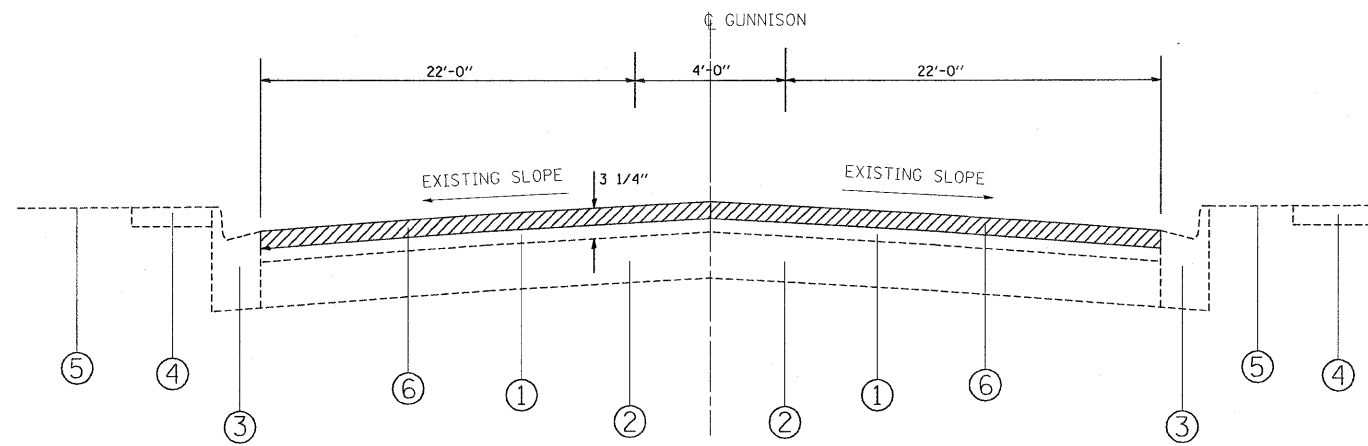


LEGEND

- ① EXISTING HOT-MIX ASPHALT SURFACE, 1''(±) AFTER MILLING
- ② EXISTING PCC BASE COURSE, 9''(±)
- ③ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ④ EXISTING PCC SIDEWALK
- ⑤ EXISTING TOP SOIL AND SODDING
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4''
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2''
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4''
- ⑨ PROPOSED COMBINATION CONCRETE CURB & GUTTER REMOVAL & REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE ENGINEER)
- ⑩ PROPOSED PCC SIDEWALK REMOVAL & REPLACEMENT (LOCATIONS TO BE DETERMINED BY THE ENGINEER)



EXISTING TYPICAL SECTION
STATION:
10+74 TO 62+29

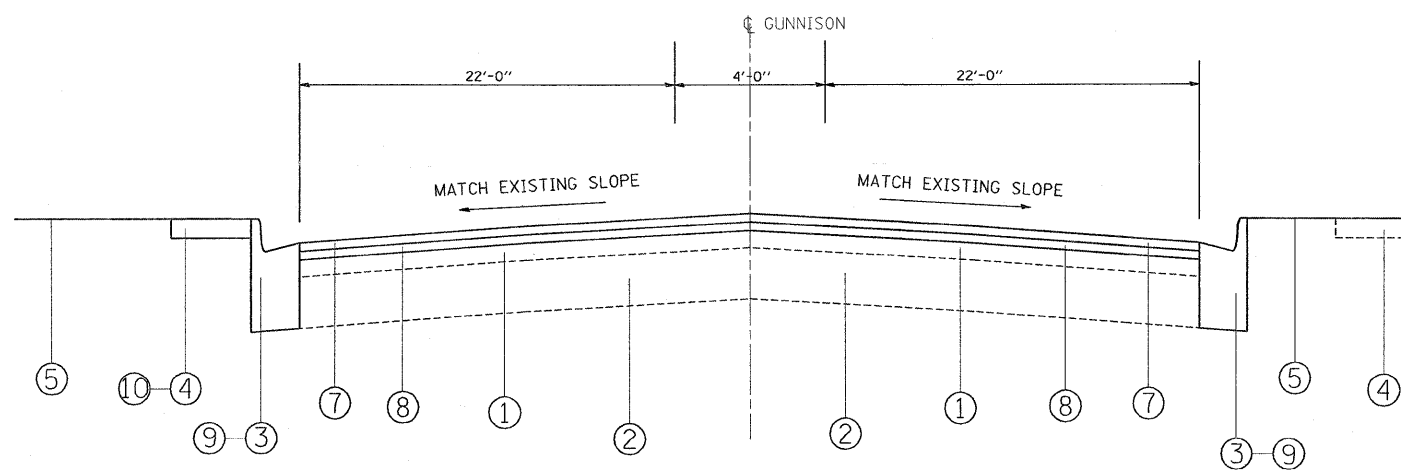
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE TYPE	AC TYPE	AIR VOIDS (%)
ROADWAY	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 " (IL-9.5MM)	PG 64-22	4% @ 70 GYR
	POLYMERIZED LEVELING BINDER (MM), IL 4.75, N50, 3/4''	SBS/SBR PG 76-28/-22	4% @ 50 GYR
PATCHES	CLASS D PATCHES, (BINDER IL-19.0 MM), 9''(±)	PG 64-22*	4% @ 70 GYR
	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (BINDER IL-19.0 MM)	PG 64-22*	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT 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

NOTE: PATCH FIRST THEN MILL



PROPOSED TYPICAL SECTION
STATION:
10+74 TO 62+29