



**LEGEND**

- ① EXISTING CURB & GUTTER, TYPE B-6.12
- ② EXISTING CURB & GUTTER, TYPE B-6.24
- ③ EXISTING HMA AFTER MILLING SURFACE, 3 1/2 "
- ④ EXISTING HMA BASE COURSE, 1 1/4 "
- ⑤ EXISTING GRANULAR SUBBASE, 4"
- ⑥ PROPOSED HMA SURFACE REMOVAL 2 1/2 "
- ⑦ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 1 3/4 "
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 "
- ⑨ EXISTING PCC PAVEMENT
- ⑩ EXISTING HMA AFTER MILLING SURFACE, 2 1/4 "
- ⑪ EXISTING MEDIAN

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL 9.5 mm)	SBS/SBR PG 70-22	4% @ 90 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	SBS/SBR PG 76-28/-22	4% @ 50 GYR
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, (HMA BINDER IL-19.0 mm)	PG 64-22*	4% @ 70 GYR
ALL CLASS D PATCHES, (HMA BINDER IL-19 mm)	PG 64-22*	4% @ 70 GYR

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

\*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.