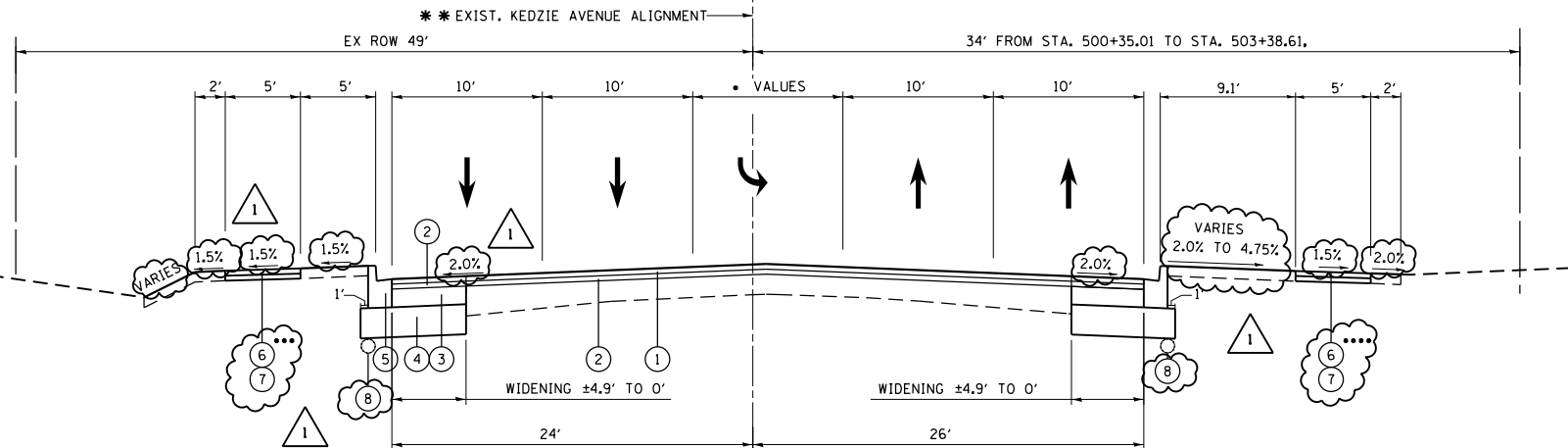


EXISTING KEDZIE AVENUE

STA. 495+00.00 TO STA. 500+02.21 (SOUTH LEG)
 STA. 500+02.21 TO STA. 505+00.00 (NORTH LEG)

- 1 4 1/2" EX HMA SURFACE COURSE
- 2 EX CONCRETE BASE COURSE 11"
- 3 EX B-6.12 CONCRETE CURB & GUTTER
- 4 PROPOSED HMA SURFACE REMOVAL, 2 1/4"



PROPOSED KEDZIE AVENUE

(NORTH LEG)
 PAVEMENT WIDENING & PAVEMENT MARKINGS
 FROM STA. 500+02.21 TO STA. 504+72.55 LT &
 FROM STA. 500+02.21 TO STA. 504+81.41 RT

- 1 1 1/2" HMA SURFACE COURSE, MIX "D", N70
- 2 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 3/4"
- 3 HMA BASE COURSE WIDENING, 7 3/4"
- 4 12" AGGREGATE SUBGRADE IMPROVEMENT

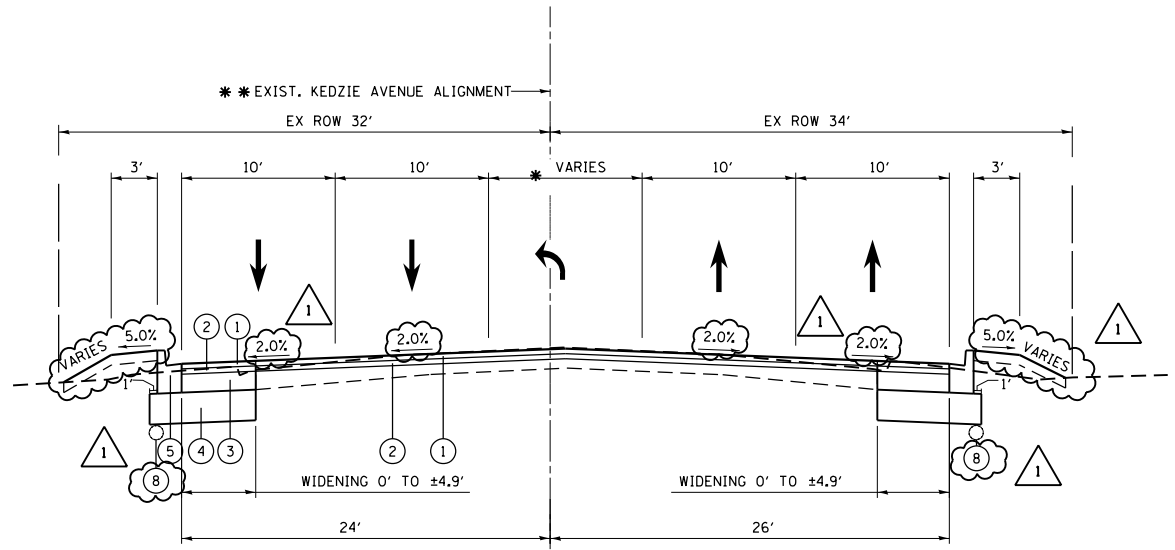
- 5 B-6.12 CURB & GUTTER
- 6 PCC SIDEWALK, 5"
- 7 SUBBASE GRAN. MAT., TYPE B, 4"
- 8 PIPE UNDERDRAINS 4"

