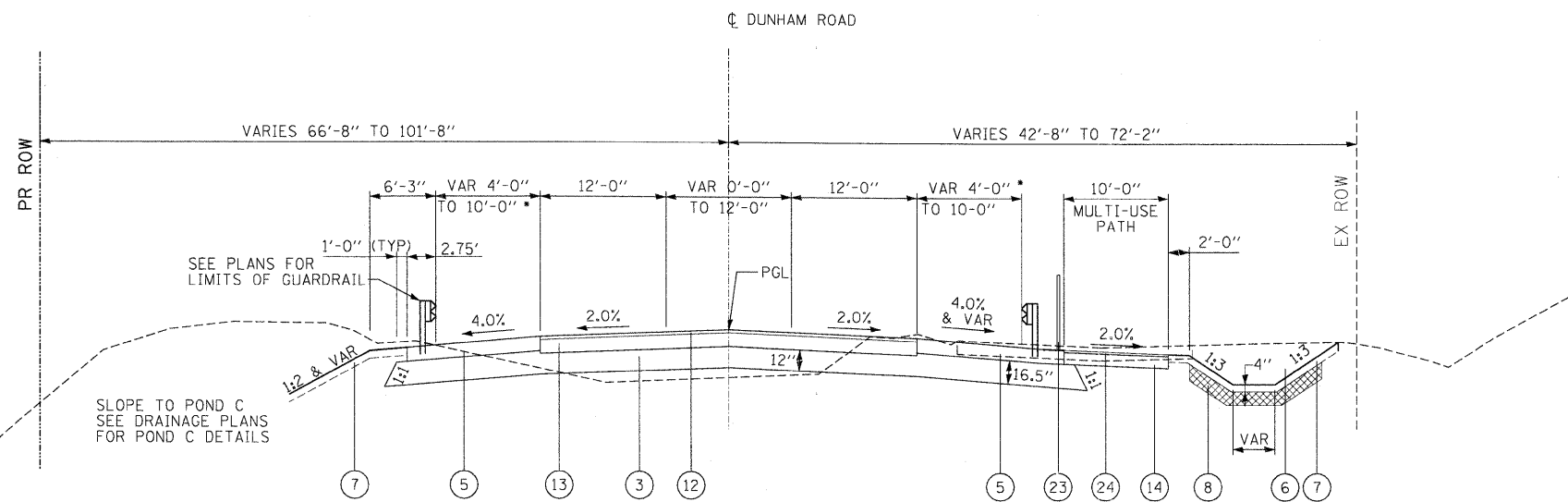


DUNHAM ROAD
 STA 249+74.00 TO STA 252+65.00
 BEGIN SE TRANS IN STA 249+74.52
 END SE TRANS IN STA 250+83.30

- LEGEND**
- ① PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)
 - ② STABILIZED SUB-BASE, HOT-MIX ASPHALT, 4 1/2"
 - ③ SUB-BASE GRANULAR MATERIAL, TYPE B, 12" & VARIES
 - ④ COMBINATION CONCRETE CURB AND GUTTER B6.24
 - ⑤ HOT-MIX ASPHALT SHOULDERS, 8" (IN 3 LIFTS)
 - ⑥ EARTH EXCAVATION
 - ⑦ TOPSOIL EXCAVATION AND PLACEMENT
 - ⑧ CLAY LINER, 8"
 - ⑨ PORTLAND CEMENT CONCRETE SHOULDERS, 6"
 - ⑩ LONGITUDINAL CONSTRUCTION JOINT (INCLUDED IN COST OF PORTLAND CEMENT CONCRETE PAVEMENT, 10" JOINTED)
 - ⑪ AGGREGATE SHOULDERS TYPE B, 8"
 - ⑫ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, 2"
 - ⑬ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 10 1/2" (IN 5 LIFTS)
 - ⑭ AGGREGATE BASE COURSE TYPE B, 6"
 - ⑮ GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
 - ⑯ PAID FOR AS ⑯ AGGREGATE PATH, 8"
 - ⑰ COMPACTED LIMESTONE SCREENINGS (FA 5), 2"
 - ⑱ STEEL PLATE BEAM GUARD RAIL, TYPE A
 - ⑲ NOT USED
 - ⑲ NOT USED
 - ⑳ LEVELING BINDER (MACHINE METHOD), N70 (3/4" MINIMUM)
 - ㉑ COMBINATION CONCRETE CURB AND GUTTER B6.12
 - ㉒ CONCRETE MEDIAN, TYPE SB (SPEC)
 - ㉓ BICYCLE RAILING
 - ㉔ HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50, 2"
 - ㉕ HOT MIX ASPHALT BINDER COURSE, IL-19.0 N50, 6 1/2" (IN 3 LIFTS)
 - ㉖ SAW CUTS
 - ㉗ HOT-MIX ASPHALT SHOULDER, 6" (IN 2 LIFTS)
 - ㉘ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1 1/2"
 - ㉙ POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50, 1 1/2"
 - ㉚ PORTLAND CEMENT CONCRETE PAVEMENT, 9"
 - ㉛ TIE BARS (INCLUDED IN COST OF COMB CONC CURB & GUTTER AND CONC MEDIAN, TYPE SB (SPEC))



DUNHAM ROAD
 STA 252+65.00 TO STA 255+35.00
 BEGIN SE TRANS OUT STA 252+88.59
 END SE TRANS OUT STA 254+10.14

* SHOULDERS VARY FROM 4'-0" AT STA 252+00.00 TO 10'-0" AT STA 254+00.00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	PG 64-22 •	4% @ 50 Gyr.
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	SBS/SBR PG 70-22 •	4% @ 90 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	PG 64-22•	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	PG 64-22•	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70	PG 64-22•	4% @ 70 Gyr.
HOT-MIX ASPHALT SHOULDER, 6" AND 8"	PG 64-22•	2% @ 30 Gyr.
STABILIZED SUB-BASE-HOT-MIX ASPHALT, 4 1/2"	PG 64-22•	2% @ 30 Gyr.
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	SBS/SBR PG 70-22 •	4% @ 90 Gyr.
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	SBS/SBR PG 70-22 •	4% @ 50 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50	SBS/SBR PG 70-22 •	4% @ 50 Gyr.

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
 PV = 30,100 SU = 2450 MU = 2450

ROAD/STREET CLASSIFICATION: CLASS I

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 32% S = 45% M = 45%

TRAFFIC DATA: ACTUAL TF = 18.56
 MINIMUM TF = 6.03

SUBGRADE SUPPORT RATING:
 SSR = POOR

NOTES
 THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQYD/IN.
 • WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

x:\39008\3904\engineering\documents\roadway\typical\sections\pr-plr-abc-tp01.dgn