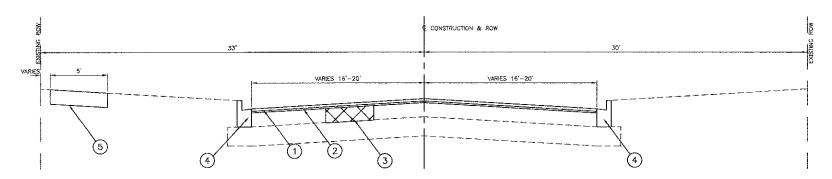


EXISTING TYPICAL SECTION

WALTER ZIMNEY DRIVE STA 0+39 TO STA 29+16



PROPOSED TYPICAL SECTION

WALTER ZIMNEY DRIVE STA 0+39 TO STA 29+16

USER NAME = DESIGNED — LJT REVISED — CHECKED — HLG REVISED — PLOT SCALE = DRAWN — MED REVISED — PLOT DATE = 08-20-12 CHECKED — ACAD REVISED —

FILE NAME = 11637-TYPX-01 - TYPX P01

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: NONE

EXISTING LEGEND

- (A) HOT MIX ASPHALT SURFACE REMOVAL, 2"
- (B) EXISTING CURB & GUTTER TO BE REMOVED AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
- C EXISTING PAVEMENT
- D PAVEMENT REMOVAL FOR CLASS D PATCHES
- (E) EXISTING PCC SIDEWALK TO BE REMOVED AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER

PROPOSED LEGEND

- 1) HOT MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
- 2) POLYMERIZED LEVELING BINDER (MACHINE METOD), IL-4.75, N50, 3/4"
- 3 CLASS D PATCH, 7" AT LOCATIONS SHOWN ON PLANS OR DIRECTED BY ENGINEER
- PROPOSED CURB AND GUTTER TO BE INSTALLED AT LOCATIONS SHOWN ON PLAN OR DIRECTED BY ENGINEER
- (5) PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK 5"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS (CONTRACTOR SHALL MILL BEFORE PATCHING)

MIXTURE TYPE	AIR VOIDS O Notes
RESURFACING	
HOTMIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"	4% ♥ 50 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	3.5% @ 50 Gyr.
PATCHING	
CLASS D PATCHES, TYPE II, III, (HMA BINDER IL-19.0mm): 7" (IN 3 LIFTS)	4% © 70 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 2"	4% © 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2"	4% Ø 50 Gyr.

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN. FOR "AC TYPE" AND "PERCENT RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
- 2. 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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.
- 3. CLASS D PATCHES, TYPE II & III AT APPROXIMATE STATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.