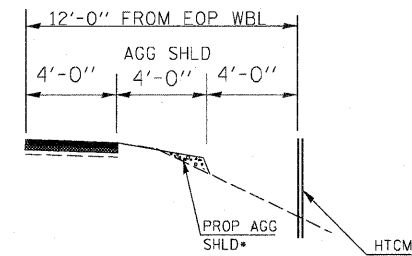


EXISTING TYPICAL SECTION

RT. 23 INTERCHANGE RAMP

*EXIST. HMA THICKNESSES VARY ON RAMPS-SEE PVT CORES

* THE PROPOSED AGG SHLD QUANTITY IS ANTICIPATED TO BE SMALL SINCE THERE WILL BE A GRADE REDUCTION



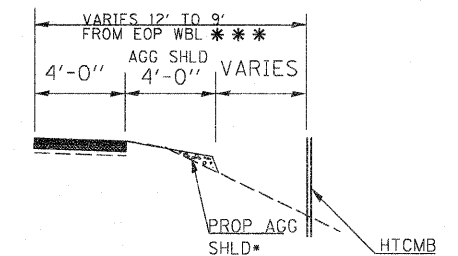
THIS DETAIL MUST BE ADHERED TO TO COMPLY WITH BDE REQUIREMENTS FOR HTCMB

DETAIL A (SEE PROP TYP SECT NO 1)

***STATION TO STATION W.B. 853+37 TO STA. 431+77.08

4" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90 45 LBS/YD² NEEDED FOR CROWN CORRECTION

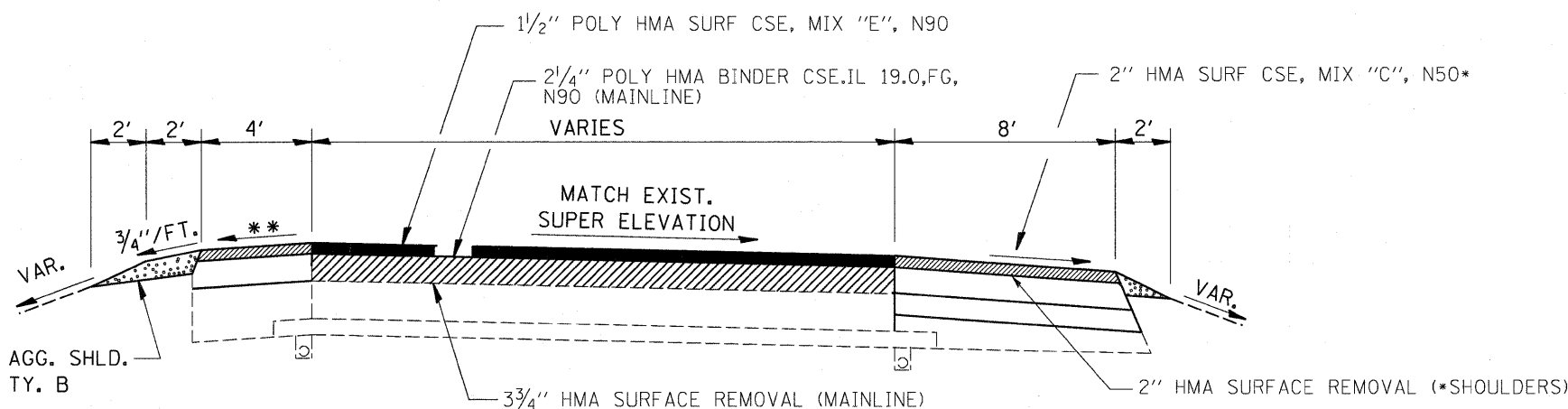
* THE PROPOSED AGG SHLD QUANTITY IS ANTICIPATED TO BE SMALL SINCE THERE WILL BE NO GRADE RAISE OR A GRADE REDUCTION



THIS DETAIL MUST BE ADHERED TO TO COMPLY WITH BDE REQUIREMENTS FOR HTCMB

DETAIL B (SEE PROP TYP SECT NO 2)

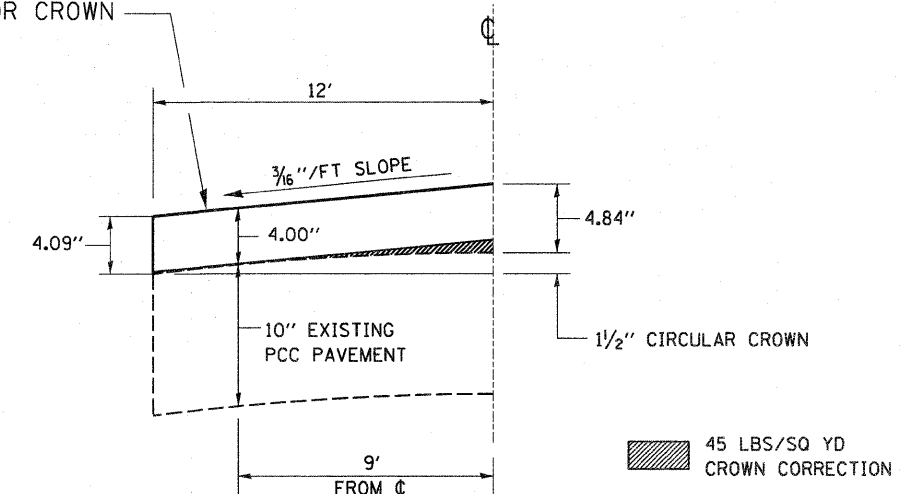
***STATION TO STATION 431+77 TO 540+41-12' 540+41 TO 555+41-VARIES 12' TO 9' 555+41 TO 589+00-9'



PROPOSED TYPICAL SECTION

RT. 23 INTERCHANGE RAMP

* FOR BOTH 4' SHOULDER & 8' SHOULDER
** MATCH EXISTING



CROWN CORRECTION DETAIL

MIXTURES TABLE						
	POLY HMA SURFACE	POLY HMA BINDER	POLY HMA LEVELING BINDER	HMA SURF (10' SHLD TOP 2")	HMA SHLDS 10", 7 1/2", 8 1/2" BINDER	HMA SHLDS 6"
PG GRADE	SBS PG-70-22	SBS PG-70-22	SBS PG-70-22	PG 64-22	SBS PG-70-22	PG-64-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @N90	4.0% @N50	4.0% @N50	4.0% @ N90	2.0% @ N30
MIXTURE COMPOSITION	IL 9.5	IL 19.0 FG	IL-4.75	IL 9.5	IL 19.0	IL 19.0L
FRICITION AGGREGATE	MIXTURE E			MIXTURE C		
DENSITY TEST METHOD	PFP CORES	PFP CORES	PFP CORES	CORRELATION	CORES*	SATISFACTION OF ENGINEER

*MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.