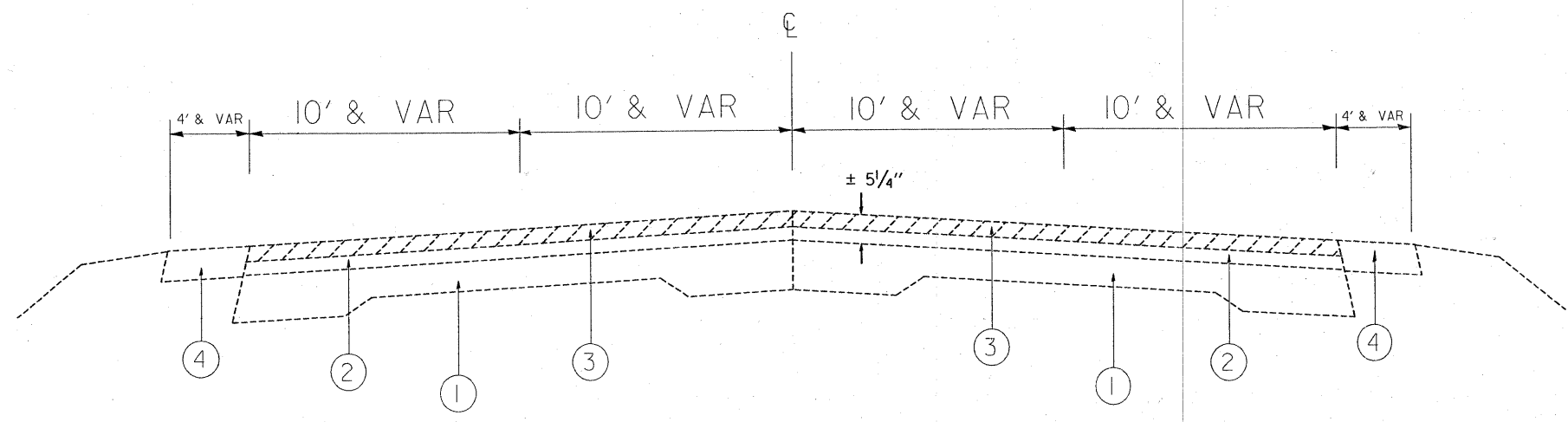


LEGEND

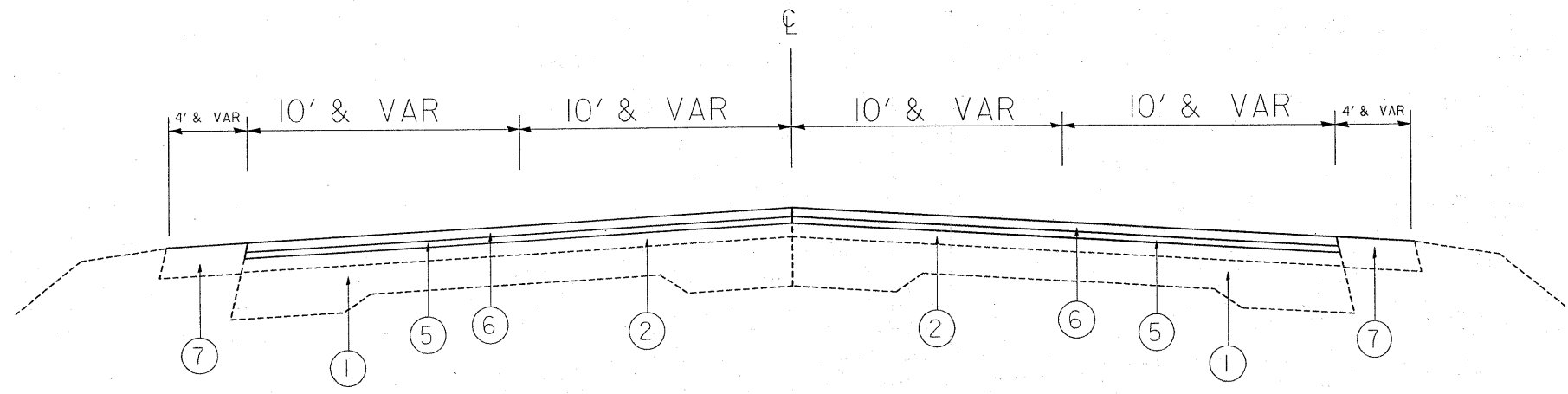
- ① EXISTING PCC PAVEMENT ±8"
- ② EXISTING HMA SURFACE, ±3" (AFTER MILLING)
- ③ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ④ EXISTING AGGREGATE SHOULDERS
- ⑤ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑥ PROPOSED HMA CONCRETE SURFACE COURSE, MIX "D", N50, 1 1/2"
- ⑦ PROPOSED AGGREGATE SHOULDERS



IL 50 (GOVERNORS HIGHWAY)
EXISTING TYPICAL SECTION

MIXTURE REQUIREMENTS		
MIXTURE USES	AC / PG	DESIGN AIR VOIDS
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	SBS/SBR PG76-28/-22	4% AT 50 GYRATIONS
HMA SURFACE COURSE, MIX "D", N50 (IL-9.5mm)	PG 64-22	4% AT 50 GYRATIONS
CLASS D PATCHING (Binder IL-19mm)	PG 64-22*	4% AT 70 GYRATIONS
HMA REPLACEMENT OVER PATCHES (Binder IL-19mm)	PG 64-22*	4% AT 70 GYRATIONS

- THE UNIT WEIGHT USED TO CALCULATE ALL SURFACE MIXTURE QUANTITY IS 112 LBS/SY/IN
- "WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PC 58 -22"
- IN ACCORDANCE WITH THIS PROJECT, THE CONTRACTOR SHALL MILL FIRST



IL 50 (GOVERNORS HIGHWAY)
PROPOSED TYPICAL SECTION