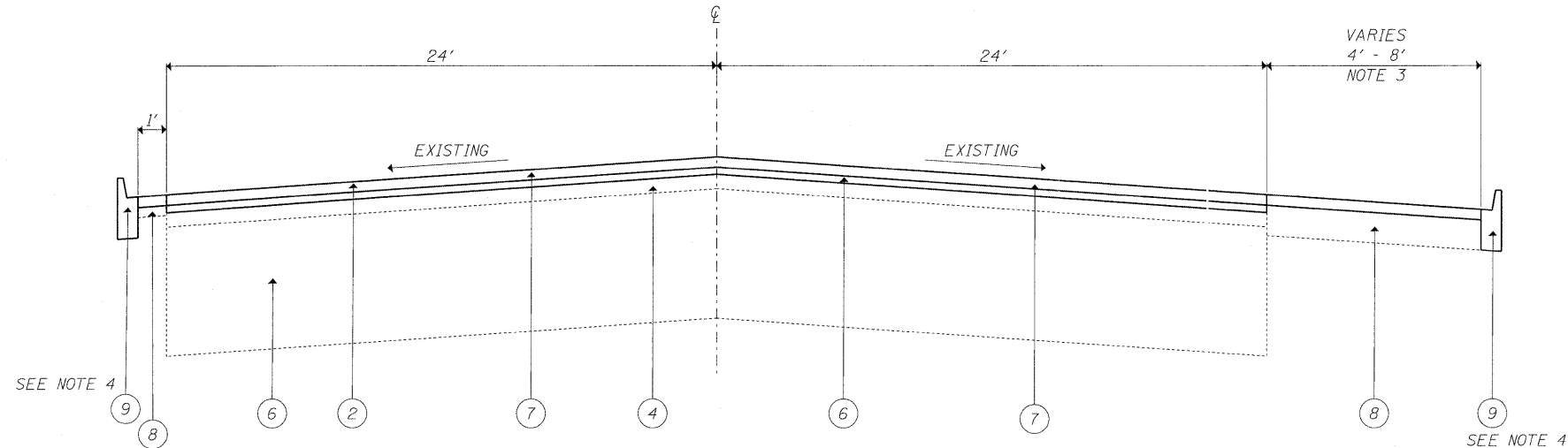


EXISTING TYPICAL SECTION  
STA. 13+00 TO STA. 150+00

**LEGEND**

- ① EXISTING BITUMINOUS SHOULDER
- ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
- ③ EXISTING HMA SURFACE COURSE +/- 4 1/2"
- ③A EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ④ EXISTING HMA SURFACE OVERLAY AFTER MILLING, +/- 2"
- ⑤ PROPOSED HMA SURFACE REMOVAL (2 1/2")
- ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) N50 (3/4")
- ⑦ PROPOSED HMA SURFACE COURSE, MIX "F", N70 (1 3/4 ")
- ⑧ PROPOSED HMA SURFACE REMOVAL (1 1/2 ")
- ⑨ PROPOSED CONCRETE COMBINATION CURB AND GUTTER



PROPOSED TYPICAL SECTION  
STA. 7+00 TO STA. 150+00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX F, N70. (IL-9.5 mm)	PG 64-22	4% @ 70 GYR
LEVELING BINDER (MACHINE METHOD), 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

**NOTE:**

- 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 135 LBS/SQYD/IN AND LEVELING BINDER IS 112 LBS/SQYD/IN. \*WHEN RAP EXCEEDS 20%. THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22
- 2: THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING
- 3: WHEN SHOULDER WIDENS GREATER THAN 4', SURFACE REMOVAL AND REPLACEMENT WILL COVER WIDTH OF SHOULDER
- 4: CONCRETE CURB AND GUTTER SHOWN AT VARIOUS LOCATIONS AS DETAILED IN THE PLANS, REMOVED AND REPLACED AT THE DIRECTION OF THE ENGINEER.