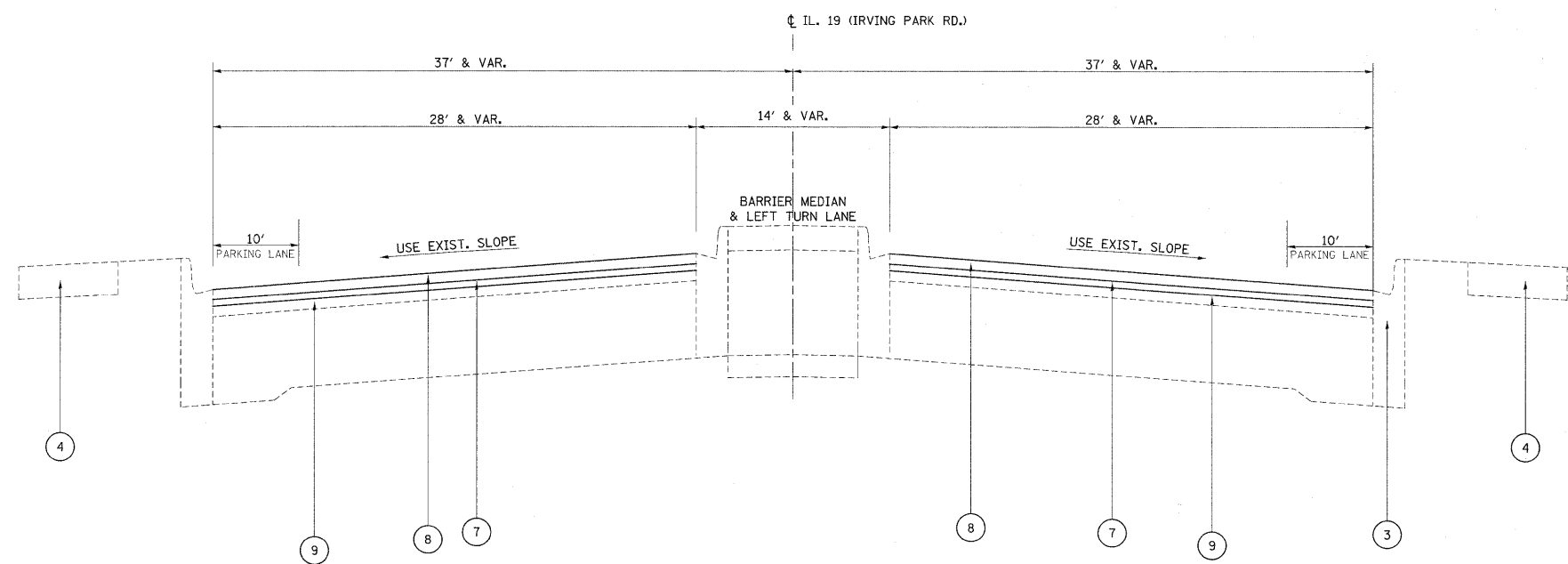


EXISTING TYPICAL CROSS SECTION
IL. ROUTE 19 (IRVING PARK ROAD)

PARKING LANES
STA. 89+10 TO STA. 98+00

LEGEND

1. EXISTING P.C.C PAVEMENT, ± 9"
2. EXISTING HMA PAVEMENT, ± 4"
3. EXISTING COMBINATION CONCRETE CURB AND GUTTER
4. EXISTING P.C.C. SIDEWALK
5. PROP. HMA SURFACE REMOVAL, 2 1/2"
6. EXISTING CONCRETE MEDIAN SURFACE
7. PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
8. PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX "F", N90 (1 3/4")
9. EXISTING HMA SURFACE OVERLAY AFTER MILLING, ± 1 1/2"



PROPOSED TYPICAL CROSS SECTION
IL. ROUTE 19 (IRVING PARK ROAD)

PARKING LANES
STA. 89+10 TO STA. 98+00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	DESIGN AIR VOIDS
POLYMERIZED HMA SURFACE COURSE, MIX F, N90, (IL-9.5 mm)	4% @ 90 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	4% @ 70 GYR

NOTES
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SOYD/IN.
 "THE "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."

NOTES
 THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING