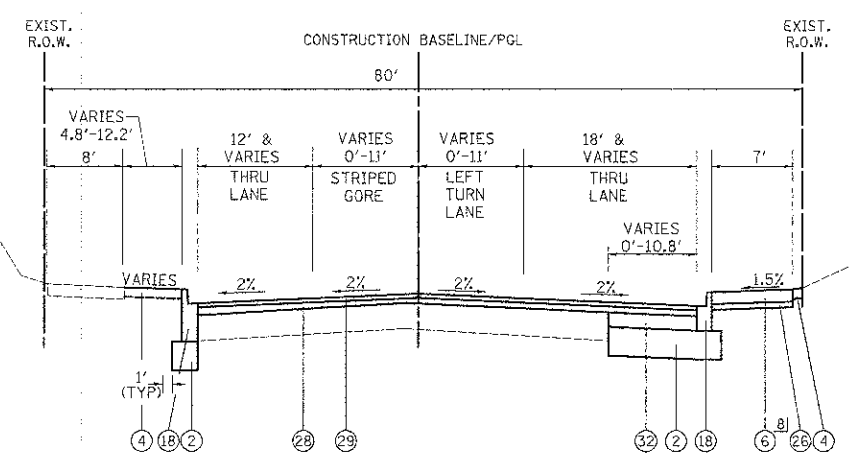
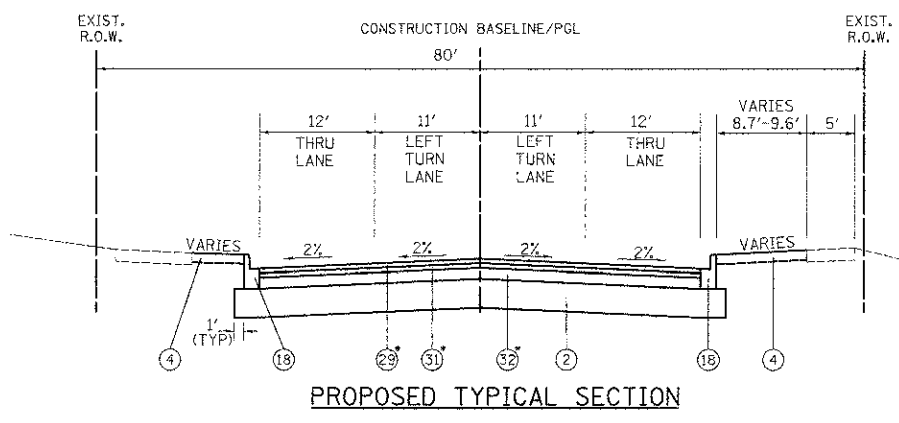


PROPOSED TYPICAL SECTION
HOLMES WAY
STATION 299+23.26 TO STATION 300+20
 * PAID FOR AS HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"



PROPOSED TYPICAL SECTION
HOLMES WAY
STATION 302+13 TO STATION 306+92.21



PROPOSED TYPICAL SECTION
HOLMES WAY
STATION 300+20 TO STATION 302+13
 * PAID FOR AS HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"

