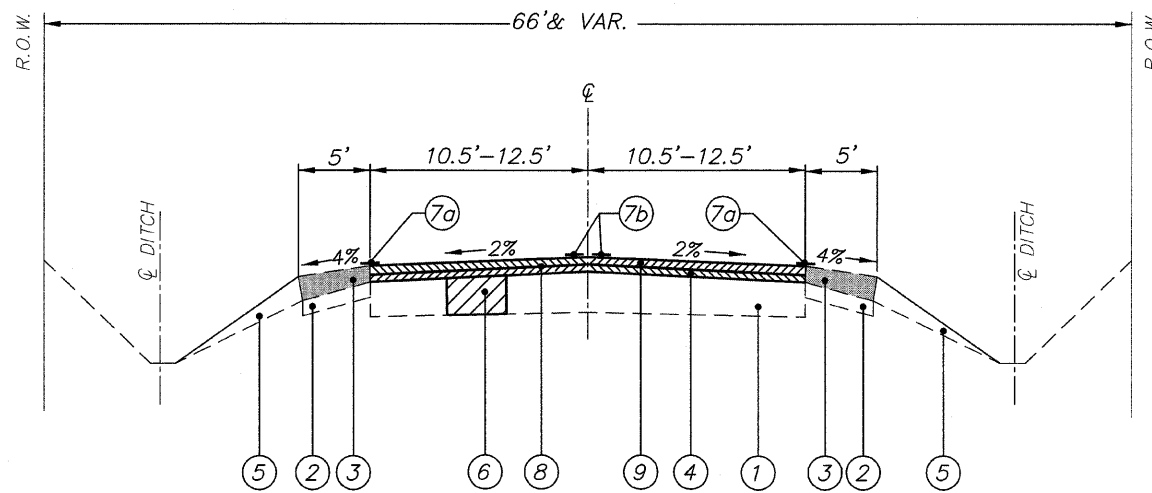
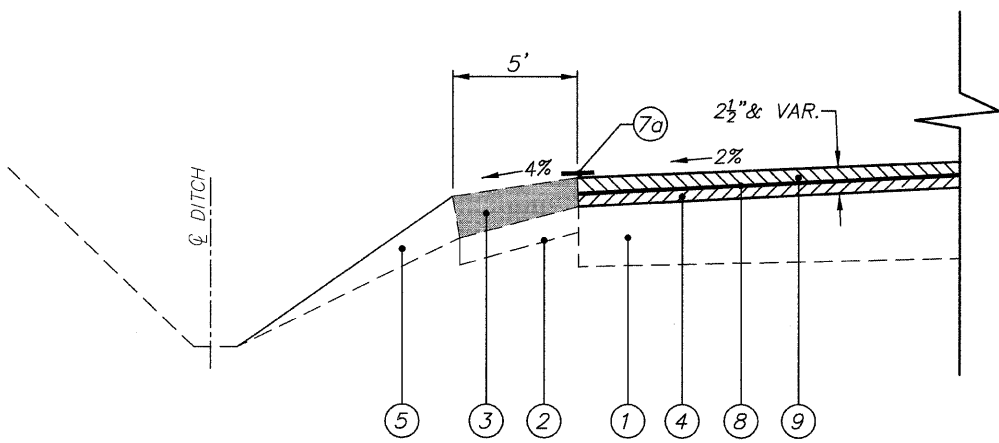


EXISTING TYPICAL SECTION
 GARLAND ROAD: BONNER ROAD - GOSSELL ROAD
 STA 127+58 TO 153+87
 STA 181+70 TO 203+78



PROPOSED TYPICAL SECTION
 STA 127+58 TO 153+87
 STA 181+70 TO 203+78



TYPICAL SHOULDER DETAIL

LEGEND

- ① EXISTING PAVEMENT:
 - HMA T=2"-4"
 - AGGREGATE BASE COURSE 6"-9 1/4"
- ② EXISTING AGGREGATE SHOULDERS
- ③ PROPOSED AGGREGATE SHOULDERS, TYPE B
- ④ PROPOSED (AVERAGE) LEVELING BINDER, (MACHINE METHOD), N50, 1"
- ⑤ PROPOSED LANDSCAPING:
 - TOPSOIL FURNISH AND PLACE, 3"
 - SEEDING CLASS 1
 - EROSION CONTROL BLANKET
- ⑥ PROPOSED CLASS D PATCHES, 6"
- ⑦ PROPOSED THERMOPLASTIC PAVEMENT MARKING LINE
 - a. 6" WHITE EDGE LINE
 - b. 2-4" YELLOW CENTERLINE
- ⑧ PROPOSED AREA REFLECTIVE CRACK CONTROL TREATMENT
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N50, 1 1/2"

HOT MIX ASPHALT MIXTURE REQUIREMENT	
MIXTURE TYPE	AIR VOIDS @ Ndes
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 50 Gyr
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 2" (IL-9.5mm)	4% @ 50 Gyr
PAVEMENT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50 (IL-9.5mm)	4% @ 50 Gyr
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm)	4% @ 50 Gyr

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "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 "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.