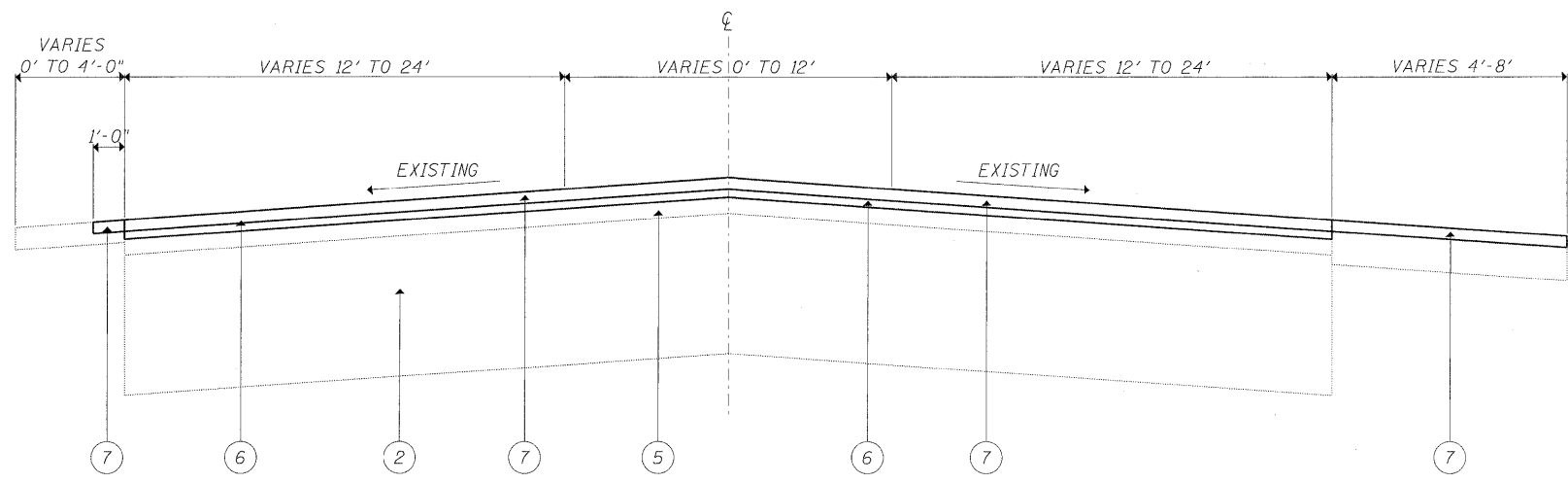


EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION



**LEGEND**

- ① EXISTING BITUMINOUS SHOULDER
- ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4"
- ③A EXISTING CONCRETE CURB AND GUTTER
- ④ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- ⑤ HMA MATERIAL AFTER MILLING, +/- 2"
- 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 HMA SURFACE REMOVAL (1 1/2")
- ⑨ PROPOSED 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

**NOTE:**

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

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

SHOULDER WIDENING GREATER THAN 4' AT VARIOUS LOCATIONS WITHIN THE LIMITS OF IMPROVEMENT