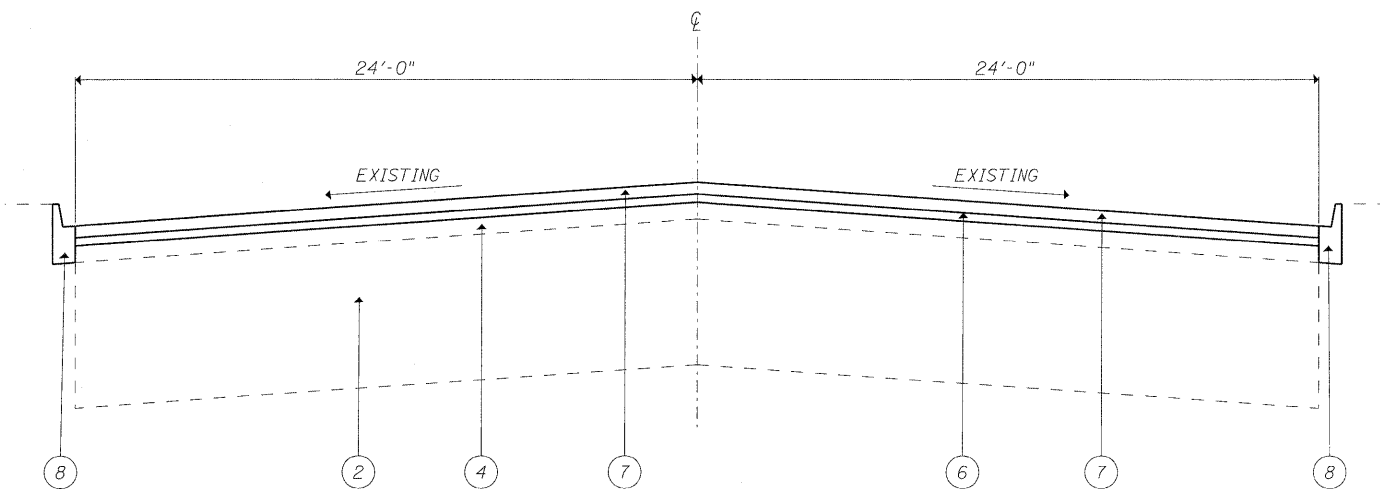


**EXISTING TYPICAL SECTION**



**PROPOSED TYPICAL SECTION**

**LEGEND**

- ① EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ② EXISTING PCC PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4"
- ④ HMA MATERIAL AFTER MILLING, +/- 2"
- ⑤ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75 N50, 3/4"
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑧ PROPOSED COMBINATION CONCRETE CURB AND GUTTER

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

**NOTES:**

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LSB/SOYD/IN. \*WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

CONCRETE CURB AND GUTTER SHOWN AT VARIOUS LOCATIONS AS SHOWN IN THE PLANS