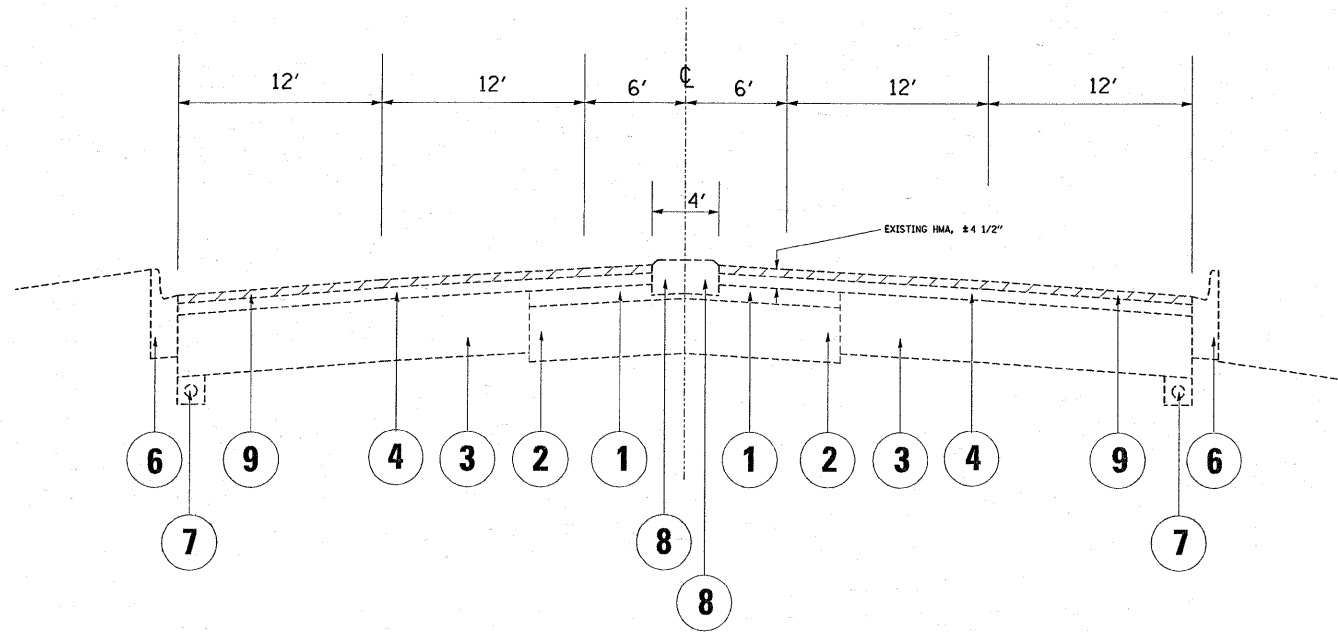
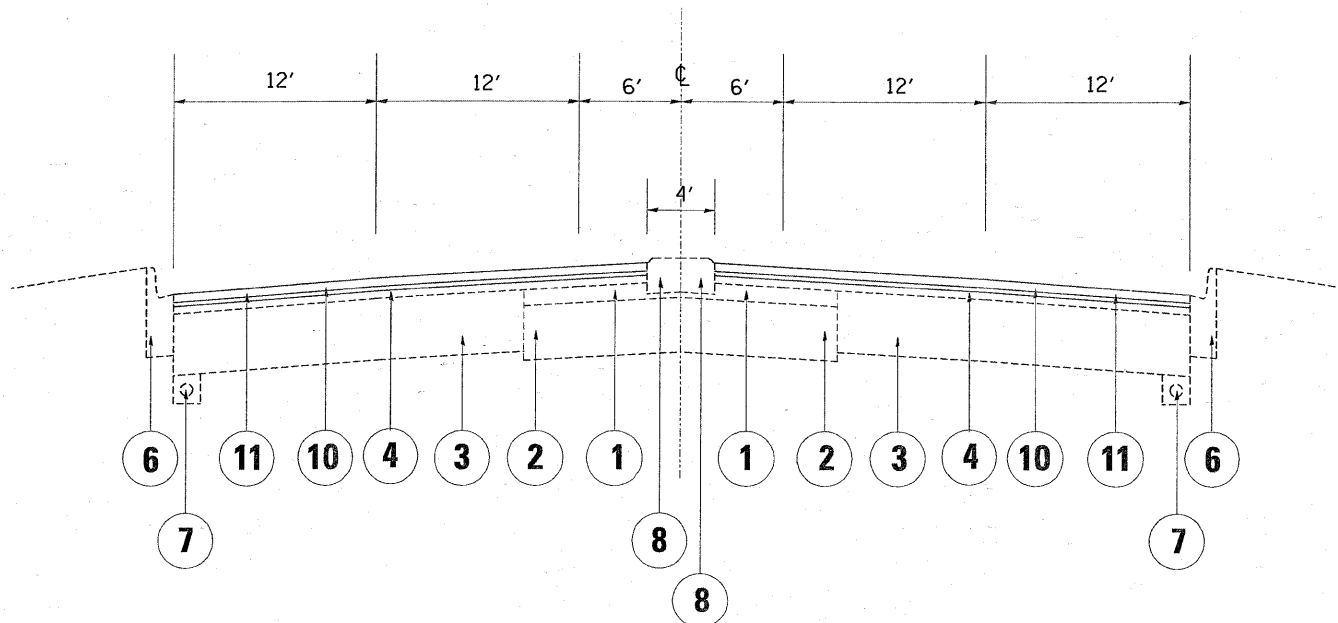


ILL. RTE 83



EXIST. TYPICAL SECTION
(EXIST. HMA PORTION OF ROADWAY)

STA. 14+00 TO 14+90, STA. 44+52 TO 53+00



PROP. TYPICAL SECTION
(EXIST. HMA PORTION OF ROADWAY)

STA. 14+00 TO 14+90, STA. 44+52 TO 53+00

LEGEND

- ① EXISTING HMA SURFACE COURSE, VARIABLE DEPTH
- ② EXISTING HMA BASE COURSE, VARIABLE DEPTH
- ③ EXISTING HMA BASE COURSE, ±10"
- ④ EXISTING HMA AFTER MILLING, ±2 1/4"
- ⑤ EXISTING BITUMINOUS CONCRETE SURFACE COURSE, MIX D
- ⑥ EXISTING COMBINATION CONCRETE CURB & GUTTER, TY. B-6.24
- ⑦ EXISTING 6" PIPE UNDERDRAIN
- ⑧ EXISTING MOUNTABLE MEDIAN
- ⑨ PROP. HMA SURFACE REMOVAL, 2 1/4"
- ⑩ PROP. LEVELING BINDER, 3/4"
- ⑪ PROP. HMA SURFACE COURSE, MIX "D", N70, 1 1/2"

MIXTURE REQUIREMENTS

MIXTURE USES	AC TYPE	VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% AT 70 GYR.
POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% AT 50 GYR.
CLASS D PATCHES (HMA BINDER IL-19 mm)	PG 64-22 *	4% AT 70 GYR.

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE IS 112 LBS/SQYD/IN

* NOTE 2: WHEN RAP EXCEEDS 20% THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

NOTE:

WHERE EXISTING HMA SURFACE EXISTS,
THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING