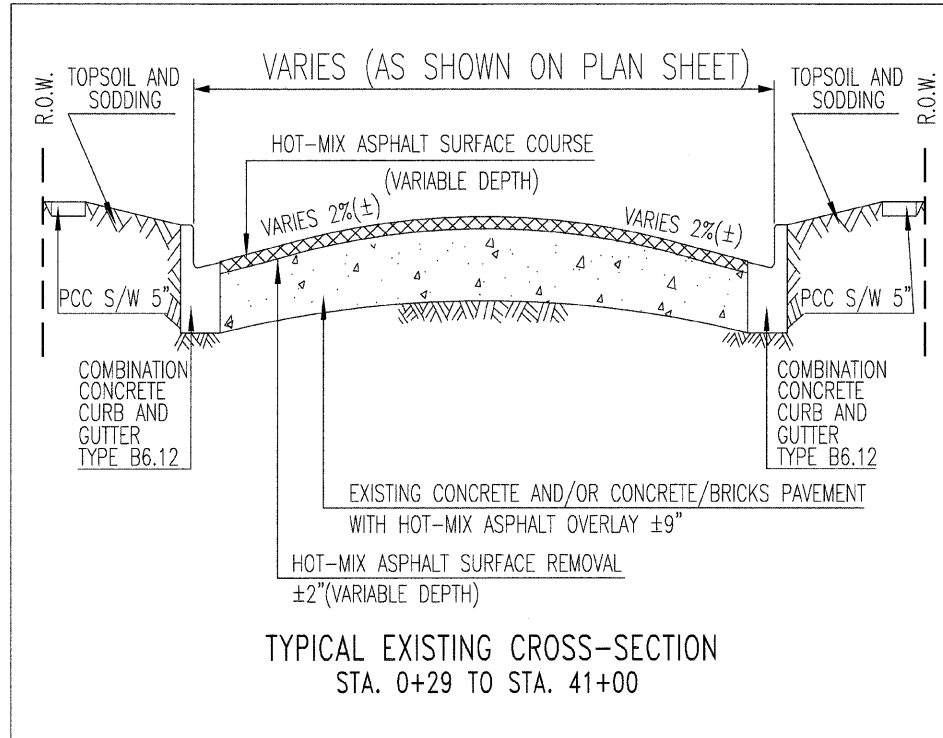
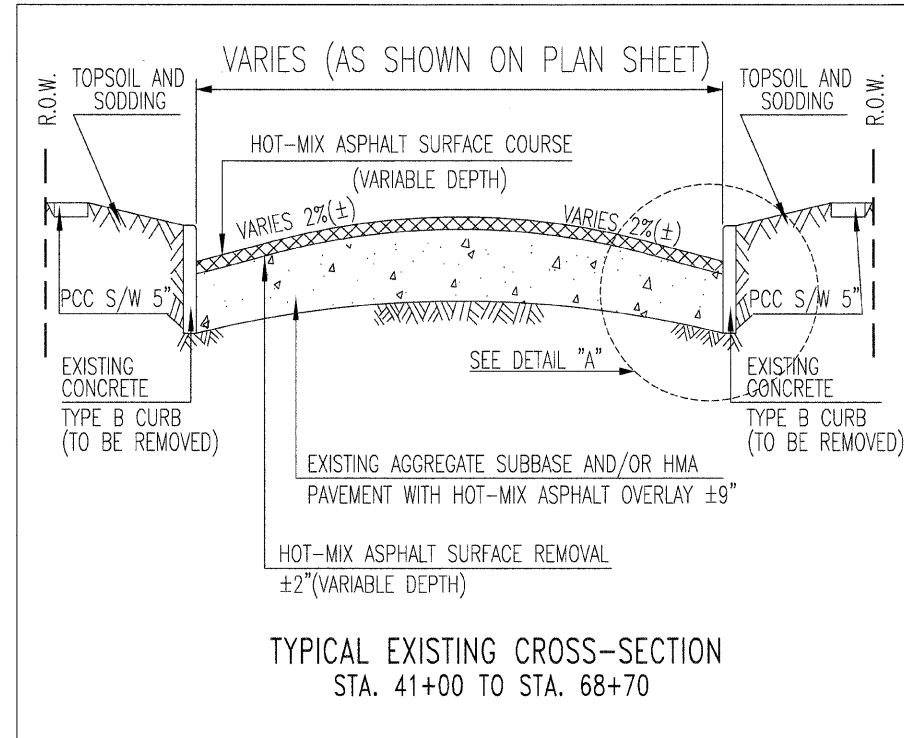


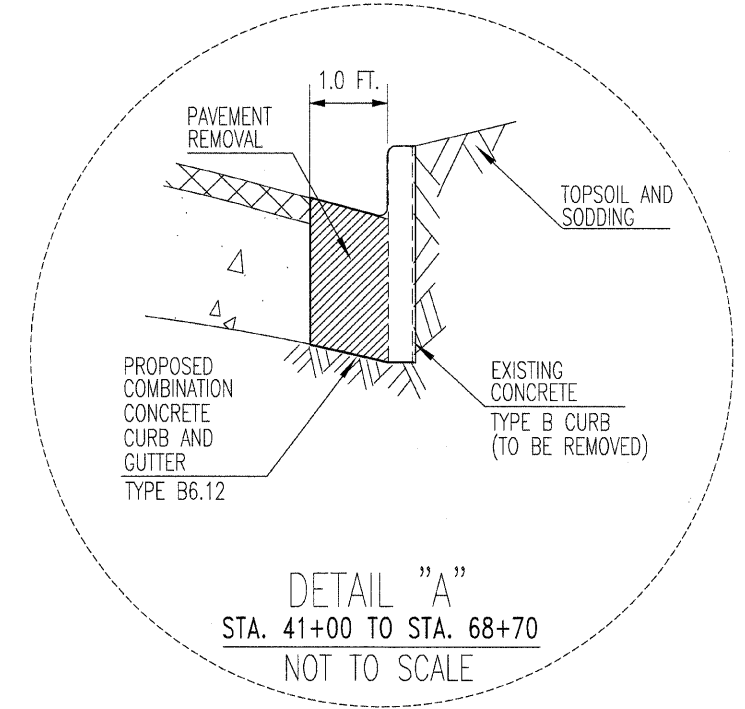
EXISTING CONDITIONS



TYPICAL EXISTING CROSS-SECTION  
STA. 0+29 TO STA. 41+00

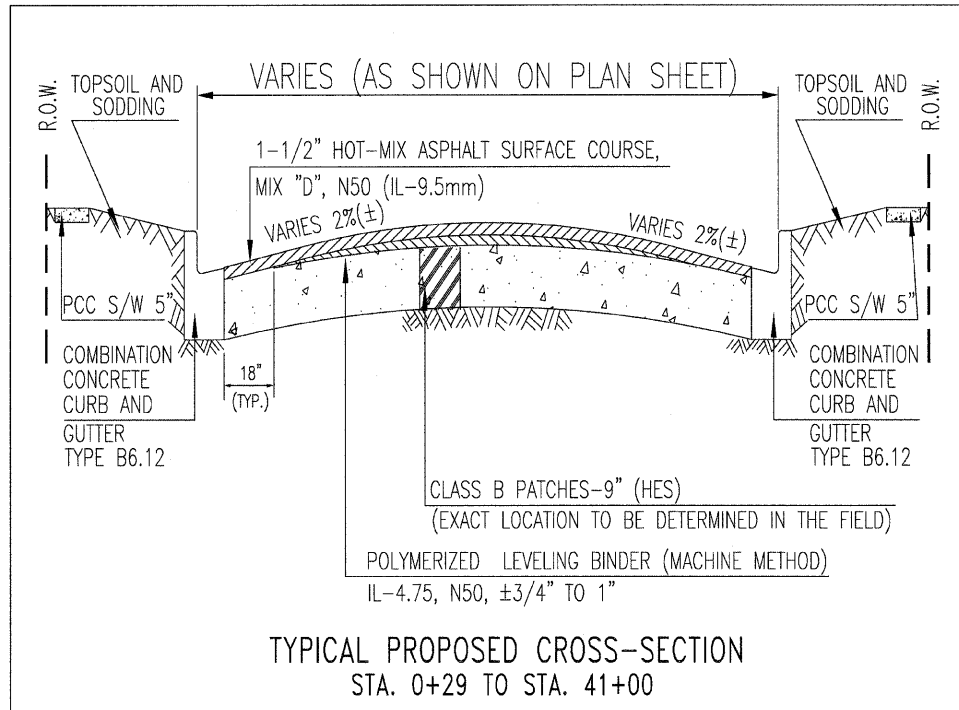


TYPICAL EXISTING CROSS-SECTION  
STA. 41+00 TO STA. 68+70

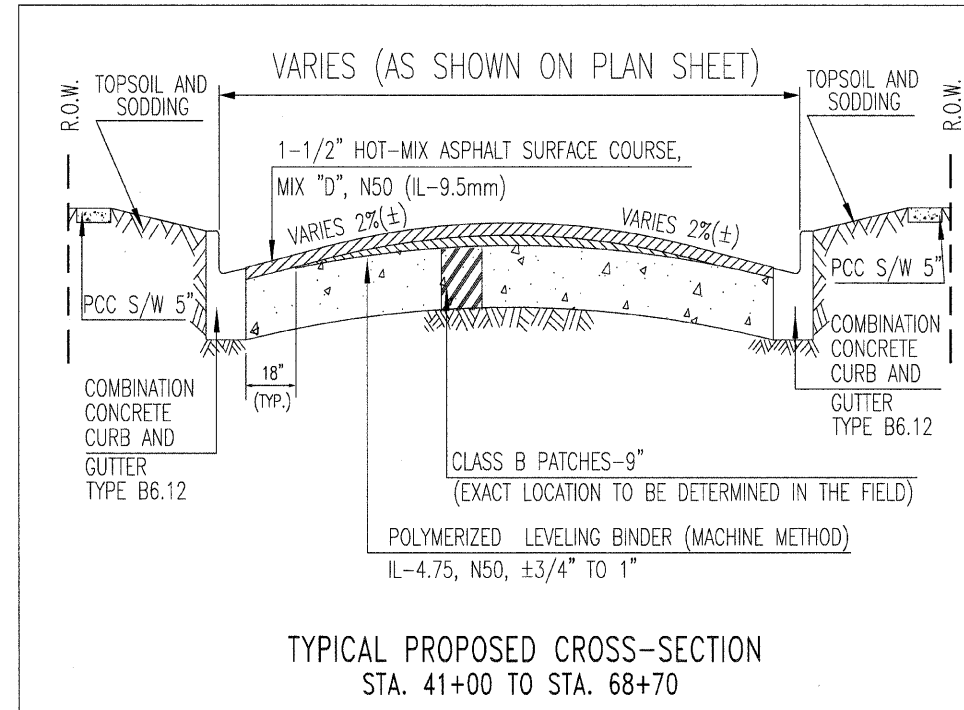


DETAIL "A"  
STA. 41+00 TO STA. 68+70  
NOT TO SCALE

PROPOSED IMPROVEMENTS



TYPICAL PROPOSED CROSS-SECTION  
STA. 0+29 TO STA. 41+00



TYPICAL PROPOSED CROSS-SECTION  
STA. 41+00 TO STA. 68+70

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50 (IL-9.5 mm)	PG 64-22	4%@50 Gyr
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4%@50 Gyr
DRIVEWAYS		
INCIDENTAL HOT-MIX ASPHALT SURFACING HOT-MIX ASPHALT SURFACE COURSE MIX "D", N50 (IL-9.5 mm)	PG 64-22	4%@50 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.

- NOTE:**
- STA. 0+29 TO STA. 68+70 MILL (VARIABLE DEPTH) OF EXISTING ROADWAY SURFACE AND REPLACE WITH ±3/4" TO 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 AND 1-1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL9.5mm)
  - EXACT LOCATION OF THE CLASS "B" PATCHES (HES) WILL BE FIELD DETERMINED, AFTER HOT-MIX ASPHALT SURFACE REMOVAL.
  - EXISTING TYPE B CURB WILL BE REMOVED AND REPLACED WITH COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12, FROM STA. 41+00 TO STA. 68+70 AND AT STREET PLUS ALLEY CORNERS.
  - THE WORK IN NOTE 3 WILL BE PAID FOR AT CONTRACT UNIT PRICE BID FOR "PAVEMENT REMOVAL", "CURB REMOVAL", AND "COMBINATION CONCRETE CURB AND GUTTER TYPE B6.12".
  - THE CONTRACTOR SHALL BE RESPONSIBLE TO VISUALLY FIELD VERIFY ALL DRAINAGE STRUCTURES CALLING FOR RECONSTRUCTION OR REPLACEMENT IN ORDER TO DETERMINE THE EXTENT AND MAGNITUDE OF THE WORK REQUIRED TO ACCOMPLISH RECONSTRUCTING, REPLACING OR RELOCATING THE EXISTING DRAINAGE STRUCTURES.