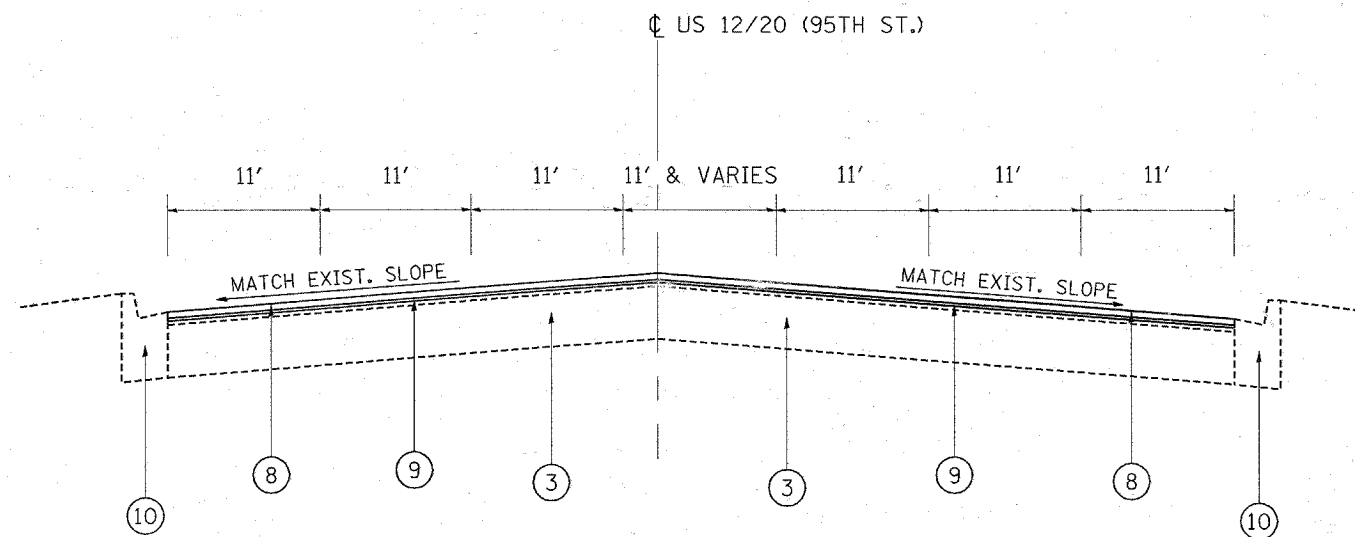


**EXISTING TYPICAL SECTION  
US 12/20 (95TH ST.)  
STA. 180+76 TO 188+80**



**PROPOSED TYPICAL SECTION  
US 12/20 (95TH ST.)  
STA. 180+76 TO 188+80**

LEGEND

- ① EXIST. HMA PAVEMENT, 3''(±)
- ② EXIST. P.C.C. PAVEMENT
- ③ EXIST. P.C.C. BASE COURSE, 9''(±)
- ④ EXIST. HMA SHOULDER
- ⑤ EXIST. B-6.24 CURB & GUTTER
- ⑥ EXIST. P.C.C. MEDIAN (TO REMAIN)
- ⑦ PROP. HMA SURFACE REMOVAL, 2 1/2''
- ⑧ PROP. POLYMERIZED HMA SURFACE COURSE, MIX "F", N90, 1 3/4''
- ⑨ PROP. POLYMERIZED LEVELING BINDER (MM), N50, IL-4.75, 3/4''
- ⑩ PROP. COMBINATION CONC. CURB & GUTTER REMOVAL & REPLACEMENT (TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

	MIXTURE USE	AC TYPE	AIR VOIDS (%)
ROADWAY	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 MM), 1 3/4''	SBS/SBR PG 70-22	4% @ 90 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/SY/IN.

\* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22