- 10' LT TURN LANE FROM STA. 500+47.55 TO STA. 501+62.55, 4' LT & 6' RT OF EX CENTERLINE
- TRANSITION LT TURN LANE/FLUSH MEDIAN 0' TO 10' FROM STA. 501+62.55 TO STA. 502+72.55, END TRANSITION LT/BEGIN FLUSH MEDIAN, 4' LT & 6' RT OF EX CENTERLINE
- FLUSH MEDIAN 10' TO 0' FROM STA. 502+72.55 TO STA. 504+72.55, END @ STA. 504+72.55, 1' RT OF EX CENTERLINE

•• THE PHYSICAL C OF THE ROAD AND ROW APPEARS TO BE 1' EAST OF THE SHOWN ALIGNMENT. PROPOSED GEOMETRY AS WELL AS EXISTING ROW IS SYMMETRICAL TO THE CENTER OF THE ROAD, NOT THE ALIGNMENT.

••• THE WEST SIDEWALK EXTENDS BEYOND THE PROPOSED ROADWAY WIDENING LIMITS TO STA 508+68.63

•••• THE EAST SIDEWALK EXTENDS BEYOND THE PROPOSED ROADWAY WIDENING LIMITS TO STA 503+32.14



PROPOSED KEDZIE AVENUE

(SOUTH LEG)
 BEGIN PAVEMENT MARKING @ STA. 495+27.53
 BEGIN PAVEMENT WIDENING @ STA. 495+38.47 TO STA. 500+02.21

- 1 HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- 2 POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 3/4"
- 3 HMA BASE COURSE WIDENING, 7 3/4"
- 4 12" AGGREGATE SUBGRADE IMPROVEMENT
- 5 B-6.12 CURB & GUTTER
- 6 PCC SIDEWALK, 5"
- 7 SUBBASE GRAN. MAT., TYPE B, 4"
- 8 PIPE UNDERDRAINS TYPE 2, 4"

* PAINTED MEDIAN 0' TO 10' FROM STA. 495+27.53 TO STA. 497+27.53, BEGIN @ STA. 495+27.33, 1' RT OF EX CENTERLINE

FLUSH MEDIAN/TRANSITION LT TURN LANE 10' TO 0' FROM STA. 497+27.53 TO STA. 498+37.53, END FLUSH MEDIAN/BEGIN TRANSITION LT, 4' LT & 6' RT OF EX CENTERLINE

10' LT TURN LANE 4' LT & 6' RT OF EX CENTERLINE FROM STA. 498+37.53 TO STA. 499+52.53

* THE PHYSICAL C OF THE ROAD AND ROW APPEARS TO BE 1' EAST OF THE SHOWN ALIGNMENT. PROPOSED GEOMETRY AS WELL AS EXISTING ROW IS SYMMETRICAL TO THE CENTER OF THE ROAD, NOT THE ALIGNMENT.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS (%) @ NDES	
KEDZIE AVE & 119TH, RESURFACING & WIDENING:		
HMA SURFACE COURSE MIX "D", N70, 1 1/2" (IL 9.5 mm)	4% @ 70 GYR.	OC/OA
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	3.5% @ 50 GYR.	OC/OA
HMA BASE COURSE WIDENING, 7 3/4" (HMA BINDER IL-19.0)	4% @ 70 GYR.	OC/OA
COMMERCIAL ENTRANCES		
HMA SURFACE COURSE MIX "D", N50, 2" (IL 9.5 mm)	4% @ 50 GYR.	OC/OA
HMA BASE COURSE, 8" (HMA BINDER IL-19.0)	4% @ 50 GYR.	OC/OA
HOT-MIX ASPHALT PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.	OC/OA
QMP DESIGNATION QUALITY CONTROL/QUALITY ASSURANCE (OC/OA) QUALITY CONTROL FOR PERFORMANCE (QCP)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 POUND PER SQUARE YARD-INCH

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS / SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

"FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS".

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

• CONTRACTOR SHALL MILL BEFORE PATCHING

REV. 6-4-2019