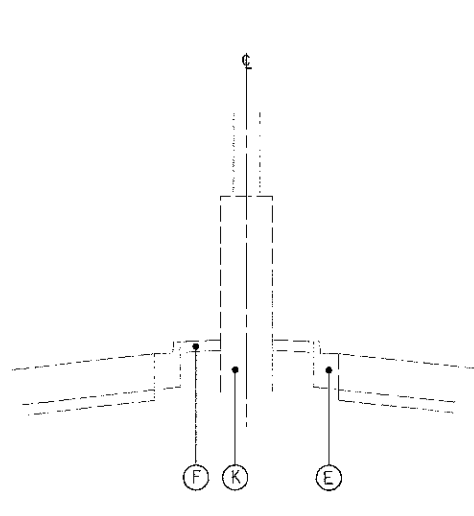
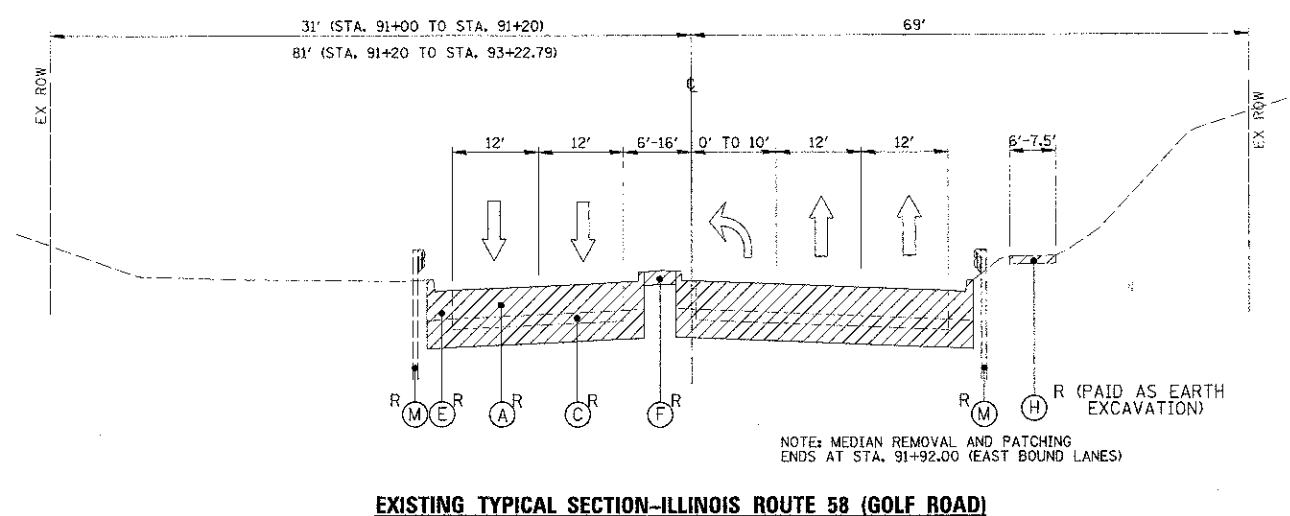


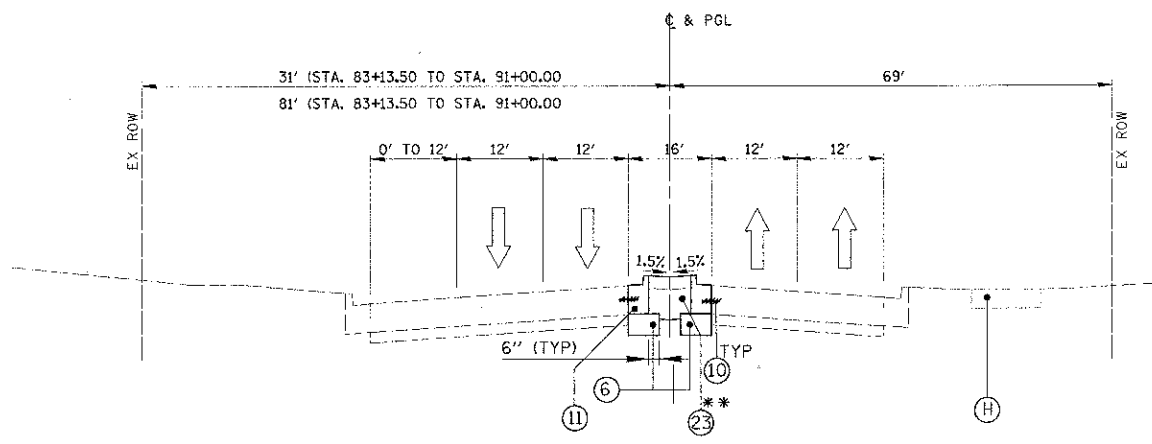
EXISTING TYPICAL SECTION-ILLINOIS ROUTE 58 (GOLF ROAD)
STA. 83+13.50 TO STA. 88+97.90



