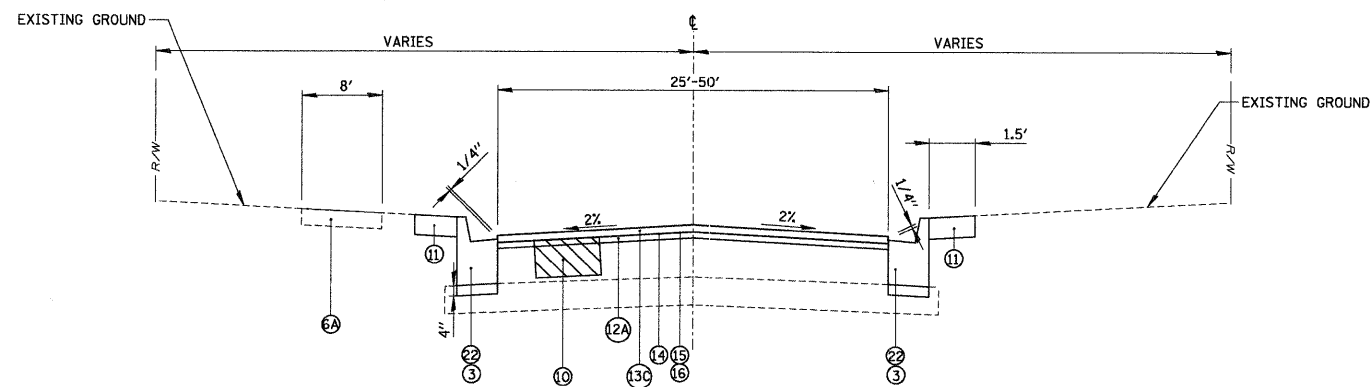


SQUARE BARN ROAD
 PROPOSED TYPICAL SECTION
 STA. 122+00 TO STA. 135+00
LOCATION #1 (SEE PROPOSED PLAN)



SQUARE BARN ROAD
 PROPOSED TYPICAL SECTION
 STA. 135+00 TO STA. 202+00
LOCATION #2 (SEE PROPOSED PLAN)

LEGEND

- ① EXISTING HOT-MIX ASPHALT PAVEMENT
- ② EXISTING AGGREGATE SUBBASE
- ③ EXISTING B6.12 CURB AND GUTTER
- ③A EXISTING B6.18 CURB AND GUTTER
- ④ EXISTING M6.12 CURB AND GUTTER
- ⑥ EXISTING PCC SIDEWALK
- ⑥A EXISTING HOT-MIX ASPHALT BIKE PATH
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑦A HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
- ⑦B HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/4"
- ⑧ HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- ⑨ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (3.2 INCHES TO 4.1 INCHES)
- ⑩ CLASS D PATCHES, 6" (LOCATION AS DIRECTED BY RED)
- ⑪ SODDING, SALT TOLERANT AS NECESSARY FOR CURB AND GUTTER REMOVAL AND REPLACEMENT (INCIDENTAL TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AND AGGREGATE SHOULDER)
- ⑫ PROPOSED LEVELING BINDER (MACHINE METHOD), N50 - 3/4"
- ⑫A PROPOSED LEVELING BINDER (MACHINE METHOD), N70 - 3/4"
- ⑬ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 - 2"
- ⑬A PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 - 2 1/2"
- ⑬B PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 1 1/2"
- ⑬C PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 - 2 1/2"
- ⑭ PROPOSED BITUMINOUS MATERIAL (PRIME COAT)
- ⑮ PROPOSED AGGREGATE (PRIME COAT)
- ⑯ PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
- ⑰ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/2"
- ⑱ PREPARATION OF BASE
- ⑲ AGGREGATE BASE REPAIR
- ⑲A PROPOSED AGGREGATE SHOULDER, TYPE B (AS DIRECTED BY THE ENGINEER)
- ⑲B COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER). INCLUDES 4" SUBBASE GRANULAR MATERIAL TYPE B.
- ⑲C PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑲D REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL
- ⑲E POROUS GRANULAR EMBANKMENT, SUBGRADE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS ITEM	AC-TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2" & 2 1/2"	PG 64-22	4%±50GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1 1/2" & 2 1/2"	PG 64-22	4%±70GYR.
LEVELING BINDER (MACHINE METHOD), N50, 3/4"	PG 64-22*	4%±50GYR.
LEVELING BINDER (MACHINE METHOD), N70, 3/4"	PG 64-22*	4%±70GYR.
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50, 2 1/2"	PG 64-22*	4%±50GYR.
CLASS D PATCHES, SPECIAL, 6" (HMA BINDER IL-19MM)	PG 64-22*	4%±70GYR.

- NOTE:
- 1) THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.
 - 2) WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.
 - 3) AGGREGATE BASE REPAIR - ANY NEW MATERIAL NECESSARY TO BRING THE EXISTING SUBBASE TO THE GRADE, MIN. DEPTH 9" CROSS SLOPE OR WIDTH SHOWN SHALL BE PAID FOR UNDER THIS ITEM.
 - 4) ANY AGGREGATE BASE REMOVAL DUE TO PROPOSED ASPHALT SHALL BE CONSIDERED INCIDENTAL TO THE HOT-MIX ASPHALT SURFACE REMOVAL (FULL DEPTH)
 - 5) POROUS GRANULAR EMBANKMENT (PGE) HAS BEEN PROVIDED AT THE LOCATIONS INDICATED FOR SOILS WHICH TEND TO BE UNSTABLE WHEN WET. ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE ENGINEER (BY USE OF A CONE PENETROMETER IN CONJUNCTION WITH THE IDOT SUBGRADE MANUAL). IF UNSUITABLE SOILS ARE ENCOUNTERED THE SOILS SHALL BE REMOVED AND REPLACED WITH PGE AND GROUND FABRIC FOR GROUND STABILIZATION. NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.