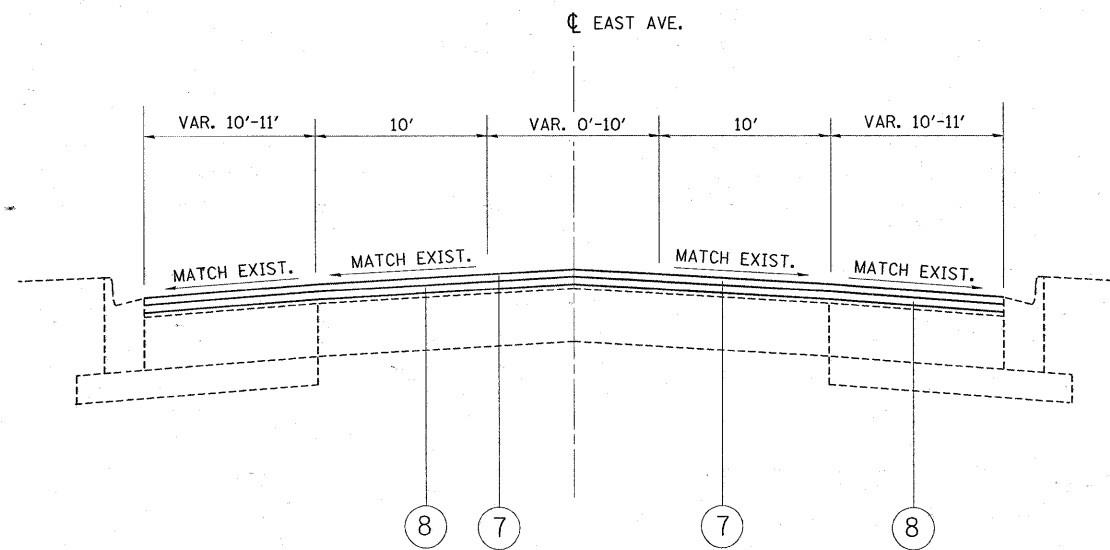


EXISTING TYPICAL SECTION
 STA. 113+82 TO STA. 117+00
 STA. 125+59 TO 161+56

- LEGEND:**
- ① EXISTING COMB. CONC. CURB AND GUTTER
 - ② EXISTING PCC BASE COURSE (+/-) 9"
 - ③ EXISTING HMA BASE COURSE (+/-) 6 1/2"
 - ④ EXISTING SUB-BASE GRANULAR MATERIAL, 6"
 - ⑤ EXISTING STEEL PLATE BEAM GUARDRAIL
 - ⑥ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
 - ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
 - ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

* THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING



PROPOSED TYPICAL SECTION
 STA. 113+82.5 TO STA. 117+00
 STA. 125+59 TO 161+56

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USES	AC / PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	PG 64-22	4% AT 70 GYR.
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% AT 50 GYR.
CLASS D PATCHES, (HMA BINDER IL-19.0 mm)	* PG 64-22	4% AT 70 GYR.

NOTES:
 THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SY/IN
 * WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22