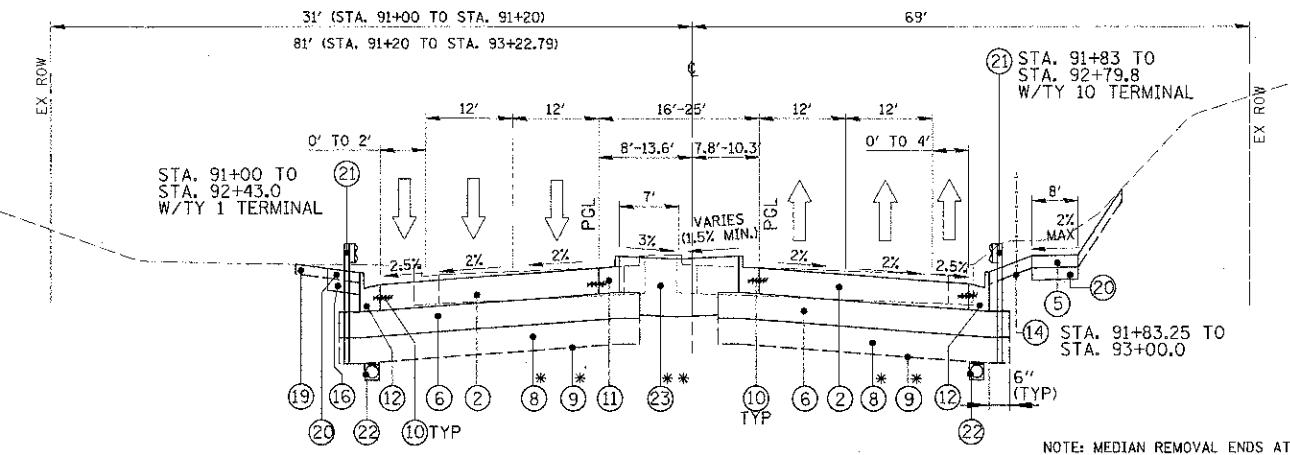
DETAIL 'A'
EXISTING CENTER PIER
STA. 88+97.90 TO STA. 91+00



EXISTING TYPICAL SECTION-ILLINOIS ROUTE 58 (GOLF ROAD)
STA. 91+00.00 TO STA. 93+22.79



PROPOSED TYPICAL SECTION-ILLINOIS ROUTE 58 (GOLF ROAD)
STA. 83+13.50 TO STA. 88+97.90



PROPOSED TYPICAL SECTION-ILLINOIS ROUTE 58 (GOLF ROAD)
STA. 91+00.00 TO STA. 93+22.79

*** UNDERCUT LIMITS:**
ESTIMATED QUANTITY WAS BASED ON ROADWAY SOILS INVESTIGATION. ACTUAL LOCATION AND DEPTH OF UNDERCUTS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. EXCAVATION BELOW EXISTING PAVEMENT TO PROPOSED SUBGRADE ELEVATION WILL BE PAID AS EARTH EXCAVATION. EXCAVATION REQUIRED BELOW PROPOSED SUBGRADE ELEVATION TO PLACE AGGREGATE SUBGRADE IMPROVEMENT, CU YD WILL BE PAID AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. SEE CROSS SECTIONS.

ESTIMATED LOCATIONS OF POROUS GRANULAR EMBANKMENT, SUBGRADE, AND REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

| STATION TO STATION IL RTE 58 (GOLF RD) | UNDERCUT ESTIMATED DEPTH (UNDER PROPOSED AGGREGATE SUBGRADE FOOTPRINT) | |
|---|---|---------------------------|
| | WITHIN EX PVMT FOOTPRINT | OUTSIDE EX PVMT FOOTPRINT |
| 91+00 | 12 INCH | 12 INCH |
| 94+00 | 6 INCH | 6 INCH |
| 95+70 | 12 INCH | 12 INCH |
| 98+85 | 0 INCH | 12 INCH |
| 101+80 | 12 INCH | 12 INCH |
| 104+65 | 0 INCH | 12 INCH |
| 107+70 | 0 INCH | 12 INCH |
| 108+60 | 0 INCH | LT SIDE ONLY 12 INCH |
| 111+00 | 0 INCH | 0 INCH |
| NEW WILKE ROAD | | |
| 486+33 | 0 INCH | 0 INCH |
| 501+00 | 0 INCH | 12 INCH |
| 501+50 | 0 INCH | 0 INCH |

EXISTING LEGEND

- (A) EXISTING CONCRETE PAVEMENT
- (B) EXISTING HOT-MIX ASPHALT SURFACE
- (C) EXISTING HOT-MIX ASPHALT SUBBASE
- (D) EXISTING POZZOLANIC STABILIZED SUBBASE
- (E) EXISTING CONCRETE CURB AND GUTTER
- (F) EXISTING CONCRETE MEDIAN SURFACE
- (G) EXISTING CONCRETE SIDEWALK
- (H) EXISTING HOT-MIX ASPHALT BIKE PATH
- (I) EXISTING GROUND LINE
- (J) TOPSOIL STRIPPING; 4" APPROX. (UNSUITABLE MATERIAL) SEE LANDSCAPING PLANS FOR LIMITS
- (K) EXISTING BRIDGE PIER
- (L) EXISTING HMA OVERLAY; 2.5" NOM.
- (M) EXISTING STEEL PLATE BEAM GUARDRAIL
- R = REMOVAL

PROPOSED LEGEND

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)
- (2) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- (3) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90; 1-3/4"
- (4) LEVELING BINDER (MACHINE METHOD), N70; 3/4" AND VARIES
- (5) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 3"
- (6) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (7) AGGREGATE BASE COURSE, TYPE B; 2"
- (8) AGGREGATE SUBGRADE IMPROVEMENT (PAID IN CU YD)*
- (9) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION*
- (10) EPOXY COATED TIE BARS AND DOWELS (INCLUDED IN COST OF ASSOCIATED CONCRETE PAY ITEM, SEE DETAILS AND STANDARDS FOR SIZE, LENGTH, LOCATION AND SPACING)
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (12) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (13) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"
- (14) CHAIN LINK FENCE
- (15) RETAINING WALL (SPECIAL)
- (16) BITUMINOUS STABILIZATION AT GUARDRAIL

- (17) CONCRETE MEDIAN SURFACE, 4 INCH
- (18) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
- (19) EROSION CONTROL BLANKET SEEDING, CLASS 2A FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 4"
- (20) AGGREGATE BASE COURSE, TYPE B; 6"
- (21) STEEL PLATE BEAM GUARDRAIL, TYPE A
- (22) PIPE UNDERDRAINS, 4"
- (23) EROSION CONTROL BLANKET SEEDING, CLASS 2A FERTILIZER NUTRIENTS TOPSOIL FURNISH AND PLACE, 24"

→ TRAFFIC FLOW

**** MEDIAN INSTALLATION LIMITS:**

| CONCRETE MEDIAN (INSTALL AS (17) OVER (7)) | | LANDSCAPED MEDIAN (AS SHOWN) | |
|---|------------------|---------------------------------|------------------|
| STA. 83+13.5 | TO STA. 83+33.5 | STA. 83+33.5 | TO STA. 88+77.9 |
| STA. 88+77.9 | TO STA. 88+97.9 | STA. 91+34.0 | TO STA. 94+80.0 |
| STA. 91+00.0 | TO STA. 91+34.0 | STA. 106+37.9 | TO STA. 109+87.7 |
| STA. 94+80.0 | TO STA. 98+59.8 | | |
| STA. 100+99.5 | TO STA. 105+50.5 | | |
| STA. 106+16.3 | TO STA. 106+37.9 | | |
| STA. 109+87.7 | TO STA. 112+26.6 | | |
| STA. 113+77.4 | TO STA. 115+64.0 | | |

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE | AIR VOIDS @ Ndes |
|---|------------------------------|
| PAVEMENT OVERLAY POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90; (IL 9.5mm) 1-3/4" LEVELING BINDER (MACHINE METHOD), N70; (IL 9.5mm) 3/4" & VARIES | 4% @ 90 GYR. 4% @ 70 GYR. |
| DRIVEWAYS HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm) 2" HOT-MIX ASPHALT BASE COURSE 8"; (HMA BINDER, IL-19.0) (IN 3-4 LIFTS) | 4% @ 50 GYR. 4% @ 50 GYR. |
| BIKE PATH HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm) 3" | 4% @ 50 GYR. |
| TEMPORARY PAVEMENT HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; (IL 9.5mm) 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 8" (IN 3 LIFTS) | 4% @ 50 GYR. 4% @ 50 GYR. |
| INCIDENTAL HOT-MIX ASPHALT SURFACING HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 3" | 4% @ 50 GYR. |
| HOT MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 6" (IN 2 LIFTS) | 4% @ 50 GYR. |

NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MATERIAL IS 112 LB/SQ YD PER INCH THICKNESS.
2. 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.