROPOSED TYPICAL SECTION	
SCALE: N.T.S.	SHEET NO. OF SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2661	SECTION 02-00076-13-CH	COUNTY LAKE	TOTAL SHEETS 177	SHEET NO. 13
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 123457	