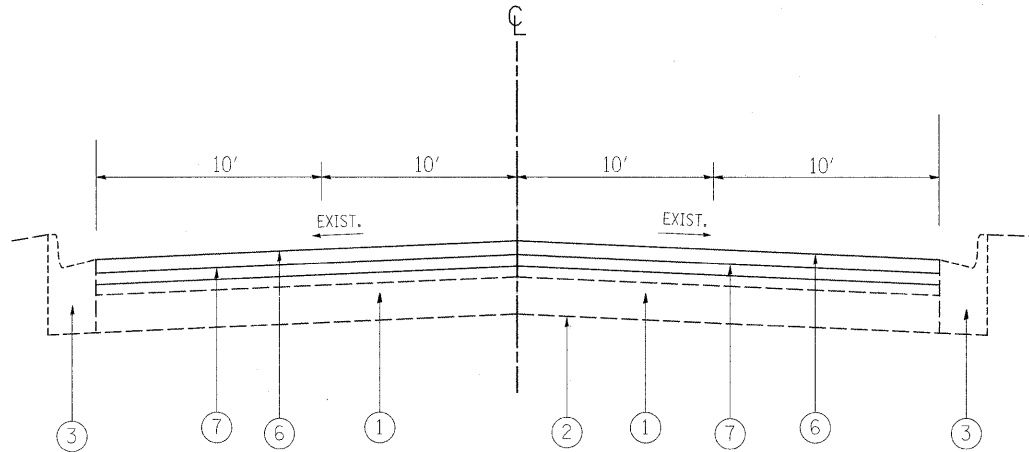


**127th STREET  
EXIST. TYPICAL SECTION**  
STA. 9+44.1 TO STA. 38+86.8



**127th STREET  
PROP. TYPICAL SECTION**  
STA. 9+44.1 TO STA. 38+86.8

**LEGEND**

- ① EXIST. PCC BASE COURSE, 9"( $\pm$ )
- ② EXIST. REMAINING HMA AFTER MILLING, 3/4"( $\pm$ )
- ③ EXIST. COMBINATION CONCRETE CURB & GUTTER
- ④ PROP. PORTLAND CEMENT CONCRETE SURFACE REMOVAL, (VARIABLE DEPTH) (0" TO 1 1/4")
- ⑤ PROP. HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑥ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑦ PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ⑧ PROP. POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 1"

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	PG 64-22	4% @ 70 GYR
POLY. LEVELING BINDER, (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22*	4% @ 50 GYR
CLASS D PATCHES, (HMA BINDER IL-19 mm)	PG 64-22*	4% @ 70 GYR
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	PG 64-22*	4% @ 70 GYR

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

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

**NOTE:**

**THE CONTRACTOR SHALL PATCH FIRST THEN MILL**