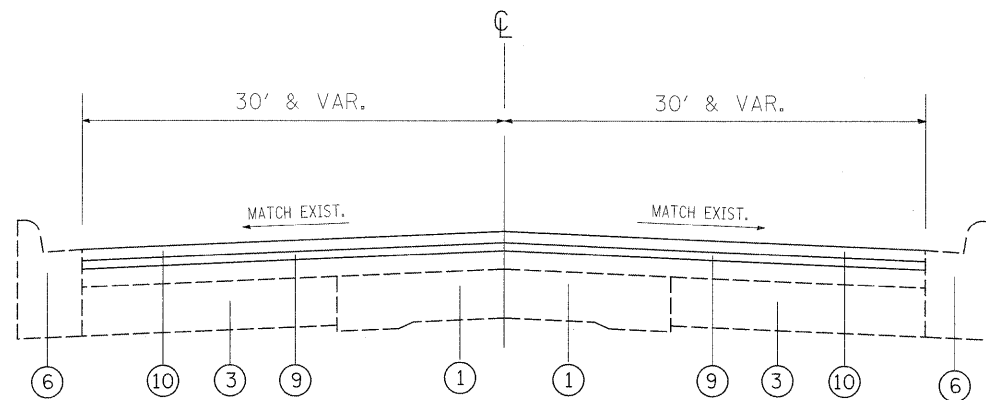


EXISTING TYPICAL SECTION

US 45
STA. 5+86 TO STA. 19+54



PROPOSED TYPICAL SECTION

US 45
STA. 5+86 TO STA. 19+54

LEGEND

- ① EXISTING P.C.C. BASE COURSE
- ② EXISTING HMA SURFACE COURSE, 4'' (+/-)
- ③ EXISTING HMA BASE COURSE WIDENING
- ④ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4''
- ⑤ EXISTING P.C.C. PAVEMENT, 10'' (+/-)
- ⑥ EXISTING COMBINATION CONCRETE CURB & GUTTER
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2 1/2 ''
- ** ⑧ PROPOSED PCC SURFACE REMOVAL (VARIABLE DEPTH), 6' WIDE
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 ''
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "F", N90, RUBBER MODIFIED, 1 3/4 ''

* NOTE: CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

** NOTE: SEE HMA TAPER AT EDGE OF PCC PAVEMENT DETAIL BD-33

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USES	AC TYPE	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX "F", N90, RUBBER MODIFIED	64-22 GTR 10	4% AT 90 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.
HMA REPLACEMENT OVER 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