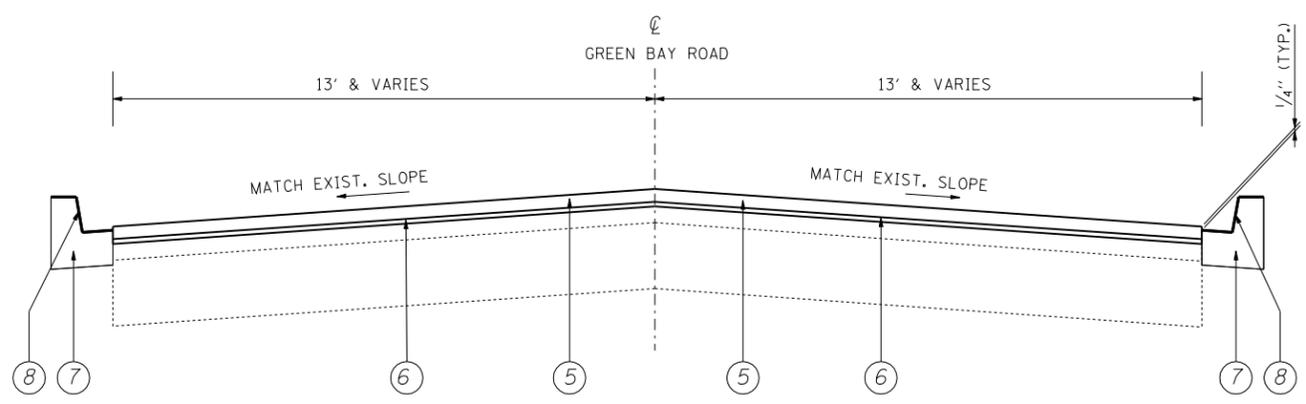


GREEN BAY ROAD
EXISTING TYPICAL SECTION
STA. 3+17.50 TO STA. 51+50



GREEN BAY ROAD
PROPOSED TYPICAL SECTION
STA. 3+17.50 TO STA. 51+50

LEGEND

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ② EXISTING PCC BASE COURSE, ±10"
- ③ EXISTING REMAINING HMA AFTER MILLING, 3/4"
- ④ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑤ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ⑦ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVE AND REPLACE, OF THE TYPE & SIZE AS DIRECTED BY THE ENGINEER, AT THE LOCATIONS DETERMINED BY THE ENGINEER.
- ⑧ PROTECTIVE COAT TO BE APPLIED ON ANY NEW COMBINATION CONCRETE CURB & GUTTER OF THE TYPE AND SIZE INSTALLED.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	DESIGN AIR VOIDS	THICKNESS
<u>ROADWAY RESURFACING</u>		
HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR	1 1/2"
POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	4% @ 50 GYR	3/4"
<u>PAVEMENT PATCHING</u>		
CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR	10"
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	2"

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ-YD/IN.

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

FOR "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.