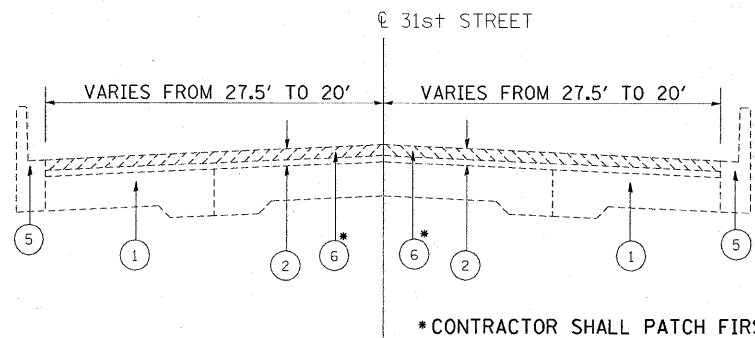


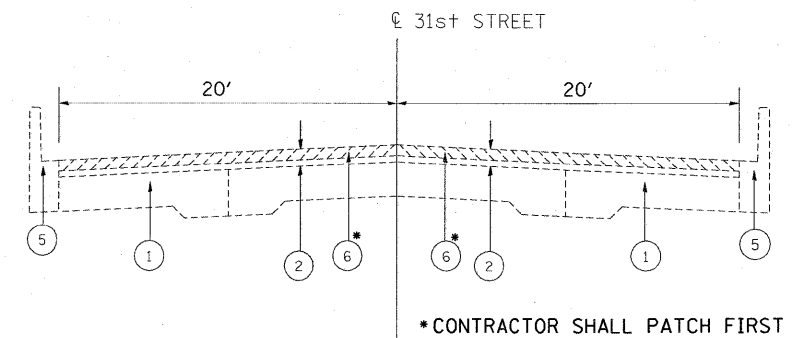
\* CONTRACTOR SHALL PATCH FIRST ACCORDING TO STD. BD-22

EXISTING TYPICAL SECTION  
31st STREET  
STA. 10+28 TO STA 12+26



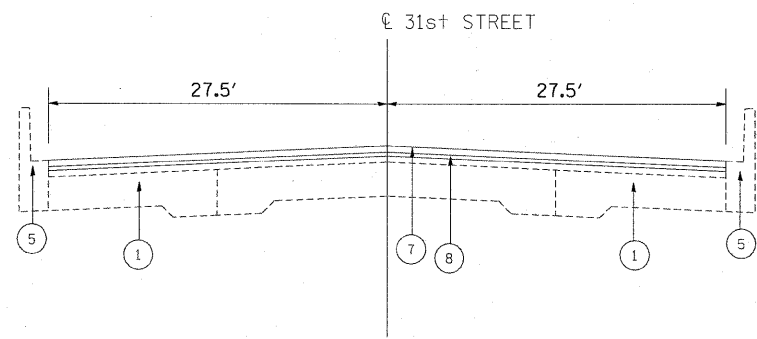
\* CONTRACTOR SHALL PATCH FIRST ACCORDING TO STD. BD-22

EXISTING TYPICAL SECTION  
31st STREET  
STA. 12+26 TO STA. 17+33\*\*  
\*\*NOTE: OMISSION BETWEEN STA. 14+33 AND STA. 16+88

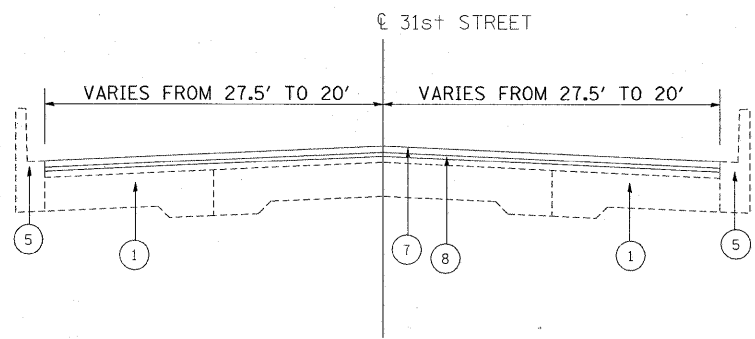


\* CONTRACTOR SHALL PATCH FIRST ACCORDING TO STD. BD-22

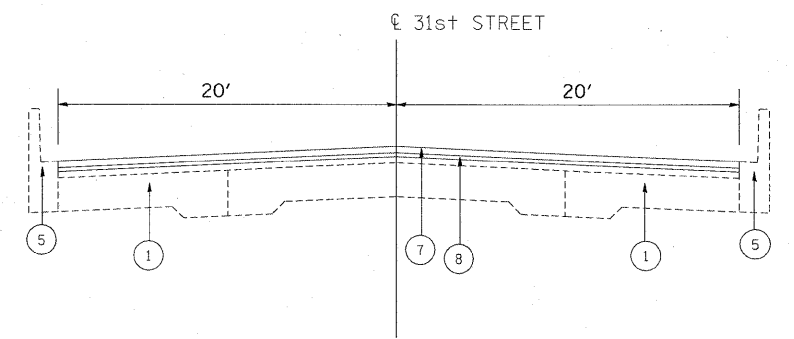
EXISTING TYPICAL SECTION  
31st STREET  
STA. 17+33 TO STA 27+60



PROPOSED TYPICAL SECTION  
31st STREET  
STA. 10+28 TO STA 12+26



PROPOSED TYPICAL SECTION  
31st STREET  
STA. 12+26 TO STA. 17+33\*\*



PROPOSED TYPICAL SECTION  
31st STREET  
STA. 17+33 TO STA 27+60

**LEGEND**

- ① EXISTING PCC PAVEMENT ±7.25"
- ② EXISTING HMA OVERLAY 3.25"
- ③ EXISTING PCC PAVEMENT ±7.5"
- ④ EXISTING HMA OVERLAY ±5.5"
- ⑤ EXISTING COMBINATION CONCRETE CURB & GUTTER
- ⑥ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				
MIXTURE USES	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM)	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19MM)	CLASS D PATCHES (HMA BINDER IL-19MM)
AC TYPE	SBS/SBR PG 76-28/-22	PG 64-22	PG 64-22 *	PG 64-22 *
DESIGN AIR VOIDS	4.0% @ 50 GYR	4.0% @ 70 GYR	4% @ 70 GYR	4% @ 70 GYR
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIX QUANTITIES IS 112 LBS/SY/IN				
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER SHALL BE PG 58/22				