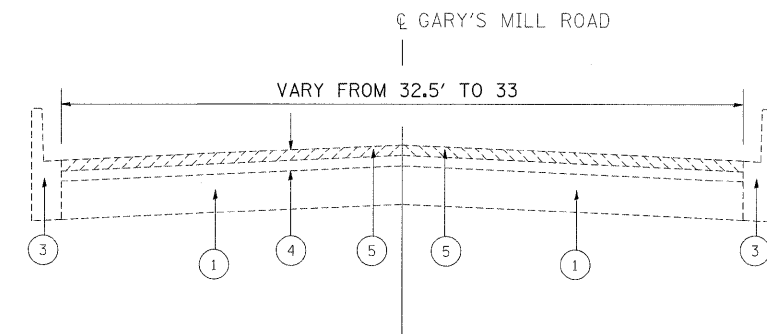
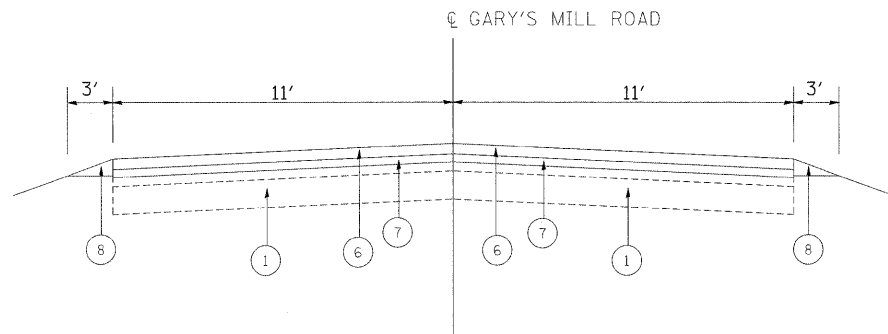


EXISTING TYPICAL SECTION  
GARY'S MILL ROAD  
STA. 10+31 TO STA 12+84  
STA. 14+52 TO STA 17+50  
STA. 27+50 TO STA 44+52

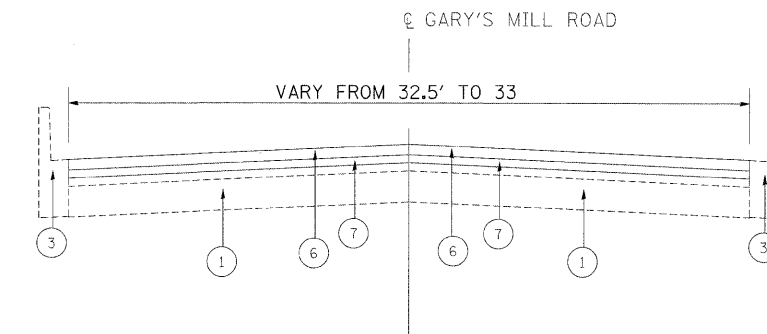
\* NOTE: THE CONTRACTOR SHALL MILL  
FIRST ACCORDING TO STD. BD-22



EXISTING TYPICAL SECTION  
GARY'S MILL ROAD  
STA 17+50 TO STA. 27+50



PROPOSED TYPICAL SECTION  
GARY'S MILL ROAD  
STA. 10+31 TO STA 12+84  
STA. 14+52 TO STA 17+50  
STA. 27+50 TO STA 44+52



PROPOSED TYPICAL SECTION  
GARY'S MILL ROAD  
STA 17+50 TO STA. 27+50

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
<b>RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19 mm)	PG 64-22**	4% @ 70 GYR

"THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LB/ SQ YD/IN"  
\*\*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58 -22.

**LEGEND**

- ① EXISTING BASE COURSE ±10"
- ② EXISTING AGGREGATE SHOULDER
- ③ EXISTING CURB & GUTTER
- ④ EXISTING HOT-MIX ASPHALT OVERLAY ±5"
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑦ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑧ PROPOSED AGGREGATE SHOULDER