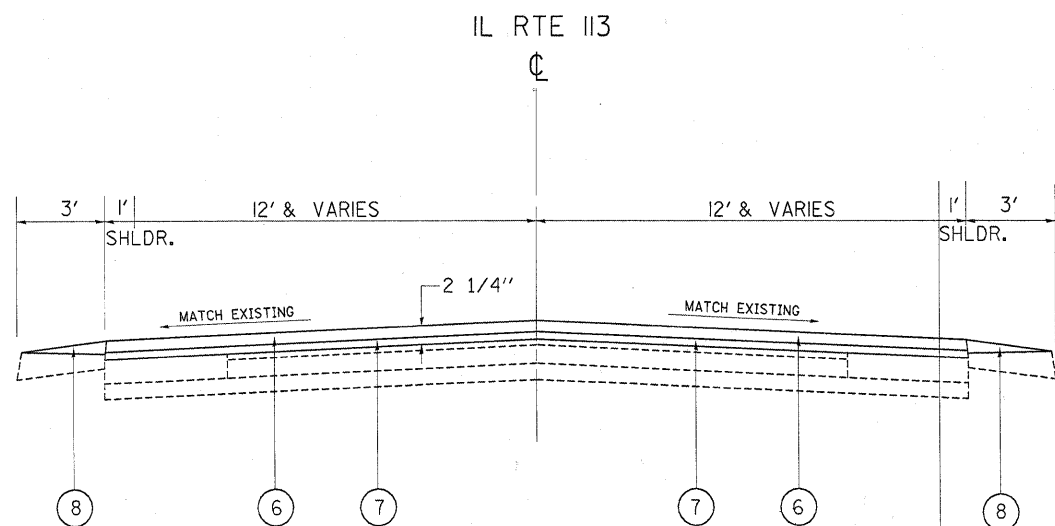


ILLINOIS ROUTE 113
EXISTING TYPICAL SECTION
STA. 200+00 TO STA. 277+66

- LEGEND**
- ① EXISTING AGGREGATE SUB-BASE
 - ② EXISTING PCC BASE COURSE, ±9"
 - ③ EXISTING HOT-MIX ASPHALT, ±3"
 - ④ EXISTING AGGREGATE SHOULDER
 - 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 HOT-MIX ASPHALT LEVELING BINDER, (MM), IL-4.75, N50, 3/4"
 - ⑧ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
 - ⑨ EXIST. HMA PAVEMENT WIDENING, ±12"



ILLINOIS ROUTE 113
PROPOSED TYPICAL SECTION
STA. 200+00 TO STA. 277+66

HMA MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 GYR
POLYMERIZED LEVELING BINDER, (MM) IL-4.75, N50	4% @ 50 GYR
CLASS D PATCHES, (HMA BINDER IL-19.0 mm)	4% @ 70 GYR
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 mm)	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22 AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

NOTE:
THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING