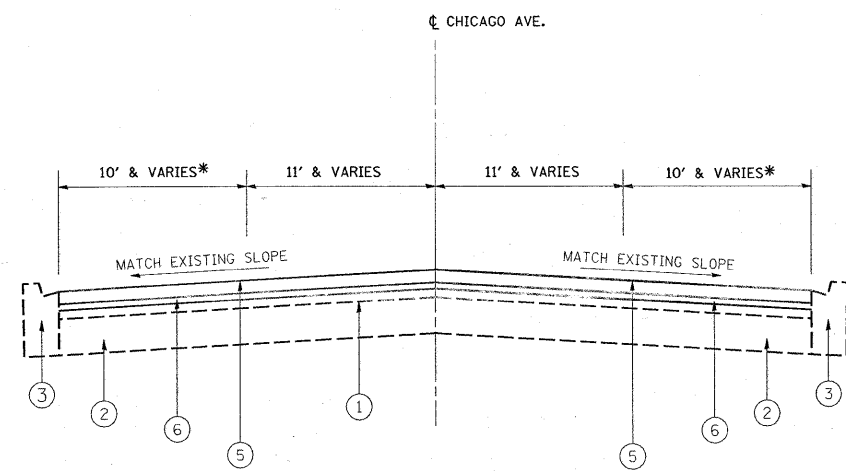


EXISTING TYPICAL SECTION
CHICAGO AVENUE

STATION
0+20 TO 53+83



PROPOSED TYPICAL SECTION
CHICAGO AVENUE

STATION
0+20 TO 53+83

LEGEND

- ① EXISTING HOT-MIX ASPHALT SURFACE COURSE, 3''(±)
- ② EXISTING PCC BASE COURSE, 9''(±)
- ③ EXISTING COMBINATION CONC. CURB & GUTTER TYPE B-6.12
- ④ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4 ''
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2 ''
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4 ''

NOTES

* PARKING LANES SHOWN ON ROADWAY PLANS

PARKING LANE RESURFACING SHALL CONSIST OF:
 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 1 1/2''
 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2''

PAVEMENT PATCHING SHALL BE DONE PRIOR TO MILLIN OF ROADWAY
 (SEE BD-22).

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE USE	AC TYPE	AIR VOIDS (%)
ROADWAY	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR 76-28	4% @ 50 GYR
	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR
PATCHES	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR
	CLASS D PATCHES, 9" (HMA BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.