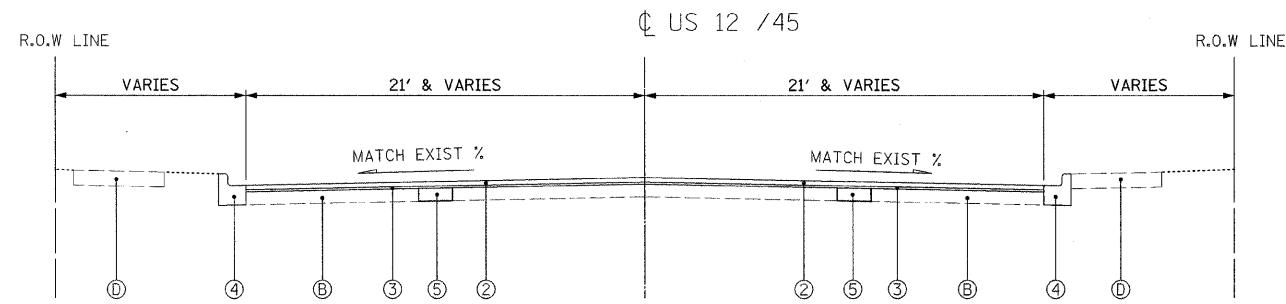


EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

EXISTING CONDITIONS:

- Ⓐ HOT-MIX ASPHALT SURFACE AND BINDER COURSE, 5" AND VARIES
- Ⓑ PORTLAND CEMENT CONCRETE BASE COURSE, 10"
- Ⓒ COMBINATION CONCRETE CURB AND GUTTER
- Ⓓ PORTLAND CEMENT CONCRETE SIDEWALK

PROPOSED IMPROVEMENTS:

- ① HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ② HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ③ POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ④ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY ENGINEER)
- ⑤ CLASS D PATCHES, 13" (DETERMINED BY ENGINEER IN FIELD)

* THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATIONS	MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
ROADWAY AND BRIDGE APPROACH RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5MM)	PG 64-22	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
	LEVELING BINDER (HAND METHOD), N70 (IL-9.5MM)	PG 64-22 *	4% @ 70 GYR
PAVEMENT PATCHING	CLASS D PATCHES, 13" (HMA BINDER IL-19 MM)	PG 64-22 *	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

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

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