- LEGEND**
- ① PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (GUTTER SLOPE 6% UNLESS OTHERWISE NOTED)
 - ② PROPOSED AGGREGATE SUBGRADE IMPROVEMENT 12"
 - ③ PROPOSED CONCRETE MEDIAN, TYPE SB-6.12
 - ④ PROPOSED TOPSOIL, FURNISH AND PLACE 4" AND SODDING, SALT TOLERANT
 - ⑤ PROPOSED P.C.C. BASE COURSE, 10"
 - ⑥ PROPOSED P.C.C. SIDEWALK 5 INCH
 - ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
 - ⑧ PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/4"
 - ⑨ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX F, N90, 1 3/4"
 - ⑩ PROPOSED CONCRETE MEDIAN SURFACE, 4"
 - ⑪ PROPOSED LEVELING BINDER (MACHINE METHOD), SPECIAL
 - ⑫ EXISTING CONCRETE PAVEMENT (TO REMAIN IN PLACE)
 - ⑬ EXISTING GRANULAR SUBBASE (TO REMAIN IN PLACE)
 - ⑭ EXISTING HOT-MIX ASPHALT PAVEMENT (TO REMAIN IN PLACE)
 - ⑮ NOT USED
 - ⑯ PROPOSED #6 EPOXY COATED, DEFORMED TIE BAR (PER STANDARD 606001) (INCLUDED IN THE COST OF CONCRETE MEDIAN, OF THE TYPE SPECIFIED OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24) (EMBED 8" MINIMUM)
 - ⑰ PROPOSED #6 EPOXY COATED TIE BAR, DEFORMED, 24" LONG @ 24" C-C (DRILLED AND GROUTED) (EMBED 8" MINIMUM)
 - ⑱ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (GUTTER SLOPE 6% UNLESS OTHERWISE NOTED)
 - ⑲ NOT USED
 - ⑳ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12 (GUTTER SLOPE 6% UNLESS OTHERWISE NOTED)
 - ㉑ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"
 - ㉒ PROPOSED HOT-MIX ASPHALT BASE COURSE, 8"
 - ㉓ NOT USED
 - ㉔ PROPOSED CONCRETE MEDIAN, TYPE SB-6.24 (MODIFIED)
 - ㉕ PROPOSED CONCRETE MEDIAN, TYPE C-4
 - ㉖ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B, 2"
 - ㉗ PROPOSED MEDIAN SOIL MIX FURNISH AND PLACE
 - ㉘ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (VARIABLE THICKNESS, MIN 2 1/2")
 - ㉙ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - ㉚ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (GUTTER SLOPE 6% UNLESS OTHERWISE NOTED)
 - ㉛ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 2 1/2"
 - ㉜ PROPOSED HOT-MIX ASPHALT BASE COURSE, 6"
 - ㉝ PROPOSED PAVEMENT FABRIC
 - ㉞ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B

⑱ PROPOSED P.C.C. SIDEWALK FROM STATION 303+44 TO STATION 305+15.7

THE CONTRACTOR SHALL MELL BEFORE PATCHING.
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

PAY ITEM	AIR VOIDS @ Ndes
RESURFACING - BARRINGTON ROAD	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 MM); 1 3/4"	4% @ 90 GYR.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; 2 1/4"	4% @ 90 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; (VARIABLE THICKNESS, MIN 2 1/4", MAX 3") (SEE NOTE 3)	4% @ 90 GYR.
LEVELING BINDER (MACHINE METHOD), N70; (MIN 3/4", MAX 2 1/4") (SEE NOTE 3)	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; 3/4"	3.5% @ 50 GYR.
RESURFACING - SCHAUMBURG ROAD	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 MM); 1 3/4"	4% @ 90 GYR.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90; 2 1/4"	4% @ 90 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 (VARIABLE THICKNESS, MIN 2 1/4", MAX 9") (SEE NOTE 3)	4% @ 90 GYR.
LEVELING BINDER (MACHINE METHOD), N70; (MIN 3/4", MAX 2 1/4") (SEE NOTE 3)	4% @ 70 GYR.
RESURFACING - HOLMES WAY (EAST LEG)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 1 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (VARIABLE THICKNESS, MIN 2 1/2")	4% @ 50 GYR.
WIDENING - HOLMES WAY (EAST LEG)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 1 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (VARIABLE THICKNESS, MIN 2 1/2")	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM); 6" (3" LIFT MAX)	4% @ 50 GYR.
HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10" - HOLMES WAY (WEST LEG)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 1 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM); 6" (3" LIFT MAX)	4% @ 50 GYR.
CLASS D PATCH	
CLASS D PATCH (HMA BINDER IL-19 MM), 10" (3 LIFTS)	4% @ 70 GYR.
HMA DRIVEWAY PAVEMENT, 7"	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 1 1/2"	4% @ 50 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; (5 1/2") (3" LIFT MAX)	4% @ 50 GYR.
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 2"	4% @ 50 GYR.
TEMP PAVEMENT (HMA BINDER IL-19 MM) (8") (3" LIFT MAX)	4% @ 50 GYR.
PAVED MEDIAN (BARRINGTON ROAD NORTH OF HOLMES WAY)	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 MM); 2"	4% @ 50 GYR.
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 MM), 8" (3" LIFT MAX)	4% @ 50 GYR.
TEMPORARY OVERLAY OF PCC BASE COURSE AT STORM SEWER TRENCH	
LEVELING BINDER (MACHINE METHOD), N70; (MIN 3/4", MAX 2 1/4")	4% @ 70 GYR.

- NOTES:**
- THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY-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 SPECIAL PROVISIONS.
 - PAID FOR AS "LEVELING BINDER (MACHINE METHOD), SPECIAL". SEE SPECIAL PROVISION.
 - PC CONCRETE TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ARTICLE 1020 OF THE STANDARD SPECIFICATIONS.