NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	PERCENT AIR VOIDS
ROADWAY	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2" (IL-9.5mm)	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), N70, 1" (IL-9.5mm)	4% @ 70 GYR
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1-3/4" HOT-MIX ASPHALT BASE COURSE, HMA BINDER (IL-19.0mm, N50), 2-1/4"	4% @ 50 GYR
PATCHING	
CLASS D PATCHES, TYPE II-IV, 9", (HMA BINDER IL-19.0mm)	4% @ 70 GYR
TEMPORARY PAVEMENT	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N50, 2-1/4"	4% @ 50 GYR

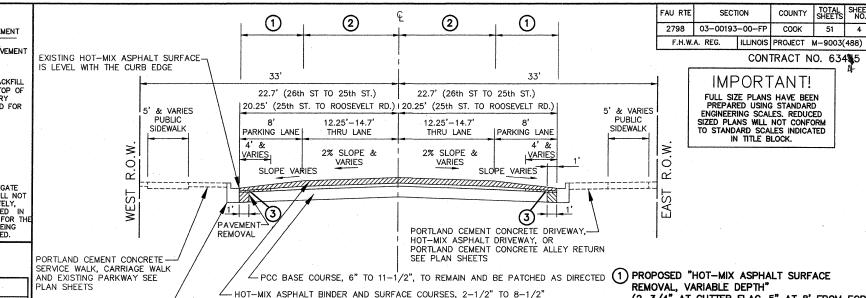
THE UNIT WEIGHT TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

"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"

		TRENCH DETAIL
FINISHED GRADE OR PAVEMENT	1	- PROPOSED TEMPORARY PAVEMENT
(13(13(13))		BOTTOM OF TEMPORARY PAVEMENT
		PROPOSED TRENCH BACKFILL FROM 12" OVER THE TOP OF PIPELINE TO TEMPORARY PAVEMENT. TO BE PAID FOR AS FINAL BACKFILL.
		12" PROPOSED STORM OR COMBINED SEWER 6" MINIMUM CA-11 COARSE AGGREGATE BEDDING & CRADLE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE VARIOUS PIPELINES BEING INSTALLED OR REPLACED

PAVEMENT CORES

WEST					EAST						
		<- WEST CURBLINE CL ->						AST CURBL			
ORE	STA	FROM EOP.	FROM EOP.	FROM EOP.		CORE	STA	FROM EOP.	FROM EOP.	FROM EOP.	
1	2+25	3'	****	LOF	2.5" TOTAL ASPHALT THICKNESS 8.5" P.C. CONCRETE NO SUBBASE	4	9+02	LUF			2.75" TOTAL ASPHALT THICKNESS 6" P.C. CONCRETE (FRACTURED) NO SUBBASE
2	2+31		12.5'		8.75" TOTAL ASPHALT THICKNESS 8.75" P.C. CONCRETE NO SUBBASE		9+12		11'		8.5" P.C. CONCRETE (TOP 1.5" FRACTURED) NO SUBBASE
3	2+35	-			10.5" TOTAL ASPHALT THICKNESS (FRACTURED/DETERIORATED) 8" GRAVEL SUBBASE (ROUNDED STONE)	6	9+21	19'			11" P.C. CONCRETE (TOP 1" FRACTURED) NO SUBBASE
7	15+67			18'	5.25" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (BOTTOM 2" FRACTURED) NO SUBBASE	10	22+39			2.5'	3" TOTAL ASPHALT THICKNESS 7" P.C. CONCRETE (FRACTURED) NO SUBBASE
8	15+68		8.5'		6" TOTAL ASPHALT THICKNESS 9" P.C. CONCRETE (DETERIORATED) NO SUBBASE	11	22+45		6'		3.75" TOTAL ASPHALT THICKNESS 8" P.C. CONCRETE (TOP 2" FRACTURED) NO SUBBASE
9	15+67	3'	-		3" TOTAL ASPHALT THICKNESS 8" P.C. CONCRETE (DETERIORATED) NO SUBBASE	12	22+50	18.5'			4.75" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (TOP 2" AND BOTTOM 2" FRACTURED) NO SUBBASE
13	29+97	2.5'			2.25" TOTAL ASPHALT THICKNESS 7" P.C. CONCRETE (FRACTURED) NO SUBBASE	16	33+71		17.5		6.5" TOTAL ASPHALT THICKNESS 8.25" P.C. CONCRETE NO SUBBASE
14	30+02		10'		6.75" TOTAL ASPHALT THICKNESS 8" P.C. CONCRETE (TOP 2" FRACTURED) NO SUBBASE	16A	33+71	18.5			6.5" TOTAL ASPHALT THICKNESS P.C. CONCRETE
15	30+07			18.5'	8.5" TOTAL ASPHALT THICKNESS 10" P.C. CONCRETE (TOP 1" AND BOTTOM 2" FRACTURED) NO SUBBASE	16B	33+71			16.5	6" TOTAL ASPHALT THICKNESS P.C. CONCRETE
20	49+87		-	18.5'	6.25" TOTAL ASPHALT THICKNESS 9" P.C. CONCRETE (BOTTOM 3" FRACTURED) NO SUBBASE	17	41+02			3' .	2.5" TOTAL ASPHALT THICKNESS 11.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE
21	49+95		9'		5.5" TOTAL ASPHALT THICKNESS (FRACTURED BY CORING) 8.5" P.C. CONCRETE (FRACTURED) NO SUBBASE	18	41+05		8'		4.5" TOTAL ASPHALT THICKNESS 9" P.C. CONCRETE (FRACTURED) NO SUBBASE
22	50+00	1.5'			3.25" TOTAL ASPHALT THICKNESS 6.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE	19	41+12	17'			6.25" TOTAL ASPHALT THICKNESS 8" P.C. CONCRETE (FRACTURED) NO SUBBASE
26	63+16			17'	4.5" TOTAL ASPHALT THICKNESS 8.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE	23	56+49				2.5" TOTAL ASPHALT THICKNESS 8.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE
27	63+20		9.5'		4.5" TOTAL ASPHALT THICKNESS 9" P.C. CONCRETE (TOP 1.5" AND BOTTOM 1.5" FRACTURED) NO SUBBASE	24	56+65		7.5'		4.5" TOTAL ASPHALT THICKNESS 11.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE
28	63+28	2'		1	1.25" TOTAL ASPHALT THICKNESS 8.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE	25	56+68	19'			5" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (FRACTURED) NO SUBBASE
						29	69+28				2.5" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (FRACTURED; PARTIALLY DETERIORATED) NO SUBBASE
						30	69+32		8'		5" TOTAL ASPHALT THICKNESS 10" P.C. CONCRETE (FRACTURED) NO SUBBASE
						31	69+42	18.5'			3.75" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (DETERIORATED) NO SUBBASE
						32	76+78			2	12.75" TOTAL ASPHALT THICKNESS NO SUBBASE
						33	76+78		8,		4.75" TOTAL ASPHALT THICKNESS 8" P.C. CONCRETE (FRACTURED) NO SUBBASE
						34	76+78	18.5'			4" TOTAL ASPHALT THICKNESS 9.5" P.C. CONCRETE (FRACTURED) NO SUBBASE



