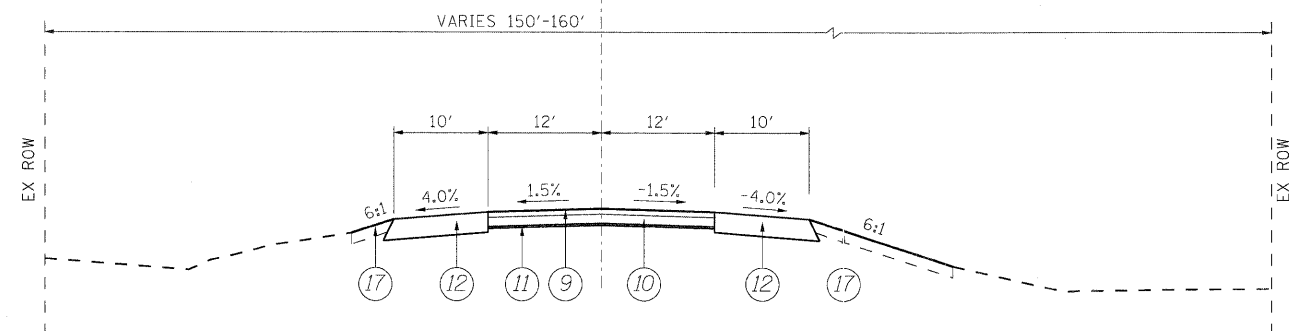
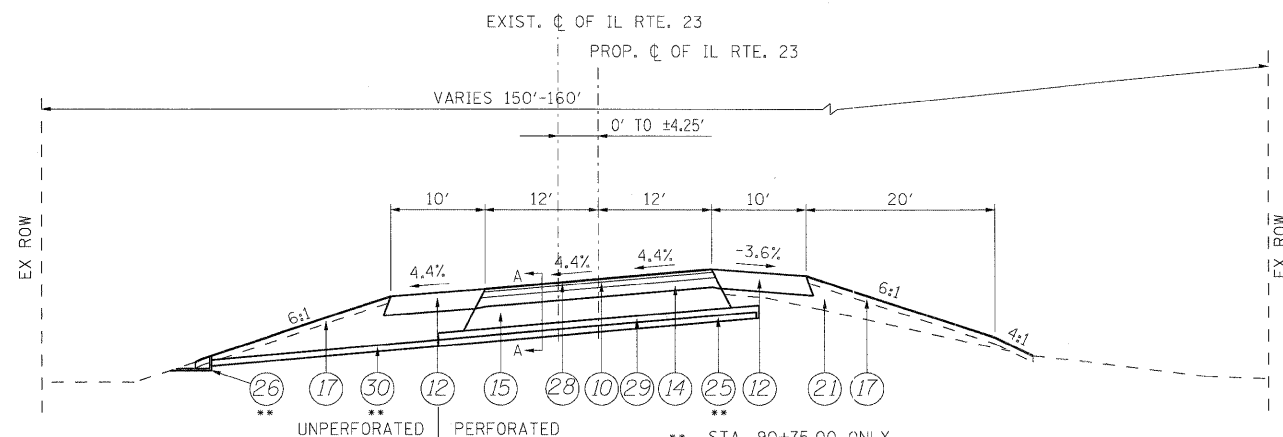


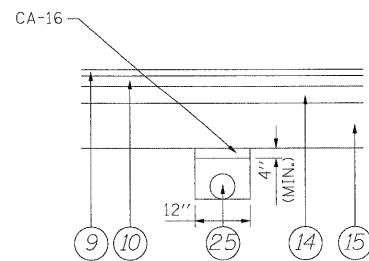
EXISTING TYPICAL SECTION
 SUPERELEVATED SECTION LOOKING NORTH
 STA 89+87.10 to 94+64.15
 STA 96+08.17 to 103+55.00
 PROP. C. OF IL RTE. 23



PROPOSED TYPICAL SECTION
 RESURFACING SECTION FACING NORTH
 STA. 88+00.00 to 90+50.00
 STA 101+00 TO 103+55.00



PROPOSED TYPICAL SECTION
 SUPERELEVATED RECONSTRUCTION FACING NORTH
 STA 90+50.00 to 91+80.00



SECTION A-A

GENERAL NOTES:

CA-16 SHALL NOT BE PAID FOR SEPERATELY AND INCLUDED IN THE SUBBASE GRANULAR MATERIAL, TYPE B PAY ITEM.

LEGEND

- 1 EXIST. BITUMINOUS SURFACE (HMA SURFACE REMOVAL VARIABLE DEPTH)
- 2 EXIST. STABILIZED BASE (BAM)
- 3 EXIST. BITUMINOUS SHOULDER REMOVAL
- 4 EXIST. PCC PAVEMENT, ± 8"
- 5 EXIST. AGGREGATE SHOULDER (VARIABLE DEPTH TO BE REMOVED)
- 6 EXIST. PPC DECK BEAMS
- 7 EXIST. 5" CONCRETE WEARING SURFACE
- 8 EXIST. CONCRETE PARAPET
- 9 PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- 10 PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2 1/4"
- 11 PROPOSED HMA LEVELING BINDER, MM, N70, 3/4" MIN.
- 12 PROPOSED HMA SHOULDER, 6"
- 13 PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B, 6"
- 14 PROPOSED HMA BASE COURSE, IL-19.0, 10" (IN 3 LIFTS)
- 15 PROPOSED AGGREGATE SUBGRADE, 12"
- 16 PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A (6 FOOT POSTS)
- 17 PROPOSED COMPOST FURNISH AND PLACE, 4"
- 18 PROPOSED W27 STEEL BEAMS
- 19 PROPOSED 8" P.C. CONCRETE DECK
- 20 PROPOSED P.C. CONCRETE PARAPETS, PAID AS CONCRETE SUPERSTRUCTURE
- 21 POROUS GRANULAR EMBANKMENT
- 22 TEMPORARY CONCRETE BARRIER
- 23 WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4"
- 24 RELOCATE TEMPORARY CONCRETE BARRIER
- 25 PIPE UNDERDRAINS 4"
- 26 CONCRETE HEADWALLS FOR PIPE DRAINS
- 27 POROUS GRANULAR EMBANKMENT, SUBGRADE
- 28 PROPOSED HMA SURFACE COURSE, MIX "D", N70, 2"
- 29 CA-16
- 30 PIPE UNDERDRAINS 4" (SPECIAL)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	DESIGN AIR VOIDS	THICKNESS
ROADWAY RESURFACING		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR	1 1/2"
HMA BINDER CSE, IL-19.0, N70	4% @ 70 GYR	2 1/4"
LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 GYR	3/4" MIN.
ROADWAY RECONSTRUCTION - FULL DEPTH PAVEMENT		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR	2"
HMA BINDER CSE, IL-19.0, N70	4% @ 70 GYR	2 1/4"
HMA BASE CSE (HMA BINDER IL-19 mm)	4% @ 70 GYR	10"
BRIDGE APPROACH PAVEMENT CONNECTOR FLEXIBLE, 15" - FULL DEPTH		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR	2"
HMA BINDER CSE, IL-19.0, N70	4% @ 70 GYR	3"
HMA BASE CSE (HMA BINDER IL-19 mm)	4% @ 70 GYR	10"
SHOULDER		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR	1 1/2"
HMA BINDER CSE, IL-19.0, N70	4% @ 70 GYR	4 1/2"
PAVEMENT PATCHING		
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR	9"
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	2 1/4" MIN.

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ-YD/IN.

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

"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 ONE SPECIAL PROVISIONS.