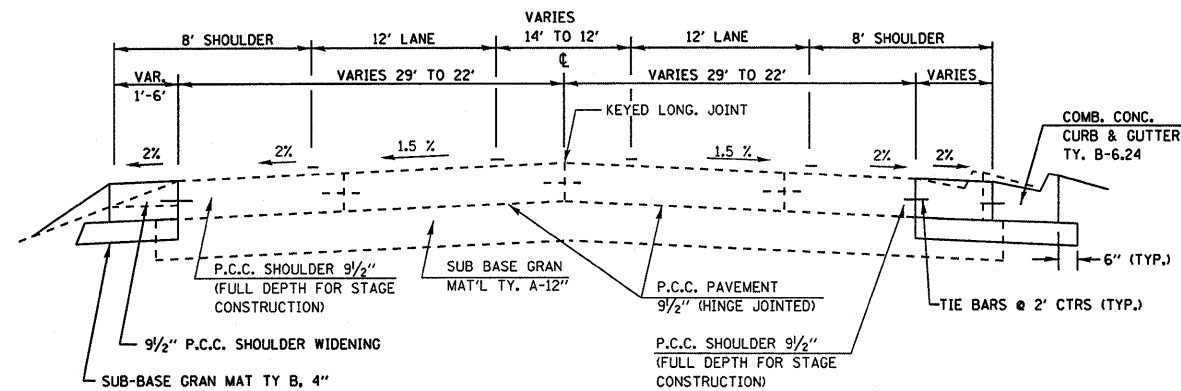
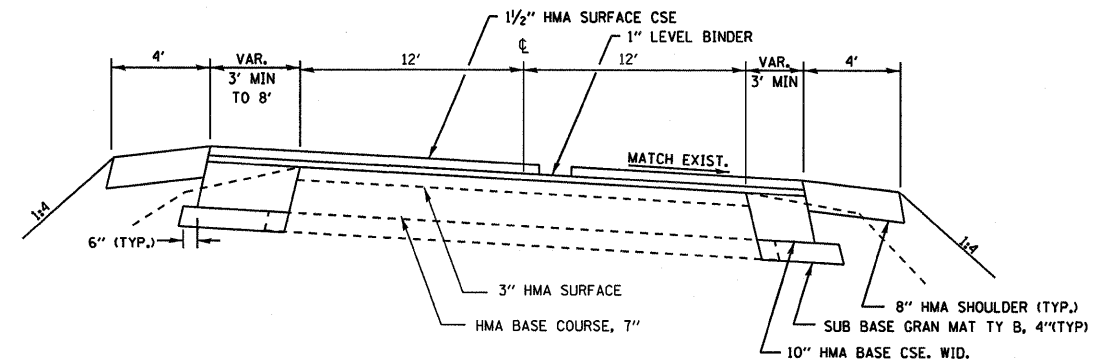


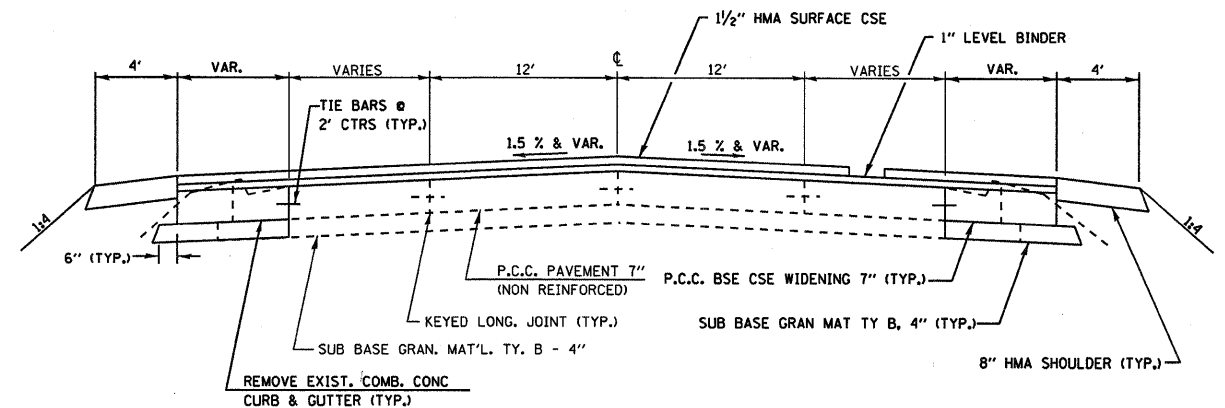


**PROPOSED TYPICAL IL 71
STA. 136+90 TO STA. 139+37.1**

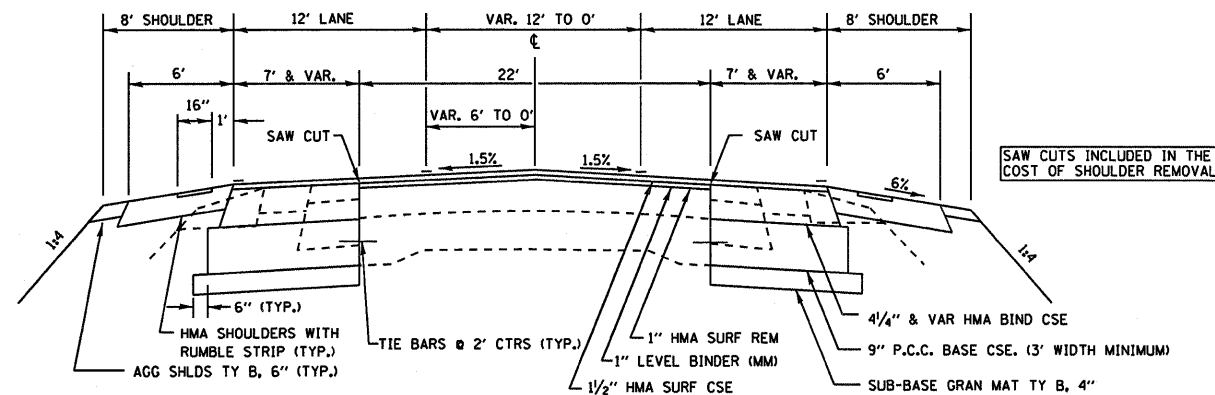
- NOTES:
1. SAW CUTS INCLUDED IN THE COST OF SHOULDER REMOVAL
 2. TIE BARS TO BE INSTALLED ACCORDING TO ART. 442.06(a)(2) OF THE STANDARD SPECIFICATIONS.



**PROPOSED TYPICAL SECTION - DAYTON RD.
STA. 166+94.50 TO STA. 169+16.30**



**PROPOSED TYPICAL SECTION - DAYTON RD.
STA. 169+16.30 TO STA. 170+30**



**PROPOSED TYPICAL SECTION IL 71
STA. 139+37.1 TO 151+97.00**

MIXTURE TABLE

	HMA SURFACE	HMA BINDER	HMA LEVEL BINDER	HMA SHOULDERS
PG GRADE	PG64-22	PG64-22	PG64-22	PG58-22
DESIGN AIR	4.0% @	4.0% @	4.0% @	2.0% @
VOIDS	N70	N70	N70	N30
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 19.0	IL 9.5	IL 9.5L
FRICTION				
AGGREGATE	MIXTURE D			
DENSITY TEST METHOD	CORRELATION	CORES	SATISFACTION OF ENGINEER	CORES*

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.