- COMBINATION CONCRETE CURB & GUTTER, TYPE B-V:12 AND VARIES

CENTRAL AVENUE

STA. 0+68 TO STA. 79+63

REMOVAL, VARIABLE DEPTH" (2-3/4" AT GUTTER FLAG-5" AT 8' FROM EOP)

SECTION

IMPORTANT!

FULL SIZE PLANS HAVE BEEN

COUNTY TOTAL SHEET NO.

COOK 51

CONTRACT NO. 6345

(2) PROPOSED "HOT-MIX ASPHALT SURFACE REMOVAL, 5 INCH"

(3) PROPOSED "PCC SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH SEE PAVEMENT CORE DATA THIS SHEET

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33' 22.7' (26th ST TO 25th ST.) 22.7' (26th ST TO 25th ST.) | 20.25' (25th ST. TO ROOSEVELT RD.) | 20.25' (25th ST. TO ROOSEVELT RD.) | PORTLAND CEMENT CONCRETE _____ 1/4" LIP-PARKING LANE THRU LANE THRU LANE PARKING LANE BASE COURSE 8" 1/4" LIP 2% & VARIES 2% & VARIES VARIES VARIES "CLASS D PATCHES, TYPE II 9 INCH"-AS DIRECTED FULL DEPTH SAWCUT SUBBASE GRANULAR TYPE B, 2" (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-V.12)
"COMBINATION CONCRETE CURB AND **GUTTER REMOVAL AND COMBINATION** CONCRETE CURB AND GUTTER, TYPE B-V.12" "HOT-MIX ASPHALT SURFACE COURSE, SIDEWALK REMOVAL AND PORTLAND CEMENT MIX "D", N70", 2 INCH CONCRETE SIDEWALK, 5 INCH" (AS PUBLIC SIDEWALK, SERVICE WALK, AND CARRIAGE WALK), "EARTH "LEVELING BINDER (MACHINE METHOD), N70," EXCAVATION, (SPECIAL)", "FURNISHING & PLACING 1 INCH AVG.

TOPSOIL, 2 INCH" AND "SODDING" TO MATCH EXISTING "AGGREGATE (PRIME COAT)" AT A RATE OF 2 LBS/SY OVER "BITUMINOUS MATERIALS (PRIME COAT)" AT 0.10 GAL/S.Y. "AREA REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A"-(6 OZ.) BETWEEN LEVELING BINDER AND SURFACE COURSE

"DRIVEWAY PAVEMENT REMOVAL" AND "PCC DRIVEWAY PAVEMENT, 7 INCH" OR "HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT" OR ALLEY RETURN REMOVAL WITH "PAVEMENT REMOVAL" AND REPLACED WITH "PORTLAND CEMENT CONCRETE PAVEMENT 8".

PROPOSED CENTRAL AVENUE STA. 0+68 TO STA. 79+63

TYPICAL CROSS SECTIONS

SCALE: 1"=6"

REV 1 0 N TYPICAL CROSS SECTIONS NO. BY DATE DESCRIPTION HOT-MIX ASPHALT MIXTURE 1 AMS 1/22/10 2 AMS 3/8/10 PER IDOT REVIEW PER IDOT REVIEW REQUIREMENTS **PAVEMENT CORES**

 JFP-JEP/THK	1"=6' DATE DEC., 2009	SHEET 4 OF		
CHECKED/APPROVED JLC/THK	FIELD BOOK NO. FILE	51 SHEETS		

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TOWN OF CICERO. ILLINOIS CENTRAL AVENUE RESURFACING SECTION 03-00193-00-FP